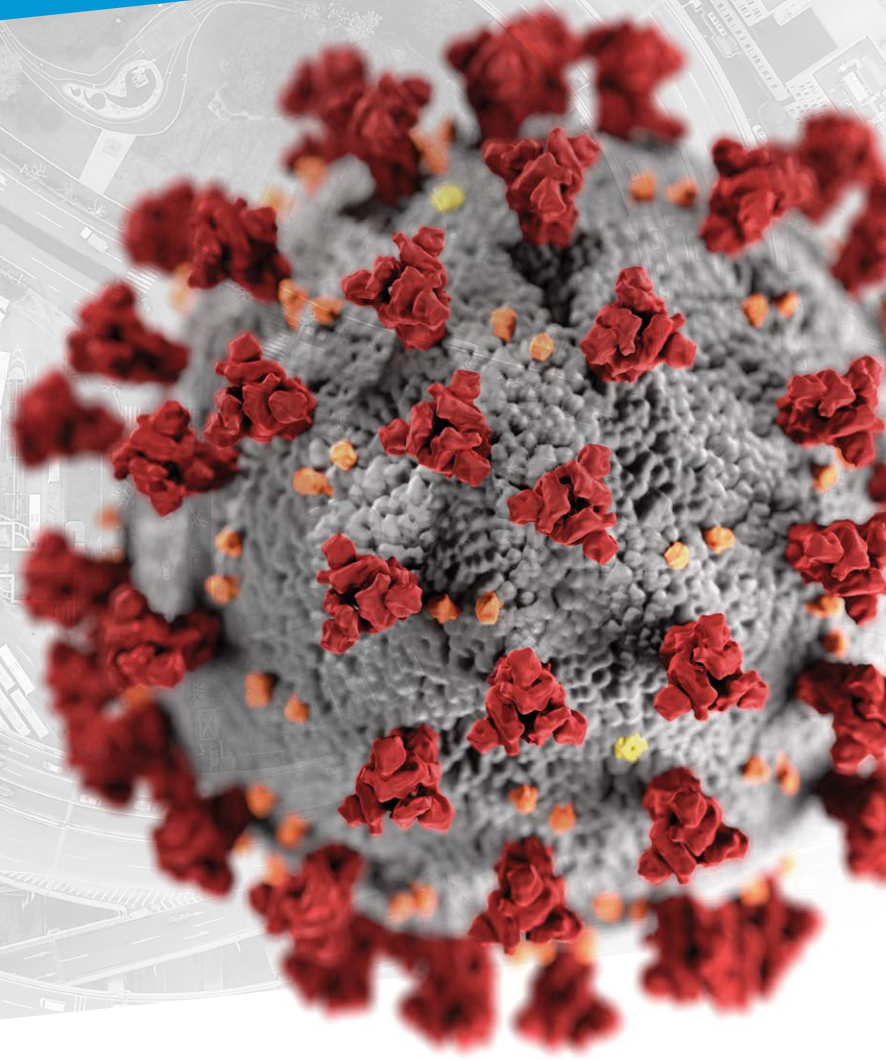
THE ROAD SAFETY FUND

# NEWSLETTER

*Entering a new decade for action*

ISSUE #2
JULY 2020

# ROAD SAFETY AT THE TIME OF COVID-19



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# NOTE FROM THE UNRSF SECRETARIAT

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

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

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

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

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

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

# AN OPPORTUNITY TO BUILD BACK BETTER AFTER COVID-19

## UNRSF PROJECTS

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

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

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

LEARN MORE

**UNRSF projects**

## SPOTLIGHT ON OUR PROJECT

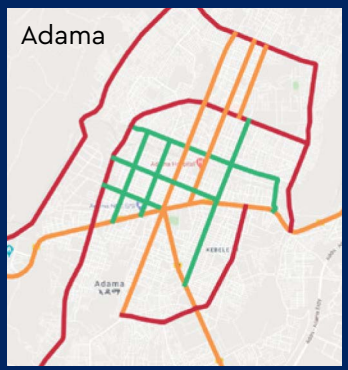
# SAFE ROAD – SCALING SAFE STREET DESIGNS IN ETHIOPIA

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

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

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

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



MINISTRY OF TRANSPORT

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

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

> ***I am proud to announce that today on #WorldBicycleDay we've launched Ethiopia's Non-Motorised Transport (NMT) Strategy 2020–2029. A strategy that includes measures that the country will implement over the next 10 years to improve mobility and facilitate inclusive urbanisation.***

***Dagmawit Moges, via Twitter***
*Minister of Transport of Ethiopia*

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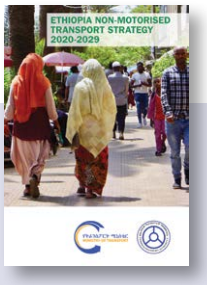


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MINISTRY OF TRANSPORT

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

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

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

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

***Lotte Brondum***
*Executive Director of the Global Alliance of NGOs for Road Safety Secretariat | Member of the Advisory Board and Steering Committee of the UNRSF*

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

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

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

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

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

I was invited to join the Advisory Board of the UNRSF before the launch in 2018 to represent the voice of civil society. Subsequently, I was also invited to join the Steering Committee. I think it is really important that the different stakeholders are represented. There is a lot of will in the Steering Committee and Advisory Board to get the UNRSF to succeed and very good work done by the Secretariat, UNECE and the UN Secretary-General's Special Envoy for Road Safety to raise the needed funds. Obviously, we would like to see more NGOs being part of partnerships with UN agencies as implementing partners, and would like to see non-UN agencies participation as recipients for funds.

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

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

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

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

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

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

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

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

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

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

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

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

**Thank you for this interview!**

LEARN MORE

**Global Alliance of NGOs for Road Safety**

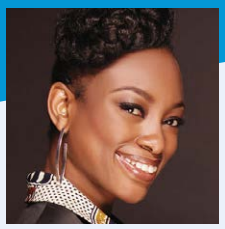
**Watch the Alliance Live Sessions**

# ADAPTIVE PROGRAMMING DURING COVID-19

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

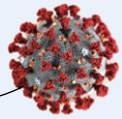
**Download our flyer**

## COMING SOON:
## UNRSF WEBINAR



*The webinar will be moderated by Femi Oke*

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



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

The webinar will be composed of two panels:

1. The discussion will be on how in light of Covid-19 can we maintain the momentum of the Stockholm Declaration to reduce road traffic deaths and injuries by 50% by 2030 where Governments renewed their commitment to engage and invest in road safety?

2. Case study on lessons learned and best practices from the Ethiopian experience of Covid-19 of the UNRSF project "Scaling up safe streets designs" implemented by UN-Habitat in Ethiopia in partnership with Ethiopian authorities.

RSF THE ROAD SAFETY FUND | UN HABITAT FOR A BETTER URBAN FUTURE

# 3RD GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

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

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

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

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

The UNRSF unveiled ten new projects that were selected from its 2019 Call for Proposals at a Ministerial Lunch organized by the Special Envoy on 19 February 2020. Reflecting at the occasion, the Special Envoy stated "When the Fund launched the 2019 Call for Proposals, the Advisory Board, of which I am a member, had one clear priority – projects must demonstrate a chain of results leading to tangible impact on the number of fatalities and injuries on the road. I am convinced that these selected projects will accelerate progress in this direction."

> ***"We need a change of gear in political commitment and in focus, valuing safety at the heart of sustainable mobility for the 2030 Agenda. I call on all countries to accede to and implement the seven core UN Road Safety Conventions, which offer a basis to legislate and take concrete measures to address the main causes of crashes."***

***Olga Algayerova***
*UNECE Executive Secretary*

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

> ***"The positive results in road safety will be temporary unless governments make a firm commitment to the long-term improvements needed to sustain the lower numbers and reduce risk exposure."***

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

LEARN MORE

RICHARD AHLSTROM

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

**Press release of the event**

**About the Stockholm Declaration**

# TWO YEARS WITH THE UN ROAD SAFETY FUND

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

**Download flyer**

## ECHOES FROM THE FIELD

### ENCOURAGING FIRST RESULTS FOR THE FIVE PILOT PROJECTS

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

UNESCAP

*In the Philippines, 171 law enforcement personnel from different agencies have been trained in speed risks on the road and in* ***speed control*** *techniques.*

UNICEF

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

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.

UNEP

*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.*

In Ethiopia, the UN-Habitat project team supported the development of the Addis Ababa Non-Motorized Transport (NMT) Strategy, which contains a budgeted implementation plan that will form the basis of further discussions on national investments. The Strategy was launched on 3 June 2020 by Ethiopia's Minister of Transport on the occasion of the World Bicycle Day. Furthermore, since NMT has gained recognition as a safe and convenient transport mode during Covid-19, it accelerated the implementation of Ethiopian government initiatives on road safety. The Addis Ababa city is now planning to have a permanent bike network on Jemo – Lebu corridor for which the UNRSF project has provided technical review to the design.

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, the last pilot project led by WHO in Egypt and Pakistan aimed at strengthening legal frameworks for road safety in Egypt and Pakistan. This project, in coordination with the 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 Covid-19 pandemic has affected the implementation of all five pilot projects, and all have now received no-cost extensions with the postponement of certain activities such as workshops or trainings on road safety.

## OUTCOMES FROM UNRSF PILOT PROJECTS FOR A LONG-TERM IMPACT

- Contribute to design better national policies for road safety
- Reinforce the capacity building on road safety at national, regional and local level
- Catalyze the national efforts to build new tools and reinforce infrastructure for road safety
- Facilitate the policy dialogue for road safety
- Strengthen the collaboration and complementarity between actors working on road safety

LEARN MORE

**Look at our success story in the Philippines**

**Look at our success story in Paraguay (video)**

**Look at our success story in Ethiopia (video)**

# RESULTS OF THE 2019 CALL FOR PROPOSALS

## 10 NEW HIGH IMPACT PROJECTS FOR THE UNRSF

Ten high impact projects were approved by the Steering Committee for the 2019 Call for Proposals. These projects are scheduled to start in the third quarter of 2020. They will target key gaps in the road safety systems of 12 countries. With a total budget of nearly US$ 4 million, these projects are significantly scaling-up the Fund's geographical and programmatic footprint.

A holistic approach will be advanced at the outcome level, with all five Global Framework Plan of Action for Road Safety (GFPA) pillars being addressed through the project focus areas such as building institutional capacity, improving road infrastructure, enforcing skills for road safety, contributing to safer and cleaner imported vehicles in Africa, developing speed management programmes and tools.

The UNRSF projects also aim at supporting the design and implementation of national strategies on road safety, assessing current standards, collecting data on road fatalities and injuries and implementing education and communications campaigns for road safety. Finally, a cross-cutting theme in all the 10 projects is partnerships – they encourage the involvement, sharing of best practices and coordination of harmonized actions for road safety between different stakeholders in the public and private sector as well as civil society and academia.

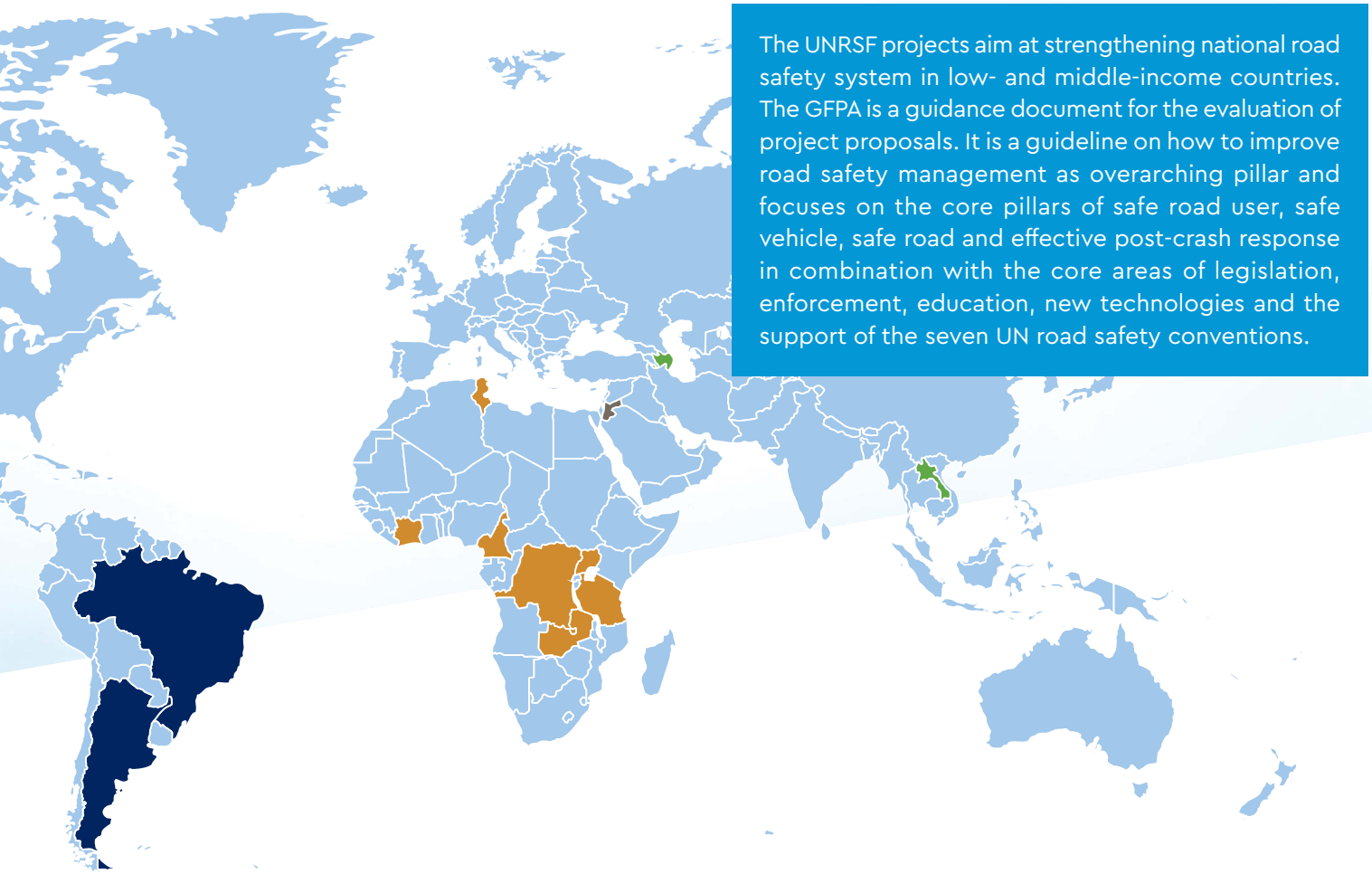
**IMPROVEMENT OF DRIVER LICENSING SYSTEM IN LAO PDR**
UNESCAP in partnership with Ministry of Public Works and Transport
**Duration:** 18 months
**Value:** US$ 570,000

**TEN STEP PLAN FOR SAFER ROAD INFRASTRUCTURE IN TANZANIA**
UNECA in partnership with International Road Federation (IRF) and International Road Assessment Programme (iRAP)
**Duration:** 24 months
**Value:** US$ 480,000

**SAFE ROAD ZAMBIA – CREATING CITIES FOR NON-MOTORIZED TRANSPORTATION USERS**
UNDP in partnership with UNEP and WHO Zambia office
**Duration:** 36 months
**Value:** US$ 450,000

**STRENGTHENING ROAD TRAFFIC ENFORCEMENT IN BRAZIL**
UNECLAC in partnership with Traffic Department of State of Pará (DETRAN/PA) and State Traffic Council (CETRAN-PA)
**Duration:** 12 months
**Value:** US$ 321,000

**SAFER AND CLEANER USED VEHICLES FOR AFRICA (CAMEROON, COTE D'IVOIRE, TUNISIA, UGANDA AND DEMOCRATIC REPUBLIC OF CONGO)**
UNEP in partnership with UNECE, UNECA, WHO, Fédération Internationale d'Automobile (FIA), International Motor Vehicles Inspection Committee (CITA) and International Transport Forum (ITF), FIA Foundation, European Union, Japan and United States of America, exporting countries – governments and companies, African countries
**Duration:** 30 months
**Value:** US$ 500,000



The UNRSF projects aim at strengthening national road safety system in low- and middle-income countries. The GFPA is a guidance document for the evaluation of project proposals. It is a guideline on how to improve road safety management as overarching pillar and focuses on the core pillars of safe road user, safe vehicle, safe road and effective post-crash response in combination with the core areas of legislation, enforcement, education, new technologies and the support of the seven UN road safety conventions.

**STRENGTHEN SAFETY MANAGEMENT FOR EVIDENCE-BASED INTERVENTION THROUGH RELIABLE CRASH DATA, BUILDING CAPACITY IN RESEARCH AND MONITORING EVALUATION IN UGANDA**
UNECA in partnership with Ministry of Works and Transport
**Duration:** 24 months
**Value:** US$ 265,082

**REDUCING ROAD DEATHS AND INJURIES THROUGH INCREASING RESTRAINT USE IN JORDAN**
UNESCWA in partnership with Ministry of Transport, Public Security Directorate (Jordan Traffic Institute)
**Duration:** 18 months
**Value:** US$ 267,550

**TECHNICAL SUPPORT FOR MORE EFFICIENT IMPLEMENTATION OF THE NATIONAL PLAN ON ROAD SAFETY IN AZERBAIJAN**
WHO in partnership with UNDP, National Parliament, Ministries of Internal Affairs and Health, Azerbaijan Medical University and the State Agency for Mandatory Health Insurance
**Duration:** 36 months
**Value:** US$ 500,000

**SPEED MANAGEMENT IN ARGENTINA**
UNECLAC in partnership with Redux Council
**Duration:** 24 months
**Value:** US$ 300,000

**TRANSFORMATIVE ACTIONS FOR SAFE MOTORCYCLE RIDING IN TUNISIA**
UNESCWA in partnership with National Union Chamber of Driving Schools
**Duration:** 24 months
**Value:** US$ 317,284

# STORY FROM THE FIELD: SAFE ROADS ZAMBIA – CREATING CITIES FOR NON-MOTORIZED TRANSPORTATION USERS

**Mercy Khozi, UNDP Zambia**

UNDP

*Ketty Nyirenda, at home in Lusaka*

The road safety newspaper 'Road Transport and Safety Agency (RTSA), 2016' reported an astounding reality in Lusaka, Zambia that road traffic crashes increased from 20,962 to 32,350 accidents between 2010 and 2016 respectively.

What seemed as a normal daily routine for most school-going children and local commuters, left Ketty Nyirenda (19 years old) with indelible facial and bodily scars, when an unlicensed mini-bus driver hurtled off the main road to the narrow pedestrian walk-way where Ketty met her near-death experience.

Vividly recounting her ordeal was an emotional experience. Ketty explains that most roads do not provide space for pedestrians, making their safety impossible. "I am impressed with the current road developments, but they still do not cater for pedestrians and cyclists. Longer and wider walkways for pedestrians can significantly enhance safety by reducing the possibility of pedestrians sharing the roads with motorists. As pupils we practically share the roads with motor vehicles."

Although walking constitutes for about 62 percent (Japan International Cooperation Agency (JICA), 2009) of the total daily urban movement in Zambia, road networks have little or no space for pedestrians and cyclists. This has forced them to be relegated to the margins of the roads, exposed to motorists.

Having suffered as a traffic victim, and understandably not wanting to see anyone in her shoes, Ketty wishes that her experience could improve the current approach and design as Lusaka city is currently bursting with modern infrastructures from shopping malls to sprawling modern suburbs and importantly highways that are expected to contribute to decongesting the roads. She, however, believes that the development of new roads should include protective pedestrian barriers, to separate motorized transport from Non-Motorized Transport (NMT).

"I have always asked myself why me. What could have happened differently? Then it occurs to me that authorities also need to take responsibility for the kind of infrastructures they are building. The roads will add beauty to our city but if they don't design them to ensure that pedestrians and cyclists are protected, these developments will mean nothing. Protective barriers are perfect examples. They separate motor vehicles from pedestrians, making it hard even for a vehicle that has lost control to have direct impact with a pedestrian," she added.

In keeping with its role of integrator of Sustainable Development Goals with the United Nations System, UNDP has collaborated with the Ministry of Local Government, the Ministry of Transport and Communications, the Road Development Agency and the Road Transport and Safety Agency to develop the Safe Roads Zambia – Creating Cities for Non-motorized Transportation Users, an innovative approach to inclusive growth, which could help see a more user-friendly pedestrian and bicycle infrastructure within Lusaka and other cities. The project is receiving support from the UNRSF and will contribute towards reducing traffic accidents, enhance the wellbeing of Lusaka city dwellers and lead to improving sustainable mobility in Zambia.

**UNRSF PROJECT IMPLEMENTED BY UNDP IN PARTNERSHIP WITH UNEP AND WHO ZAMBIA OFFICE**

- **Duration:** 36 months
- **Value:** US$ 450,000
- **Objectives:** The project aims at supporting the implementation of the National "Non-Motorized Transport" (NMT) Strategy to improve road safety for all NMT users including pedestrians (including wheelchair and public transport users) and cyclists, in order to reduce fatalities and disabilities. The project is expected to reduce the number of pedestrian and bicycle user accidents in Lusaka by 66% by March 2023, saving a projected 600 lives and preventing 1,500 injuries over three years.
- **Contact:** jan.vandenbroek@undp.org

# FINANCING THE UNRSF

**In May 2020, two new donors joined the UNRSF. We warmly welcome Essilor, the world's leading ophthalmic optics company and the Republic of Mauritius as first middle-income country to our growing family of donors. Their support to the Fund will allow us to continue to finance projects that will save lives around the world. Each step forward for safer roads is worthy of celebration.**

REPUBLIC OF MAURITIUS

ESSILOR

SEEING THE WORLD BETTER

Looking ahead, one of the priorities for the UNRSF is resource mobilization. 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 have demonstrated their confidence in the mission and vision of the Fund. However, the Fund has to scale-up resources to deliver its mandate and, resource-mobilization must be a major priority for the secretariat and its governing bodies.

A blended approach that targets bilateral donors and in parallel explores innovative financing mechanisms will be needed. 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 secretariat continues to actively explore opportunities with both the public and private sectors, together with the Advisory Board and Steering Committee members.

**OUR DONORS CONTINUE TO ACT FOR ROAD SAFETY IN THE COVID-19 CONTEXT**

Fia Foundation provides support to Child Health Initiative & Unicef to create and release the guidance of **safe, healthy journeys to school during COVID-19**. The Foundation is also supporting other global initiatives such as a major new study by the Paris Brain Institute (ICM) on the neurological and psychiatric impacts of COVID-19 and joins forces with the FIA in support of response by the International Federation of the Red Cross and Red Crescent.

Essilor has designed a strong plan for a safe restart named **On the road again**. The plan aims at mobilizing the optical community, stakeholders and consumers, and helping ensure a safe recovered mobility thanks to good vision. The campaign also promotes Essilor's collaboration with the UNRSF, the FIA and the common **campaign with Michelin** in order to achieve together the global goals for safe mobility.

The UNRSF secretariat has enhanced its donor outreach efforts: worked on a donor ranking scheme for donors to encourage higher levels of giving, devised a structured effort to reach out new member State donors. Furthermore, the UNECE Executive Secretary, Olga Algayerova, and other governing body members continue to advocate tirelessly for the Fund with a range of stakeholders in various fora, such as at the UNECE Executive Committee session on 20 May 2020 where the Executive Secretary called upon donors to contribute to the Fund so as to maintain the momentum of its important work.

The Fund's Secretariat seeks additional support from more private sector donors where our mission values and corporate values are in line with the Fund's mission to contribute to the Stockholm Declaration on Road Safety to reduce road deaths and injuries by 50% by 2030. **See the new UNRSF donors brochure**.

The secretariat also presented the Fund at the 80th session of the Working Party on Road Traffic Safety in March 2020. Furthermore, the Special Envoy, Jean Todt, continues to advocate tirelessly for the UNRSF. In 2019, for example, the Special Envoy formally encouraged Member States to consider contributions to the UNRSF. The Special Envoy also uses other fora to further raise visibility among wider stakeholders, including the World Economic Forum, the Third Global Ministerial Conference on Road Safety in Stockholm, the 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 in bilateral discussions with prominent world leaders.

# FROM THE GOVERNING BODIES

**The secretariat continued to service its governing bodies in the first half of 2020.**

**On 14 February 2020, the secretariat organized the fourth Steering Committee session in Geneva. During this session, the Steering Committee discussed the eligible proposals under the 2019 Call for Proposals and approved 10 projects for financing with a total budget of US$ 4 million. The Steering Committee also approved the Guidelines of the UNRSF Brand and Logo, thereby formalizing the process of the use of the UNRSF Logo and Contributor Logos.**

In May 2020, the 2019 Annual Report was launched, communicating the Fund's 2019 results and activities. Given that the second quarter of 2020 was marked by the Covid-19 pandemic, the fifth session of the Steering Committee took place virtually on 21 May 2020. At this session, the UNRSF Secretariat presented the lessons learned and good practices from the 2019 Call for Proposals consisting of a series of recommendations so as to improve the next Call for Proposals. The Steering Committee also considered the possibility for access to the Fund by non-UN organizations.

The Steering Committee requested the secretariat to organize an informal virtual workshop in June 2020 to discuss these two topics in further detail and link it to broader strategic considerations for the Fund. Recommendations from this workshop are to be presented to the Advisory Board on 8 July 2020. Following the strategic decision of the Advisory Board, the Steering Committee will be invited, during its sixth session on 9 July 2020, to issue a decision on the funding cycle parameters for the 2020 Call for Proposals.

### UNRSF ANNUAL REPORT 2019

The **UNRSF Annual Report 2019** showcases the first concrete results of the UNRSF and thus demonstrates its potential to meet its ambition to substantially reduce death and injuries from road crashes in low- and middle-income countries where 93% of the world fatalities occur.

### WELCOME, UNESCO

In 2020, the UNRSF has welcomed the United Nations Educational, Scientific and Cultural Organization (UNESCO) as the 11th Fund participating UN organization in view of its importance in promoting the safe system principles of the Global Framework for Action For Road Safety (GFPA) through education.

United Nations
Educational, Scientific and
Cultural Organization

# SPOTLIGHT

## VOICES OF OUR DONORS

**Ambassador Walter Stevens**
Head of the EU Delegation to the UN in Geneva

*"Road safety remains an important priority for the European Union (EU), within and outside of our borders. While EU roads have improved to become the safest in the world, we continue working towards our Vision Zero to eliminate deaths and serious injuries on European roads. However, with global deaths on the road disproportionally affecting low- and middle-income countries, it is critical for us to work with our partners, such as the UNRSF, to protect all road users.*

*The UNRSF is a unique tool that pools together resources, expertise, and the UN support structure. While the EU contributes to road safety projects around the world through our existing channels, we are proud to support the UNRSF. Deputy Director General of the European Commission and EU Road Safety Coordinator, Mr. Matthew Baldwin ensures high-level EU representation at the UNRSF Advisory Board and reaffirms our commitment to safer roads. His experience as European transport professional has benefitted several of our joint EU-UNRSF workshops, where Mr. Baldwin regularly serves as chair.*

*Investment in road safety is an investment in our sustainable future. Road crashes are the leading cause of death for children and young adults, which clearly links road safety to Rights of the Child or the right to health and life. There is also no doubt that improving road safety can help to mitigate climate change. To raise awareness of these linkages, we proudly launched the Geneva Friends of Road Safety network to underline the importance of road safety for achieving Agenda 2030."*

**Namita Shah**
Executive Vice President,
People & Social Responsibility
at Total and President of
Total Corporate Foundation

*"In a world that is facing unprecedented challenges those linked with mobility must not be forgotten. The environmental impact of congested roads and the loss of lives and limbs in road accidents are key factors. Projects targeting increased safety will often have a positive impact on the environment. The United Nations, with its transverse view, and its ability to bring in a variety of player around the table in high impact countries remain compelling reasons to continue our work as a founding member of the UNRSF."*

LEARN MORE

**Delegation of the European Union to the UN and other international organisations in Geneva**

**European Commission – Mobility and Transport**

**Total Foundation**

# LOOKING AHEAD

### OUR 2020 AMBITION

**PROTECTION** Protect and safe lives by reducing mortality and injuries from road crashes

**FUNDRAISING** Build new and strengthen existing partnerships with public and private donors

**RESULTS** Funding new projects with immediate impact on road safety

## PROJECTS

The Fund has significantly expanded its programmatic and geographical footprint with the ten new projects selected in the 2019 Call for Proposals. The UNRSF Secretariat will continue to monitor the implementation of the five pilot projects and ten new projects and will communicate their success stories on its website and through social media.

## NEXT CALL FOR PROPOSAL

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.

## SECRETARIAT

The recruitments for the UNRSF secretariat have advanced with the Public Information Officer joining the secretariat and a new Programme Assistant at the second quarter 2020.

## FUNDRAISING ACTIVITIES

The UNRSF secretariat will continue to strengthen its fundraising activities, including through the establishment of an informal working group on funding matters. The secretariat will also engage closely with discussions on innovative financing mechanisms. The secretariat will coordinate with the Special Envoy to identify target countries and entities for fundraising purposes.

## VISIBILITY

The secretariat is working on new material for a communication strategy, including the design and the implementation of a new website and dedicated UNRSF social media profiles.

The UNRSF will soon organize a webinar on the potentially transformative impact of Covid-19 on road safety in low- and middle-income countries.

## WORLD DAY OF REMEMBRANCE FOR ROAD TRAFFIC VICTIMS (15 NOVEMBER 2020)

Since the adoption in 2005 of the World Day of Remembrance for Road Traffic Victims, pursuant to General Assembly Resolution A/RES/60/5, the day has become an important tool in global efforts to reduce road casualties. It offers an opportunity for drawing attention to the scale of emotional and economic devastation caused by road crashes and for giving recognition to the suffering of road crash victims and the work of support and rescue services.

The UNRSF will take specific actions to commemorate this day.

LEARN MORE

**The World Day of Remembrance for Road Traffic Victims**