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**Strategic Questions of a Horizontal and
Cross-Sectoral Policy or Regulatory Nature:
United Nations Road Safety Fund**

2022 progress report of the United Nations Road Safety Fund

Note by the Secretariat of the United Nations Road Safety Fund

Summary

The vision of the Fund is to build a world where roads are safe for every road user, everywhere.

- Its mission is to finance — and leverage further funding for — projects with significant and sustainable impact on road safety, based on established and internationally recognized best practices that increase road safety and minimize and eventually eliminate road crash trauma for all road users.

The Committee may wish to:

- **Provide comments** on the activities of the United Nations Road Safety Fund
- **Provide guidance** on upcoming project financing, fundraising and communications activities of the United Nations Road Safety Fund

I. Introduction

1. The United Nations Road Safety Fund (UNRSF) was launched in April 2018 at the United Nations Headquarters in New York, pursuant to the General Assembly resolution A/RES/70/260. The Fund aims to help low and middle-income countries put in place effective national road safety systems to (a) substantially curb the number of fatalities and injuries from road crashes, and (b) reduce economic losses resulting from them.

2. In August 2020, the United Nations General Assembly Resolution A/RES/74/299 proclaimed a new Decade of Action for Road Safety, with the target to halve the number of road deaths and injuries between 2021 and 2030. The Resolution invites Members to support the activities of United Nations Secretary-General's Special Envoy for Road Safety and the United Nations Road Safety Fund.



3. As a unique financing instrument, bringing together United Nations organizations under one umbrella, and supported by governments, private sector, academia and civil society, the Fund supports concrete actions helping to achieve the road safety related targets (target 3.6 and target 11.2) of the Sustainable Development Goals. With fifteen participating United Nations organizations, the Fund is leveraging the strengths of the United Nations system in addressing the road safety crisis.

4. The Fund seeks to use its funding in a catalytic way, leveraging its unique position as a United Nations fund to trigger further domestic and international investments, thus ensuring an impact far beyond its own grants. Guided by the safe system principles embedded in its Global Framework Plan of Action for Road Safety, the Fund ensures effective and coordinated investment in what works best and has tangible impacts on road safety.

II. Governing Bodies

5. Hosted by the Economic Commission for Europe in Geneva, under the direct supervision of the Economic Commission for Europe Executive Secretary since 1 October 2020, the Secretariat provides substantive, operational and logistical support to the Advisory Board and the Steering Committee.

6. The Secretariat continued its efforts to service its governing bodies in 2022. It organized two sessions of the Steering Committee, in August and December 2022, and one meeting of the Advisory Board on 1 December 2022.

7. At its fifth session on 20 October 2021, the Advisory Board welcomed the planned UNRSF fundraising and communications efforts. The Board committed support to ongoing efforts to step up fundraising ahead of the planned replenishment cycle (2021–2022) culminating in a UNRSF Pledging Conference during the United Nations High Level Meeting on Road Safety in New York, July 2022, through direct pledges or advocacy. The Board decided to launch the next UNRSF Call for Proposals in spring 2022 and endorsed the business plan 2022–25 in advance of the launch.

8. At its tenth session on 30 August 2022, the Steering Committee discussed the eligible proposals received for the 2022 Call for proposal and approved a total amount of USD 4,000,000 to fund 12 projects. The Committee endorsed the 2023-2025 multi-annual budget of the UNRSF Secretariat and the reformulated UNRSF logical framework.

III. Projects

9. More than three years after its establishment, the Fund has proven its value-add and effectively positioned itself as a solution to the world's enduring road safety challenge.

10. The Fund has already approved 36 projects, covering five regions, in 46 countries, ranging from improving infrastructure for active mobility, capacity-building, policy and law enforcement to strengthening data collection systems. Forty-seven per cent of these projects are being implemented in sub-Saharan Africa.

11. The latest set of new concept notes approved in August 2022 by the Steering Committee were convened in project information sessions with all partners with a view to incorporating feedback from the Secretariat, panel of experts, a results-based management expert, and the Steering Committee members. After the information sessions, the selected concept notes were approved via the new Multi-Partner Trust Fund Office (MPTFO) portal to proceed with developing the full project document for clearance by the Secretariat prior to disbursement of funds before the end of December 2022.

12. Some of the goals of the new projects are:

(a) Improving the road engineering standards in three countries in Africa;

(b) Establishing an alliance of cities for road safety that becomes a one-stop shop for cities to engage in capacity building, receive technical advice, implement catalytic action and benefit from city-to-city exchange;

(c) Improving the road engineering standards in the CAREC countries through a review process followed by capacity building of road engineers and implementation of revised standards; and

(d) Creating a global model for road policing and improving enforcement.

Project Results

13. Despite the challenges posed by the ongoing global pandemic and other implementation hurdles, the Fund has recorded concrete progress in its efforts to improve global road safety, in part due to timely course corrections and other mitigation measures (see [Adaptive Programming during Covid-19](#)).

14. In Ethiopia, the UNRSF-funded project resulted in the adoption of a Non-Motorised Transport (NMT) Strategy for Ethiopia and Addis Ababa, and a five-year implementation plan for 69 cities and towns with harmonised street design guidelines guiding investments in safer facilities for walking and cycling. The government has begun implementing a national plan to construct 300 km of walking and cycling lanes, safely separated from vehicular traffic. This lasting change in the country's road infrastructure is a legacy that will substantially improve road safety for millions of Ethiopian citizens and tourists.

15. In West Africa, 15 countries and in East Africa, seven countries received support which ultimately resulted in the celebrated adoption of a single environmental used car standard with important embedded minimum road safety requirements. Implementing the minimum environmental and road safety standards will yield significant people and planet saving impact for millions of West and East African citizens and visitors.

16. In Brazil, the road traffic rule enforcement system has been strengthened in the State of Pará, increasing the efficiency of traffic officers by reviewing and updating their operational practices by means of specific training sessions based on the main risk factors and focused on the activities established in the National Road Safety Plan 2019–2028. These interventions have resulted in a reported decrease in the rate of traffic deaths per 100,000 habitants from 17.03 in 2019 to 15.64 in 2020.

17. Other key results of UNRSF-funded projects over the course of the last two years include: capacity-building of 400 enforcers; national road traffic committees/task forces established in three countries; 177 action plans at national, provincial and local levels as well as two national road safety memorandums in Ethiopia and Paraguay; and an evaluation of school safety around 12 primary schools in Zambia, which fed into a road safety for schools campaign. Project results are reported in the [UNRSF Results Brochure](#) as well as the [Annual Report](#) launched in May 2022.

IV. Fundraising Activities

18. The United Nations Road Safety Fund has attracted over \$25 million in commitments from twenty-three donors. To date, two thirds of the funding come from the private sector. New donors, mainly from the public sector, will join the Fund in the near future. While this is good progress, the Fund needs to go much further to match the intended target of \$40 million in funding over the first call for replenishment period (2022 to 2025).

19. The Fund's ongoing and planned fundraising are deployed through three main channels, namely the government funding, the corporate funding, and the micro-donations or online donations. The Secretariat of the Fund coordinates and closely monitors all channels proactively.

20. At the country-level, significant efforts are undertaken with the support of the Secretary-General's Special Envoy for Road Safety (SE) Mr. Jean Todt, the Economic Commission for Europe Executive Secretary (ES) Ms. Olga Algayerova and the Deputy Executive Secretary (DES) Mr. Dmitry Maryiasin, as well as some of the other members of the Fund's governing bodies.

21. The UNRSF Secretariat focussed its outreach activities to the 51 current High-Income Countries (HICs), targeting the Ministries of External Affairs, the heads of national Development and Co-operation Agencies, as well as the Ministries of Transport and Mobility of each respective country. The Secretariat established contacts with the above-mentioned representatives through targeted efforts including letters signed by the SE and in-person meetings.

22. Regarding the private sector engagement, the UNRSF Secretariat has consistently worked to position itself as an active actor among the existing stakeholders operating in the global road safety arena. As of 2021, the Secretariat has reached out to over 700 private corporations to discuss potential collaborations for advocacy and fundraising. As a result, the Fund expanded its reach and anchored its short and medium-term fundraising strategy.

V. Communication and Outreach Activities

23. The Secretariat increased the visibility of the Fund since its launch with the publication of more than 60 publications, organized more than 30 events, and implemented more than 15 social media campaigns in as many low- and -middle income countries. The Fund's social media presence reached ever-bigger audiences, for example, exceeding 50,000 visitors on its Twitter page.

24. In 2021, the Fund launched a global social media campaign ([#moments2live4](#)) to raise awareness on the importance of investing in better road safety performance within low- and middle-income countries. It is run from November to June each year during the Second Decade of Action for Road Safety (2021–2030), and it is driven by people, everyday road users. The campaign targets 24 of the most populous countries of the world – comprising some of the most affected countries by, as well as some of the strongest country champions for, the issue of financing road safety in low- and middle-income countries.

25. To commemorate the World Day of Remembrance for Road Traffic Victims, the Fund participated in the global campaign.

26. The six UNRSF Platforms of Engagement were convened at least once and advanced various approaches to support the Fund to increase project effectiveness, enhance collaboration and align international assistance. They are networks of thought leaders working together to shape mobility in a safer and more sustainable way, focused on the Sustainable Development Goals in combination with road safety. The objectives of the six platforms are to capitalize on proven solutions by finding, funding, and scaling up proven solutions to address the key road safety challenges identified by partner countries, while simultaneously addressing other development priorities.

27. Other partnerships with youth entrepreneurs, cities, multilateral development banks and civil society and others are presently being explored to develop best practices, share lessons learned and enhance our projects and planning.

VI. Next Steps

28. In 2023, the Fund will scale up fundraising through traditional as well as innovative resource-mobilization targeting governments, corporates and individuals. Strategic high-visibility and fundraising partnerships to support UNRSF resource mobilization will also be explored. The Fund Pledging Conference during the United Nations High Level Meeting on Road Safety in New York, July 2023, provided an important stepping stone for UNRSF stakeholders to support the expansion of the Fund through concrete support.

29. The UNRSF Secretariat will undertake broad consultations to implement the Business Plan 2022–25, to guide Fund governance and operations, including in relations to projects, fundraising and communications. The next Call for Proposals will take place in 2023. Other key products under development are the Funding workplan-2023 targeting the public and private sectors.

30. The UNRSF Secretariat will continue to advance partnerships for interlinking road safety and other core development issues. It will work on increasing the visibility of the Fund through its global social media campaign, joint events with implementing partners and donors as well as beneficiaries.
