

# UN

## Road Safety Fund

Making an impact: safer roads, improved lives

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## Annual 2021 Report

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# Introduction

## Making an impact on good health and well-being with road safety

### Welcome from Nneka Henry, Head of the UN Road Safety Fund

In 2021, low- and middle-income countries continued to rebuild from the hard-hitting effects of the covid-19 pandemic and to adapt to the climate emergency – to which they remain most vulnerable –, as highlighted in the UN Climate Change Conference (COP26). Over the last year, lockdowns imposed worldwide curbed people's mobility, which substantially reduced the rate of traffic deaths in most countries. Yet, this great lockdown was not desirable or sustainable. While halving road deaths is the Fund's primary objective, road safety must add up to more than only lowering fatalities. Through greener, cleaner and safer mobility we also positively impact on people's quality of life in line with our mandate to deliver on the Sustainable Development Goals (SDGs) 3.6 and 11.2. This has driven the mission of the UN Road Safety Fund partnership in 2021.



In Africa, Fund projects created safe liveable spaces for walking and cycling and around schools in Ethiopia, Tanzania and Zambia, with a new regional project to reclaim streets for vulnerable road users. Thanks to innovative and evidence-based tools, models and training, road users across the Middle East, Asia and Latin America are experiencing safer, and more accessible and inclusive roads. Through Platforms of Engagement set up in 2021 – “innovation labs” spanning health, gender equality, education, low-carbon sustainable cities, data and partnerships, and economic growth – the Fund has been working with experts to ideate how to keep all road users safe while embedding sustainability into the safer roads' agenda.

This 2021 Annual Report marks the end of the Fund's successful foundational phase, underpinned by a strong record of results – as highlighted in the 2021 independent evaluation. Now, the Fund is armed with the know-how, capacity and diverse partner engagement needed to scale its impact in 2022–2025.

In line with the Global Plan of Action for Road Safety, and in the run-up to the UN High-Level Meeting on Improving Road Safety – alongside which the Fund's first pledging event will take place – the Fund stands ready to ramp up its contribution to delivering on a safer world and improved lives for all road users everywhere.

### Joint Message from Matthew Baldwin, Chair of the Advisory Board & Mohamed El Moctar Mohamed El Hacene, Chair of the Steering Committee – UN Road Safety Fund

In the context of unprecedented global health and climate shocks, the work of the UN Road Safety Fund in building partnerships in the international community to help tackle avoidable road deaths is more vital than ever. As this 2021 Annual Report highlights, the Fund's ability to crowd in governments, the private sector, NGOs and UN agencies to pool expertise and financing and drive systemic change is having a tangible impact on road safety in 30 countries worldwide. Over the year, it is heartening to report that the Fund welcomed new financial contributions totalling US\$8.43 million as well as dozens of implementing project partners; and was able to expand its global advocacy efforts,

reaching over 10 million people through its #moments2live4 global social media campaign which was launched in November 2021. We recognise the potential impact the 10 new projects approved by the Fund in 2021 stand to make across all road safety pillars embedded in the Global Plan of Action for Road Safety. In turn, we note how much more could be achieved through mobilising additional resources in the Fund's call for replenishment for projects in 2022–2025. Raising at least US\$ 40 million would allow the Fund to scale up its reach and results in line with the level of demand, which has emerged from over 75 countries to date. Safe mobility is the biggest single quick win the world can achieve in reducing mortality and, in tandem, reaching SDGs on health, cities, poverty, economic growth and more. Together, we can leverage our networks and invest in the Fund to make this a reality.



### A message from Jean Todt, UN Special Envoy on Road Safety

Today, against a backdrop of compounding climatic, health and geopolitical crises, we have a real chance to act on the urgent and solvable issue of safer roads for all. Over the last year, we have seen how, on the ground, more citizens, countries and companies are joining the United Nations Road Safety Fund's global partnership – working since 2018 on safer roads for users everywhere. As this 2021 Annual Report shows, targeted assistance for low- and middle-income countries is already going to key areas from better urban planning for school zones, low emission non-motorized transport, and speed management to cleaner safer used vehicle standards. It is an exciting time for the wider community to join this momentum and financing opportunity. Investing in road safety is a game-changer for our collective future.

# Impact Highlights

**Building  
a world  
where  
roads  
are safe  
for every  
road user,  
everywhere**





**"UNRSF is highly relevant to the sustainable development agenda of the UN... Despite its infancy, limited resources, and the challenges of the global pandemic, several UNRSF projects are achieving significant outcomes."**



### UNRSF Projects

25 approved projects  
 in 5 regions  
 and 30 countries.



## 2019

Launch of 5 projects



## 2020

Launch of additional 10 projects



## 2021

5 completed projects by end of 2021.  
 Approval of additional 10 projects.

## UNRSF Partnerships



Public-private partnership of UN and wider development organizations, government agencies, companies, civil society, academia and individuals.





UNRSF  
Advocacy

60+

First edition of  
#Moments2live4  
campaign  
launched in 2021,  
reaching over:

Publications  
-----  
Countries

10M

Outreach  
spanning

15

People to date  
via social media

2021

30+ Events  
Webinars

roadsafetyfund.un.org

2440+



Followers



# UNRSF Financing

US\$ 20 million mobilized during 2018-2021.

\$

US\$ 8.4 million pledged in 2021 including from 5 new partners (Luxembourg, Nigeria, Autoliv, Keep Fighting Foundation and Revel).

- Launch of online donation Platform.
- Launch of First Replenishment Cycle targeting US\$ 40 million for 60 new countries during 2022-2025.

Requests for support valued at US\$ 107 million from 70+ countries.

\$

US\$ 12.6 million disbursed to date.





**T**he 2030 Agenda for Sustainable Development recognizes that road safety is a prerequisite to prosperous lives, promoting well-being and making roads inclusive, safe, resilient and sustainable.

 **SDG 3.6:**

*Commits the global community to halve road traffic deaths by 2030.*

 **SDG 11.2:**

*Calls for improved road safety through better access and use of sustainable mobility.*

Moreover, by preventing millions of traffic-related injuries, health systems the world over will free up capacity to treat other important issues. Millions of people – including women and youth – can pursue productive lives safely, and in doing so, drive economic growth for more communities to thrive.

The Fund in 2021 and beyond has been embedding improved quality of life into its work on safer roads, in line with findings from the Social Progress Index<sup>1</sup>, which credits road safety as a core measure of social progress.

Over the last year, there has been a growing demand – further awakened by the global covid-19 pandemic – from citizens worldwide for an ability to walk, cycle and move safely in liveable cities and spaces. The Fund's partnerships, platforms of engagement, global advocacy, media outreach and multi-stakeholder dialogues reflect this approach.



<sup>1</sup> <https://www.socialprogress.org/static/8dace0a5624097333c2a57e29c2d7ad9/2020-global-spi-findings.pdf>

# Making an impact with our partners

## Partnerships



### Road safety projects are core to the Fund delivering its mandate.

However, partnerships that drive innovation, synergies, awareness raising and co-financing, outside of Fund projects, are also central to the Fund's value-add and success. The UN Road Safety Fund's rapidly expanding public-private partnership worked hard in 2021 into early 2022 to make an impact across the global goals and the road safety agenda. To date, the partnership includes 30 beneficiary partner countries; 21 private sector and government funders; 11 UN specialized agencies and regional commissions; five celebrity champions; two multilateral development bank representatives; two research and academia bodies; and the Global Alliance of NGOs for Road Safety comprised of close to 300 members across the globe.

### Partner Voices

*During the last 40 years, great efforts have been deployed to improve road safety. Luxembourg has therefore adopted a "Vision Zero strategy:" no persons killed or injured on our roads. In order to share this knowledge, Luxembourg is pleased to join the United Nations' global partnership to improve road safety for everyone.*

**François Bausch,**  
Minister for Mobility and Public Works, Luxembourg

*Cross-sector collaboration is key if the world is to advance its positions on the Sustainable Development Goals. Supporting the UN Road Safety Fund is a way for Autoliv to strengthen our insights and share our expertise about the main road safety challenges facing the world today.*

**Mikael Bratt,**  
CEO and President, Autoliv

*Following our active engagement in the UN Road Safety Fund Steering Committee, Nigeria sees immense value in the Fund's global partnership. Pooling our collective resources to improve road safety is more vital than ever if we are to build inclusive cities and societies, and we are pleased to be supporting the Fund as a new donor partner.*

**Rt. Hon. Chibuike Rotimi Amaechi,**  
Minister of Transportation, Nigeria

*Improving road safety is a goal that impacts everything we do at Revel, and we're proud to support the UN Road Safety Fund as they tackle this issue on a global scale. I hope our users will be as inspired as we are by the Fund's work around the world and will help us contribute to this amazing organization.*

**Frank Reig,**  
CEO and Co-Founder, Revel

*Pirelli has always prioritized, and continues to prioritize, safety and sustainability in all aspects of its operations. And, by being a part of the UN Road Safety Fund global partnership of governments and other companies, Pirelli's efforts can go even further towards making a lasting impact on the global agenda for safe and sustainable mobility in developing countries.*

**Marco Tronchetti Provera,**  
CEO Pirelli.

**The Fund mobilized innovative partnerships in 2021, collaborating closely to champion road safety outcomes linked to global goals covering health through to gender equality.**

The Fund's partnership with EssilorLuxottica – showcased at the FIA Conference in July 2021 – has included rolling out an awareness campaign, and access to eye exams and suitable eyewear for boda boda drivers in Africa and truck drivers in India. In addition, Autoliv's multi-pronged engagement with the Fund – both as member of the Platforms of Engagement and via its financial contribution – is directly supporting both the thinking and action to deliver high-impact, inclusive road safety projects. In turn, collaboration with Revel will allow its moped and rideshare users in the US to opt in to round up receipts to the nearest dollar, donating the difference to the Fund. A new road safety partnership between Volvo with TotalEnergies was also seeded by the Fund's ability to connect partners, helping to address the safety and economic empowerment of women truck drivers in South Africa.

Teaming up with the International Trade Centre (ITC) Ye! Community, the Fund has called upon young entrepreneurs to drive youth-led business solutions for smart, safe mobility, as highlighted in the launch event in December 2021 and a follow-up event at the African Youth SDG Summit in early 2022. Speakers included Ricky Rapa Thomson, Co-founder and Director of Operations, SafeBoda; Damiilola Olokesusi, CEO Shuttlers; and Bunmi Popoola-Mordi, Executive General Manager, TotalEnergies Marketing Nigeria.

The Fund is helping to create a more inclusive and diverse road safety agenda. Specifically, the Fund has helped to spotlight more women's voices, ideas and scalable solutions. Joining forces with the UNECE/ITC Working Party on Road Traffic Safety, IPAG Business School and International Gender Champions (IGC) during 2021 yielded a highly engaging event on International Women's Day in 2022. The session featured the AU Commissioner for Infrastructure and Energy, Deputy-Director General of DG MOVE in the European Commission, as well as prominent women

leaders from Namibia, Nigeria and Senegal. This builds on the Fund's engaged media partnership in 2021 with IGC as well as Consumer International to raise awareness on road safety's influence on gender equality and consumer well-being respectively. In addition, the Fund's collaboration with the International Institute for Sustainable Development (IISD)-SDG included a guest article focusing on young people being at the heart of safe and sustainable mobility. In addition, the Fund's outreach, including with the Clean Air Fund, World Bicycle Industry Association and Vaisala focuses on how safe and clean mobility is a package deal for most cities worldwide. Addressing air pollution as well as road safety through well-planned streets and green spaces supports physical fitness, mental health and social cohesion. Moving forward, the Fund will continue its work so that everyone in low- and middle-income countries worldwide has the right to enjoy both safe mobility and a better quality of life.

## Platforms of Engagement

The UN Road Safety Fund launched its six Platforms of Engagement in 2021: innovation labs made up of multi-stakeholder networks of 60+ thought leaders brainstorming how to shape mobility in a safer and more sustainable way. The Platforms are focused on facilitating the road safety ecosystem of actors to think through how road safety links closely to SDGs on low-carbon sustainable cities; education; gender equality; health; partnerships and data; and decent work and economic growth.

Each platform is convened by two facilitators – of which at least one represents a UN organization – and includes a maximum of 20 participants to promote interactive and dynamic interactive sessions. Members join the platforms from a diverse range of backgrounds, including the private sector, academia, NGOs, youth representatives, multilateral development banks as well as other international organizations.





## Member Benefits

- 1 Successful knowledge and information exchange between diverse stakeholders
- 2 Niche space to discuss road safety solutions within broader development issues
- 3 Trigger for wider cross-sectoral partnerships and ongoing collaboration.

## Snapshot of Dialogues



### Platform on Health

Led by the WHO, the National Road Safety Agency of Argentina and the African Federation for Emergency Medicine, the Platform assessed lessons learnt from the post-crash response projects financed by the Fund in Azerbaijan and Bangladesh.

and, at the same time, UNIDO is in the process of formally joining, which will help to mainstream economic growth in future Fund projects.



### Platform on Education

Led by UNESCO, UNICEF and Michelin, the Platform discussed ways of designing education programmes for road safety, integrating education as part of a safe systems approach and the development of an education toolkit for Fund projects.



### Platform on Low-carbon Sustainable Cities

Led by UNEP, UN-Habitat and UNECA, the Platform discussed and strengthened a road safety project idea for an Alliance of Cities for Road Safety to link cities to share best practice and initiatives. Following member feedback, the facilitators mapped existing initiatives that would support its implementation, with a focus on Africa.



### Platform on Gender

Led by UN-Women, UNDP and SafetiPin, the Platform discussed gender equality as a cross-cutting theme for road safety including topics such as harassment of women on the street and safe physical and visual pedestrian access on roads. UN-Women formally joined the Fund in early 2022 as a participating UN organization, which will help to mainstream gender in future Fund projects.



### Platform on Data and Partnerships

Led by UNECLAC, UNECE, UNESCWA and UNESCAP, the Platform came together to discuss the role and importance of road safety forecasting tools. The three main global forecasting tools were presented and analysed for strengths, weaknesses and opportunities for synergies including with regional road safety observatories.



### Platform on Economic Growth

Led by UNIDO and IRU, the Platform identified a need to focus on policy and skills development, bringing on board human considerations in systems building. ILO formally joined the Fund as a participating UN organization in early 2022,

**Moving forward, the Platforms will continue meeting to identify fresh and collaborative initiatives that deliver tangible impact for the road safety agenda and attract financial investment. Ideas and partnerships discussed in the platforms are expected to influence the quality of submissions in future Fund call for proposals.**



Find out more [here](#).

# Global Advocacy and Outreach Highlights

The Fund was active across outreach and advocacy platforms in 2021 communicating on how road safety connects to improving people's health and well-being worldwide. Through a series of campaigns, films, events and media – showcased on a newly launched website and via social media platforms – the Fund highlighted the need for citizens to rally together behind the urgent global call for safer roads for all.

## #moments2live4 Social Media Campaign

One of the main objectives of this campaign is to demonstrate that road safety is truly a global development challenge that affects every country and everyone; but that some countries have less available resources to substantially curb road traffic deaths and injuries than others, which not only harms their citizens and tourists but also weakens their health systems and economies.

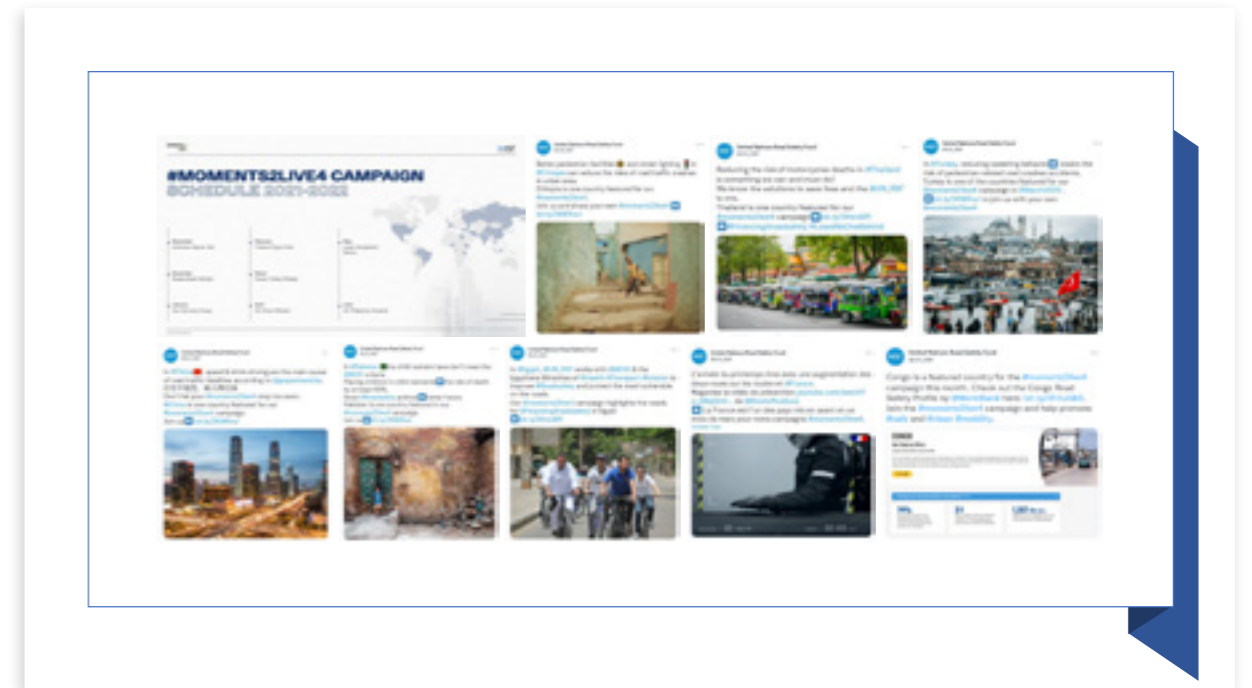
**Olga Algayerova,**  
Executive Secretary, UNECE

In November 2021, the Fund launched its first edition of the #moments2live4 campaign urging people to share moments in life that inspire them to champion safer roads. The eight-month campaign targeting 24 countries – including some of the most affected and some of the strongest country champions – is helping to put a spotlight on why financing for road safety matters. To date, the campaign has reached over 10 million people through social media. High-profile champions of the campaign to date include Jean Todt, UN Special Envoy for Road Safety, Michelle Yeoh, UNDP goodwill Ambassador and actor, and Yohan Blake, internationally renowned Jamaican sprinter.



An accompanying 'Join the change' video was also produced by an existing Fund donor – La Nuez Productions – and highlights the Fund's new US\$1 or more online donation platform for contributions from citizens and small business owners.

 Find out more [here](#).



## GLOBAL ROAD SAFETY FILM FESTIVAL

Geneva  
21 - 22 February 2022



# SUBMIT YOUR FILM!



**DEADLINE**

January 21<sup>st</sup> 2022

How?

Submit your film [here](#)



**WHO?**

Everyone!  
Professionals or amateurs, film directors and visual creators, activists, influencer, advocates for a cause, youth organizations, retirees, employees circles, start-ups, NGOs, governmental organizations, academics, artistic schools, private investors, corporates, committed citizens, etc. You can apply as an individual or as a group.

**WHAT?**

Videos relating to road safety.

**WHY?**

- Raise Awareness about road safety, in particular among the youth.
- Advocate for more funding for road safety.
- Promote road safety cooperation.
- Discover, promote new talents and creativity for road safety.



**AWARD CATEGORIES**

- The Grand Prize
- The Most Creative and Innovative Film
- The Jury Prize

**AWARDS BY THEME**

- Youth
- Moments2live4 (Public Prize with online voting)
- Women
- Speed
- Drive under influence
- Safe equipment (seatbelts, helmets and child restraints, use of technology, etc.)
- Protecting children
- Distracted driving





**FORMAT**

MOV, MP4, AVI, WMF, FLV, WebM.

**LENGTH**

2 - 10 Minutes.

**LANGUAGE**

All official UN languages (Arabic, Chinese, English, French, Russian and Spanish)  
English subtitles are mandatory.








## Global Road Safety Film Festival

The Global Road Safety Film Festival developments [are] about extending the network of road safety stakeholders, helping to facilitate international cooperation in the critical area of road safety, and rolling out fresh local and national multimedia programs.

**Robert Trottein,**  
President of the Laser International Foundation

In October 2021, the Fund opened a call to professional video makers, interested individuals, civil society and government bodies to submit their films for the Global Road Safety Film Festival. The festival, held in February 2022, saw over 70 films from 40 countries take part in the competition under the theme of smart and safe mobility. Run by the Laser International Foundation, together with the Fund and UNECE, the film screenings took place during the Inland Transport Committee's 75th Anniversary. Alongside the main prizes – with film categories on speed, driving under influence, safe equipment, protecting children, distracted driving, youth and women – a #moments2live4 campaign prize was voted for by the public online.



Find out more **here**.

## UN Global Road Safety Week

The participation of Pirelli in the #SlowDownChallenge shows us that both companies and individuals can be part of safer mobility in cities. The Pirelli team has shown remarkable commitment to safe and sustainable mobility.

**Matthew Baldwin,**  
Deputy-Director General,  
Directorate General for Mobility and Transport, European Commission

As part of the 6th Global UN Road Safety Week in May 2021, the Fund coordinated a well-received campaign with partners, including the #SlowDownChallenge with the EU. The campaign received widespread media coverage including by the World Economic Forum, All Africa, UN Info News Radio, UNECE, UN-HABITAT and Pirelli. The Fund's Twitter profile had over 11,000

profile visits – a 550% increase from the month before, and at the same time the number of new followers increased by 18%. Team Pirelli was announced as the first prize winner, with a record 2,157km travelled by walking, cycling and swimming as part of the #SlowDownChallenge.

During the week, speed management stories were also collected and shared on social media in collaboration with UNESCWA, UN-HABITAT, UNDP, UNECA and UNECLAC. Events and workshops held during the week included a UNESCWA Regional Workshop on Road Safety in the Arab countries and a WHO online event on speed management and covering the Fund's project in Azerbaijan on improving emergency medical services for road victims. In addition, five new videos were launched for UN Road Safety Week:

-  **Limiting speed video with: UN Secretary General's Special Envoy for Road Safety, UN-HABITAT, UNESCAP, European Commission, UNECA and UNECE.**
-  **Fund video on limiting speed with: EU, Global Alliance of NGOs for Road Safety, Global Forum for Road Safety, Pirelli, World Bank and the UN Road Safety Fund**
-  **Fund project videos by UN-HABITAT in Ethiopia and by UNECLAC in Brazil**
-  **Video 'Love 30' by UNESCWA**



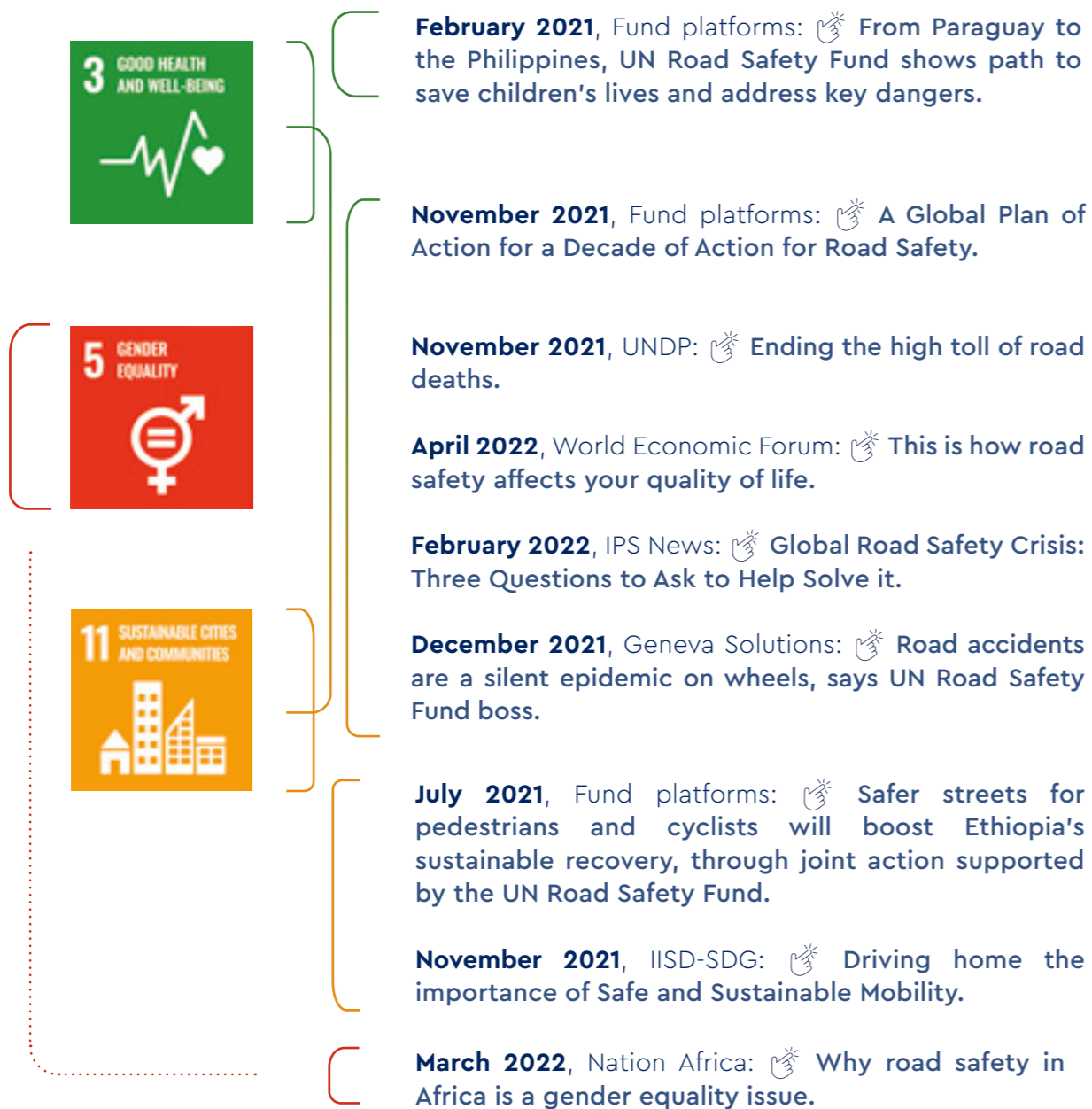
**Find out more here.**





## Media Engagement

A series of media articles published by knowledge platforms in 2021 and into early 2022, including the World Economic Forum, UNDP, IISD-SDG and the IGC, kept the link between road safety and development high on the agenda. Spanning climate to education and gender equality, the op-eds focus on how safe, sustainable mobility is within reach.



**August 2021**, IISD-SDG: Saving Young Lives, Protecting the Planet, and Growing the Economy: Road Safety for 2030



**April 2022**, Budapest Business Journal: Hungary should be proud of contribution to Global Road Safety.



## Supporting Event for the UN High-Level Meeting on Improving Road Safety

The Fund played an instrumental role to support the President of the General Assembly's office – working closely with WHO and the UN Regional Commissions – for the successful delivery of the Supporting Event for the UN High-Level Meeting on Improving Road Safety. At the High-Level Meeting on Global Road Safety held on 3 December 2021 at the UN Headquarters in New York, a number of countries called for increased assistance to be channelled to the Fund, with the Fund also featuring prominently in the President of the General Assembly's meeting summary<sup>4</sup>. On the margins of the Supporting Event, the Fund also launched its first replenishment cycle (2022–2025), and its Replenishment Brochure.

### Multi-Stakeholder Dialogue

At dialogue sessions in 2021, the Fund generated interest from a wide-ranging audience by co-hosting events and sharing statements at high-level conferences.



Find out more [here](#).

### 2021 Highlights

#### May

- Kapuscinski Lecture co-hosted with UNDP, the EC and IPAG Business School

#### June

- Geneva Cities Hub Event for World Bike Day

#### July

- Statement at the FIA High Level Panel for Road Safety

#### September

- Statement at the WP1 Global Forum on Road Traffic Safety
- Fund projects featured in the European Union's Photo Exhibition "From Geneva to the World – #multilateralismatters" on the Quai de Wilson, Geneva

#### October

- Briefing Session with fashion industry, coordinated by Canvas
- Statement at the UN Global Sustainable Transport Conference
- Statement at the UN Road Safety Collaboration
- Statement on investing in road safety at IRF Annual Conference
- Participating in the UN Special Envoy's Friends of Road Safety Network event on EU-AU partnership for road safety in Africa
- World Sight Day Event hosted by the Fund for actors in the eyecare industry and managers of commercial fleet drivers

#### November

- Bilateral donor partnership meetings in Paris and Brussels
- UN Resident Coordinators briefing sessions for Asia Pacific

#### December

- Statement at the 5th UN Partnership Meeting hosted by the UN Special Envoy for Road Safety

<sup>4</sup><https://www.un.org/pga/76/wp-content/uploads/sites/101/2022/01/Report-on-the-Supporting-Event-for-the-High-Level-Meeting-on-Global-Road-Safety.pdf>

# Making an impact across the global goals

## Partner voices: taking action on safer roads, improved lives

Road safety remains a key contributor to the achievement of sustainable development and improving the livelihoods of the Members of the OACPS. More exposed than others to the risks associated with road insecurity and their socio-economic consequences, Members are urged to be more aware of, and give greater priority to the consequences of road insecurity. This will necessitate increased mobilisation of resources internally and externally. The OACPS will seek to ensure active participation and involvement of our societies as a whole.



**Georges Rebelo Pinto Chikoti**, Secretary General, Organisation of African, Caribbean and Pacific States (OACPS)

The European Commission has adopted a European Road Safety Strategy which commits us to applying the Safe System at European level, and we are ready to work with every Member State on their national road safety strategies. Funding and finance for road safety work is desperately short, especially in the Global South, where the need is greatest. 2022 has the potential to be a crucial year for global road safety, and let's ensure that funding and financing for road safety improvements is a big part of that story.



**Adina Vălean**, Commissioner for Transport, European Commission



The State of Victoria has achieved significant road safety outcomes since the advent of the Transport Accident Commission (TAC) and delivered a number of initiatives that have been world leading. In coordination with Victoria's road safety partners, the TAC has diversified its focus to include road infrastructure improvements, young driver safety and vehicle safety, as well as supporting the safety of those who choose active transport. The TAC continues to identify emerging and world-leading opportunities to invest in road safety.

**Hon. Ben Carroll,**  
Minister of Transport, Australia



We must reconsider our public space by giving pedestrians their rightful place and protecting cyclists. This means safeguarding the health of our fellow citizens, reducing pollution, and cutting down on the number of accidents that grieve too many families every day. More than ever, road safety and health are linked. Paris is committed to less car traffic and better management of our spaces. It will mean fewer accidents and less pollution. This is the road we are taking to make Paris a city that protects and takes care of its citizens.

**Anne Hidalgo,**  
Mayor of Paris, France

Education is one of the important pathways to driving youth to take action and advocate for road safety. It is therefore important that in engaging young people as changemakers for road safety, youth are equipped and supported with access not only just to education, but also access to participate in all key action areas of the Global Plan of Action for Road Safety (legislation, enforcement, education, and technology). It is time for leaders, policymakers, and institutions to let #YouthLead the road to building a Safe System for all.

**Jayathma Wickramanayake,**  
UN Special Envoy for Youth



Our takeaway is to encourage a Global Partnership-based approach to optimize these actions' benefits for the greater number and with a greater impact to achieve the objectives of the Global Plan on Road Safety. We must coordinate at a global level, in order to target key audiences, allocate means and implement actions at a local level. It will necessitate a collective effort from the wider education world, which includes schools and families. They can count on Michelin to always be on their side and fully take its part, true to its purpose.

**Florent Menegaux,**  
CEO, Michelin



Safe mobility is a right. It is time to transform the way we see our transport systems and our safety, putting people, not vehicles, at the center. People must be listened to and involved in road safety decisions that affect them. We call on our governments to prioritize the right to safe mobility, putting people at the center of road safety action, implementing the evidence-based interventions in the Global Plan, backed by the financial investment needed to achieve them, and to include NGOs in their decision making.

**Lotte Brondum,** Executive Director,  
Global Alliance of NGOs for Road Safety

Our transport systems intersect with many policy areas, including child health, climate action, urban planning, gender equality and sustainable and equitable development, so governments must step up to fulfil their coordination role. Long term, sustainable investment is needed in safe transport and mobility systems, and significant opportunities to leverage existing investments in wider areas of transport already exist. Safety must be central to all transport-related decision-making and in the allocation of all resources.

**Dr. Tedros Adhanom Ghebreyesus,** Director-General,  
World Health Organization (WHO)





*There are lessons here for other major funding initiatives that the FIA Foundation has supported. A well-resourced United Nations Fund is essential for deploying catalytic support to assist countries in re-calibrating their approach to road safety – ‘people and climate first’ engineering and planning priorities, re-focusing enforcement efforts, adopting UN safety standards into national law – unleashing immense potential for saving lives. Now the campaign for safer roads has arrived at the summit and we must seize the moment.*

**Rt. Hon. Lord Robertson of Port Ellen,**  
Chairman, FIA Foundation



*Greater awareness is an important means of ensuring that governments and policy makers recognize the critical nature of road safety and the value of best practice. It is a means to ensure that regulators and technology providers, such as Autoliv, make effective safety solutions widely available. Autoliv is leading several initiatives on challenges in the multi-modal transport system, with a specific focus on minimizing injuries to unprotected road users. Our strategic collaborations and partnerships are enablers and important catalysts.*

**Mikael Bratt,**  
President and CEO, Autoliv

*At the EIB, we foresee road safety to be fully integrated in ongoing and new road projects well before 2030. We will have completed major, dedicated road safety operations, from which we will draw lessons for new operations. We will have financed projects to facilitate the deployment of new technologies and will have conducted more research. So much of the world's urban and rural environment is yet to be built, and there are new opportunities and innovations every day. The roads we build now will be used for decades to come.*

**Lilyana Pavlova,**  
Vice President, European Investment Bank (EIB)



Road traffic injuries create a heavy economic burden, with a majority of those killed and seriously injured comprising the breadwinners of low-income families. As a fast-developing country with rapid growth in motorisation, we emphasise learning from developed countries on the best practices and technical know-how of addressing road safety. To date, high-impact initiatives have been carried out owing to a public-private partnership business model where all parties work towards achieving a common ambition in road safety.

**Hon. Datuk Seri Dr. Wee Ka Siong,**  
Minister of Transport, Malaysia



The UN Road Safety Fund has defined a new plan of action to radically reduce the number of lives lost on our roads and re-think how we can provide access to safe, affordable, accessible and sustainable transport systems for all. Application of this plan allows countries to address critical gaps in their national road safety systems and make tangible impacts on the number of fatalities and injuries on the road. With proper assistance, it could enable us to reach SDGs covering health, sustainable cities, poverty, economic growth, equality and more.

**Olga Algayerova,**  
Executive Secretary, UNECE



# Making an impact across the world

## UN Road Safety Fund Projects

The Fund is guided by the safe system principles embedded in the Global Plan of Action for Road Safety, which provide an overall framework for interventions that – when done systematically by steps and at scale – will lead to a sharp reduction in road deaths and injuries. The Fund's projects achieved significant results across the road safety pillars in the five regions where there were operations.

25 projects are championing safer roads for improved lives through:



### Safety management solutions in:

Armenia\*; Côte d'Ivoire/Senegal\*\*; Egypt/Pakistan\*\*;  
Iran\*; Lao PDR; Lebanon/Qatar (self-financing)/Tunisia\*;  
Uganda



### Safe road solutions in:

Afghanistan\*; Africa (Ethiopia, Guinea, Kenya,  
Mozambique, Rwanda)\*; Argentina; Brazil; Colombia\*;  
Ethiopia\*\*; Paraguay\*; Philippines\*; Philippines\*\*;  
Paraguay/Philippines/South Africa\*\*; Tanzania;  
Zambia



### Safe vehicle solutions in:

Africa (Cameroon, Côte d'Ivoire, DRC, Uganda); Rwanda\*



### Safe user solutions in:

Jordan; Tunisia



### Post-crash solutions in:

Azerbaijan; Bangladesh\*

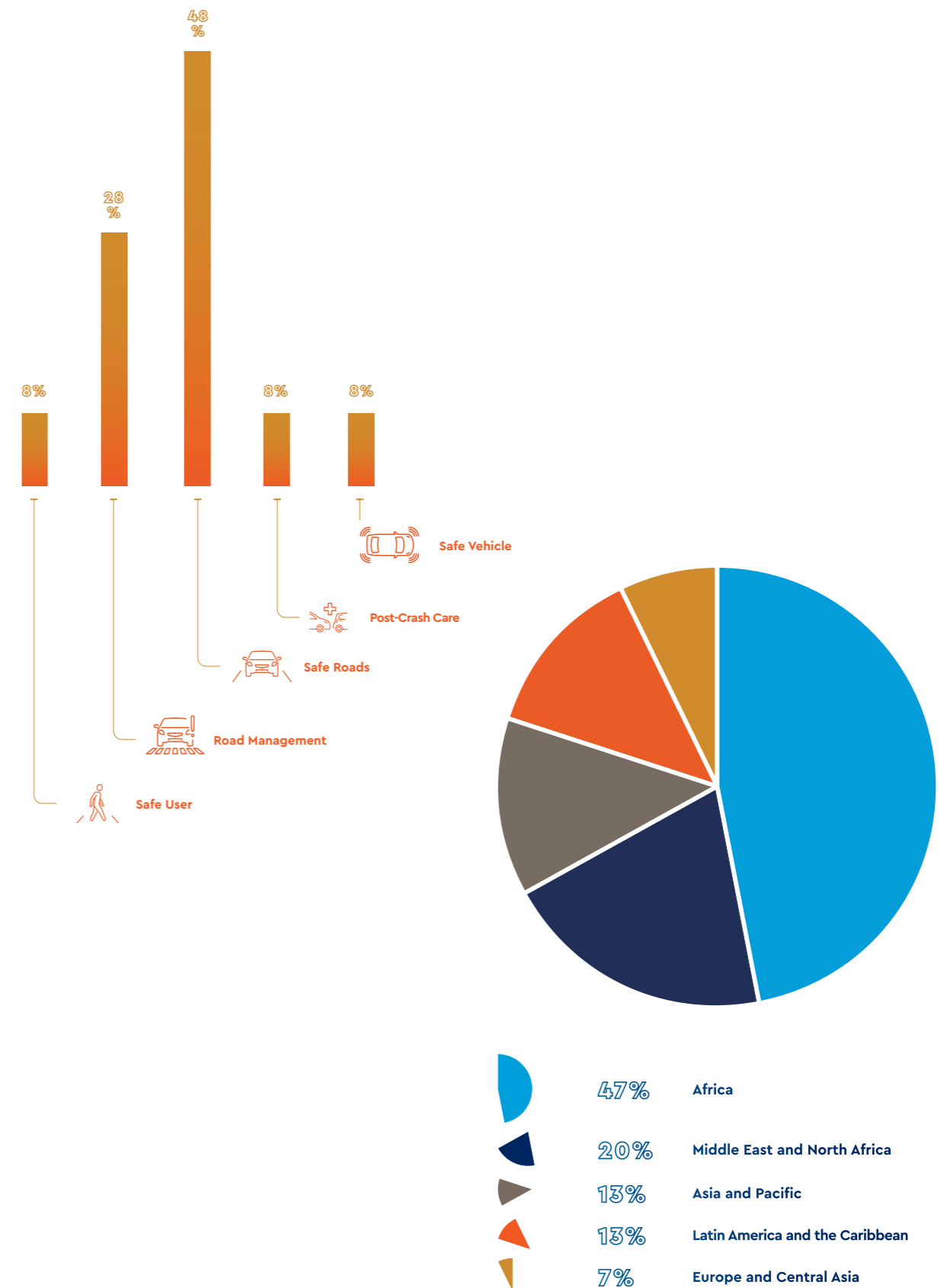


Find out more [here](#).

\*new Fund projects in 2021; \*\*closed Fund projects  
NB: Fund projects contribute to multiple pillars and are identified under one pillar for classification purposes.

Projects by Road Safety Pillars

Projects by Region





25 30  
Countries



Projects



- 1 Ethiopia  
*Scaling up safe street designs*
- 2 Rwanda\*  
*Tuwurinde – let's protect the head*
- 3 Tanzania  
*The ten-step plan for safer road infrastructure*
- 4 Uganda  
*Strengthen road safety management*
- 5 Zambia  
*Creating cities for non-motorized transportation users*
- 6 Côte d'Ivoire, Senegal  
*Improving road traffic fatality data*
- 7 Ethiopia, Guinea, Kenya, Mozambique, Rwanda\*  
*Reclaiming streets for pedestrians and cyclists in Africa*
- 8 Cameroon, Côte d'Ivoire, Democratic Republic Of Congo, Tunisia, Uganda  
*Safer and cleaner used vehicles for Africa*
- 9 Jordan  
*Increasing seat belt and other restraints' use*
- 10 Tunisia  
*Improving road safety for motorcycle users*
- 11 Egypt, Pakistan  
*Strengthening legal frameworks for road safety*
- 12 Lebanon, Tunisia, Qatar (self-financing)\*  
*Strengthening evidence-based interventions for road safety in the Arab region*
- 13 Afghanistan\*  
*Improving the safety of urban roads in Afghan cities*
- 14 Bangladesh\*  
*Strengthening the post-crash response*
- 15 Iran\*  
*Strengthening the capacity of the National Road Safety Commission*
- 16 Lao PDR  
*Improving the driver licensing system*
- 17 Philippines  
*Strengthening speed management*
- 18 Philippines\*  
*Expanding safe school zone models in selected highly urbanized cities*
- 19 Argentina  
*Introducing a speed management programme*
- 20 Brazil  
*Strengthening road traffic enforcement*
- 21 Colombia\*  
*Carrying out participative urban interventions*
- 22 Paraguay\*  
*Promoting the right of safe, healthy and autonomous mobility*
- 23 Paraguay, Philippines, South Africa  
*Developing capacities for child responsive urban planning and sustainable urban transport in urban and school centres*
- 24 Armenia\*  
*Implementing the national road safety policy*
- 25 Azerbaijan  
*Developing a model for an operational emergency management system*

\* New UNRSF projects in 2021



## Africa

### 1 Ethiopia

Title: *Scaling up safe street designs*  
Budget: US\$ 200,000  
Implemented by: UN-HABITAT  
Pillars: Road Management; Safe Roads

### 2 Rwanda\*

Title: *Tuwurinde – let's protect the head*  
Budget: US\$ 300,000  
Implemented by: UNECA, UNECE  
Pillar: Safe Vehicle

### 3 Tanzania

Title: *The ten-step plan for safer road infrastructure*  
Budget: US\$ 480,000  
Implemented by: UNECA  
Pillar: Safe Roads

### 4 Uganda

Title: *Strengthen road safety management*  
Budget: US\$ 265,082  
Implemented by: UNECA  
Pillar: Road Management

### 5 Zambia

Title: *Creating cities for non-motorized transportation users*  
Budget: US\$ 450,000  
Implemented by: UNDP, UNEP, WHO  
Pillar: Safe Roads

### 6 Côte d'Ivoire, Senegal

Title: *Improving road traffic fatality data*  
Budget: US\$ 199,500  
Implemented by: WHO  
Pillar: Road Management

### 7: Ethiopia, Guinea, Kenya, Mozambique, Rwanda\*

Title: *Reclaiming streets for pedestrians and cyclists in Africa*  
Budget: US\$ 500,000  
Implemented by: UN-HABITAT, UNEP, UNECA, UNICEF  
Pillars: Safe Roads; Safe User

### 8 Cameroon, Côte d'Ivoire, Democratic Republic of Congo, Tunisia, Uganda

Title: *Safer and cleaner used vehicles for Africa*  
Budget: US\$ 500,000  
Implemented by: UNECE, UNEP  
Pillar: Safe Roads

## Middle East/North Africa

### 9 Jordan

Title: *Increasing seat belt and other restraints' use*  
Budget: US\$ 267,550  
Implemented by: UNESCWA  
Pillar: Safe User

### 10 Tunisia

Title: *Improving road safety for motorcycle users*  
Budget: US\$ 317,284  
Implemented by: UNESCWA  
Pillar: Safe User

### 11 Egypt, Pakistan

Title: *Strengthening legal frameworks for road safety*  
Budget: US\$ 145,188  
Implemented by: WHO  
Pillar: Road Management

### 12 Lebanon, Tunisia, Qatar (self-financing)\*

Title: *Strengthening evidence-based interventions for road safety in the Arab region*  
Budget: US\$ 280,875  
Implemented by: UNESCWA  
Pillar: Road Management

## Asia/Pacific

### 13 Afghanistan\*

Title: *Improving the safety of urban roads in Afghan cities*  
Budget: US\$ 495,000  
Implemented by: UN-HABITAT  
Pillar: Safe Roads

### 14 Bangladesh\*

Title: *Strengthening the post-crash response*  
Budget: US\$ 160,000  
Implemented by: WHO  
Pillar: Post-Crash Care

### 15 Iran\*

Title: *Strengthening the capacity of the National Road Safety Commission*  
Budget: US\$ 205,440  
Implemented by: UNESCAP  
Pillar: Road Management

### 16 Lao PDR

Title: *Improving the driver licensing system*  
Budget: US\$ 570,000  
Implemented by: UNESCAP  
Pillar: Road Management

### 17 Philippines

Title: *Strengthening speed management*  
Budget: US\$ 198,546  
Implemented by: UNESCAP  
Pillar: Safe Roads

### 18 Philippines\*

Title: *Expanding safe school zone models in selected highly urbanized cities.*  
Budget: US\$ 535,364  
Implemented by: UNICEF, WHO  
Pillar: Safe Roads

## Latin America/Caribbean

### 19 Argentina

Title: *Introducing a speed management programme*  
Budget: US\$ 300,000  
Implemented by: UNECLAC  
Pillars: Safe User; Safe Roads

### 20 Brazil

Title: *Strengthening road traffic enforcement*  
Budget: US\$ 321,000  
Implemented by: UNECLAC  
Pillar: Safe Roads; Road Management

### 21 Colombia\*

Title: *Carrying out participative urban interventions*  
Budget: US\$ 535,000  
Implemented by: UNECLAC  
Pillar: Safe Roads

### 22 Paraguay\*

Title: *Promoting the right of safe, healthy and autonomous mobility in urban and school centres*  
Budget: US\$ 500,000  
Implemented by: UNICEF  
Pillar: Safe Roads; Safe User

### 23 Paraguay, Philippines, South Africa

Title: *Developing capacities for child responsive urban planning and sustainable urban transport*  
Budget: US\$ 197,694  
Implemented by: UNICEF  
Pillars: Safe Roads; Road Management

## Europe/Central Asia

### 24 Armenia\*

Title: *Implementing the national road safety policy*  
Budget: US\$ 488,321  
Implemented by: UNDP, UNICEF  
Pillar: Road Management

### 25 Azerbaijan

Title: *Developing a model for an operational emergency management system*  
Budget: US\$ 500,000  
Implemented by: UNDP, WHO  
Pillar: Post-Crash Care

\* New UNRSF projects in 2021



# Africa

Total of **8 projects** in **13 countries**, including **2 sub-regional projects** and **2 new projects** in 2021.

Close to **US\$ 3 million** invested in road safety in **Africa**.

**P**rojects across the Fund's portfolio in Africa in 2021 helped to make cities more liveable thanks to safe street and infrastructure designs for all road users – including pedestrians, cyclists and school users in Ethiopia, Tanzania and Zambia. Safer, cleaner used vehicles standard regulations are due to lead to greener streets in West and East Africa, while data systems in Côte d'Ivoire and Senegal are helping with crash prevention. New projects in 2021 will lead to safety helmets for two-wheeler vehicles in Rwanda, while streets will be reclaimed for walking and cycling in Ethiopia, Guinea, Kenya, Mozambique and Rwanda in a continent-wide initiative.

## Côte d'Ivoire & Senegal



**Better data systems helping to boost road safety**

Implemented by: WHO

Partners: Ministry of Health, Ministry of Transport, Ministry of Interior: Côte d'Ivoire/Senegal

Time-frame: May 2019 – January 2022

Budget: US\$ 199,500

[Find out more here.](#)

**There were deficiencies in our traffic accident data... Only about a quarter of the data was being recorded. We need reliable figures to create effective public policy. Better quality data will improve our decision-making when it comes to accident prevention.<sup>5</sup>**

**Ousmane Ly, Head of Road Safety, Road Transport Directorate, Senegal**

## 2021 Headlines:

- Business Process Map on road mortality systems created with majority of stakeholders.
- New country action plans developed to improve data systems on road traffic deaths.

Having updated data systems when it comes to road traffic fatalities could be a step forward in the game-changer for road safety policy in Côte d'Ivoire and Senegal. In 2021, thanks to support from the Fund, a wide-range of actors working on traffic-related issues were closely involved in the Business Process Mapping to identify strengths, gaps, and challenges in road traffic data systems. In addition, three main sources of data were linked based on a

<sup>5</sup> <https://www.afro.who.int/news/striving-safer-roads-senegal>

sample of districts in Abidjan and Dakar. An action plan for each of the two countries is going to set up a platform to collect and exchange injury data among stakeholders and support consistently improved data collection. In turn, a Steering Committee of sector-wide representatives set up under the initiative will continue to coordinate road safety data collection going forward.

## Ethiopia



### Scaling-up safe street designs

**Implemented by:** UN-HABITAT

**Partners:** UNICEF, ITDP, Ministry of Transport, Addis Ababa Transport Bureau

**Time-frame:** April 2019 – July 2021

**Budget:** US\$ 200,000

[Find out more here.](#)

***The best way to enhance transit in our urban centres from now on is to bring sustainable mobility practices, that is walking and cycling and related activities accessible to everyone. If we have good streets, no city is too large for anyone to get to their destination.<sup>6</sup>***

**H.E Dagmawit Moges,**  
Minister of Transport, Ethiopia

### 2019–2021 Headlines:

- 6.8km of cycle lanes constructed in Addis Ababa; a further 19.4km under construction. On the 3km Lebu-Jomo corridor, number of cyclists increased 7.5 times after cycling infrastructure was added.
- 9 major street projects reviewed, and design recommendations proposed to ERA.

- **5 national advocacy events: Open Street/Car Free events, bicycles rides, bicycle trainings.**
- **Plans to extend initiative to close certain roads to cars every Sunday.**
- **600 participants took part in trainings, workshops and presentations on safe mobility.**
- **Online bike sharing engagement platform live**

Ethiopia's high road traffic fatality rate has meant that vulnerable road users, such as pedestrians and cyclists, were particularly at risk, including from rising congestion and pollution levels. With support from the Fund and championed by the Minister of Transport, a 'Non-Motorised Transport Strategy' for Ethiopia and Addis Ababa was adopted in 2020. By mid-2021, a five-year implementation plan for 69 cities and towns was developed with harmonized street design guidelines guiding investments in safer walking and cycling facilities. Concrete plans, with budgetary allocations, have also been made for the construction of 3,000km of walking and cycling facilities across the country in the government's 'Transport Sector 10 Years Perspective Plan' launched in 2021. The plan covers the primary and arterial roads in urban environments across Ethiopia. Bringing together local and national government, the public, and the private sector, the project has strengthened the capacity of the government to develop and roll out policies for pedestrians and cyclists, while promoting green, safe, and healthy living. An interactive street design platform for designers, planners and engineers will also be launched in 2022.

<sup>6</sup> <https://www.youtube.com/watch?v=cQAaxPB6QJc&t=2s>





## New 2021 Project: Rwanda



**Tuwurinde – Let's protect the head**

**Implemented by:** UNECA and UNECE  
**Partners:** Ministry of Infrastructure, Rwanda Standards Board  
**Time-frame:** January 2022 – December 2024  
**Budget:** US\$ 300,000 (co-financed by FIA Foundation)

[Find out more here.](#)

**Developing helmet impact testing capacity is an essential first step towards developing helmet manufacturing capacity in Rwanda. It is exciting to imagine that a made-in-Rwanda helmet may be able to protect heads all over Africa.**

**Raymond Murenzi, Director General,**  
Rwanda Standards Board

### Project aims:

- To develop locally made helmets that will reduce road traffic injuries across Africa.

Rwanda already has nearly 100% powered two-wheeler (PTW) helmet compliance on its road network. However, the helmets sold are not required to be certified to any protection standard, and there is no quality control enforced in their construction. To meet the growing need and demand for safe mobility, the Fund has launched the 'Tuwurinde' project in Rwanda. Co-financed by the FIA Foundation, the project seeks to build national capacity and eventually African capacity to independently meet its growing need and demand for safe and affordable motorcycle helmets.

## Tanzania



**Ten-step plan for safer road infrastructure**

**Implemented by:** UNECA  
**Partners:** IRF, iRAP, TARA, PIARC  
**Time-frame:** August 2020 – January 2023  
**Budget:** US\$ 480,000 (joint funded with Global Road Safety Facility, World Bank)

[Find out more here.](#)

**I have learned many things [from the training]. Road users' safety should be the first consideration from the design, construction, opening and to the usage of the road. We are starting to execute some of the safety measures in design and during the works execution.**

**David E. Makundi, Civil Engineer,**  
Tanzania Rural and Urban Road Agency,  
Arusha

### 2021 Headlines:

- 3-day National Safer Road Infrastructure Workshop with 200+ stakeholders.
- 89 public and private sector participants certified on Road Safety Engineering course.
- 15 Road Safety Auditors certified (a third of them women).
- 206 participants currently enrolled and working through iRAP Road Assessments courses.
- 100+ stakeholders involved in 3 working groups revising: the national infrastructure road safety strategy; geometric road design standards; and building a training and accreditation scheme.

Putting road user safety first is at the heart of improving Tanzania's infrastructure to reduce high numbers of traffic fatalities and injuries nationwide. Tanzania is the first country to have adopted the UNRSC Ten Steps approach for Safer Road Infrastructure. A National Safer Road Infrastructure Workshop in March 2021 brought together agencies, authorities, councils, traffic departments, and institutions for road safety education to plug gaps in the national road system and develop recommendations. The Ten Steps pilot project launched at the workshop – with joint funding from the Fund and Global Road Safety Facility – is helping to embed change in how thousands of new and existing km of the road network will be designed, upgraded and overall managed. This is thanks to the new skills training programme, rolled out in 2021 for the public and private sector on Road Safety Engineering, iRAP Road Assessments, and Road Safety Audits. In addition, a Tanzania Road Assessment Program is due to go live in 2022, supporting the project to significantly reduce the risks for all road users and adding to the institutional capacity building, which is at the heart of the project.

## Zambia



**Creating safer cities for all road users including children**

**Implemented by:** UNDP

**Partners:** Ministry of Local Government

**Time-frame:** April 2020 – March 2023

**Budget:** US\$ 543,800 (joint funded with UNEP)

[Find out more here.](#)

**The activities are in line with our Pedestrian First Zambia "Creating Inclusive Cities" programme and we fully support the successful implementation of the project.**

**Dr. Bishop Ed Chomba, Permanent Secretary, Ministry of Local Government, Zambia**

### 2021 Headlines:

- Mapping of Road Traffic Hotspots in Lusaka with University of Zambia.
- 12 primary schools in Lusaka evaluated by the RTSA on school safety.
- Infrastructure for 2 schools under construction – and completed at Tionge School in Lusaka.

Safer roads for all users, particularly pedestrians, cyclists as well as wheelchair and public transport users is a priority in Zambia, which has a high burden of fatalities and disabilities. Thanks to support from the Fund, in 2021, road infrastructure improvements were carried out in identified traffic hotspots, as well as school safety measures in Lusaka's urban areas. At Tionge Primary School, this included a new raised pedestrian crossing, road signs, speed humps and walkway. The initiative, which is supporting Zambia's Non-Motorised Transport Strategy is building a growing alliance of public, private and civil society actors on the issue. In 2022 a radio and TV media campaign will also be launched including on school road safety.



## Africa-wide



### Safer and cleaner used vehicles for Africa

**Implemented by:** FIA, CITA, ITF

**Partners:** UNECA, WHO, FIA Foundation, AMU, ECOWAS, EAC, SADC, ECCAS, EU, Japan, US

**Time-frame:** June 2020 – December 2022

**Budget:** US\$ 500,000 (plus additional co-financing from FIA Foundation, Sweden and Climate and Clean Air Coalition)

🔗 Find out more [here](#).

**The impact of old polluting vehicles is clear. Air quality data in Accra confirms that transport is the main source of air pollution in our cities. This is why Ghana is prioritizing cleaner fuels and vehicle standards [and]... has imposed a 10-year age limit for used vehicle imports.<sup>7</sup>**

**Professor Kwabena Frimpong-Boateng,**  
Minister for Environment, Science,  
Technology & Innovation, Ghana

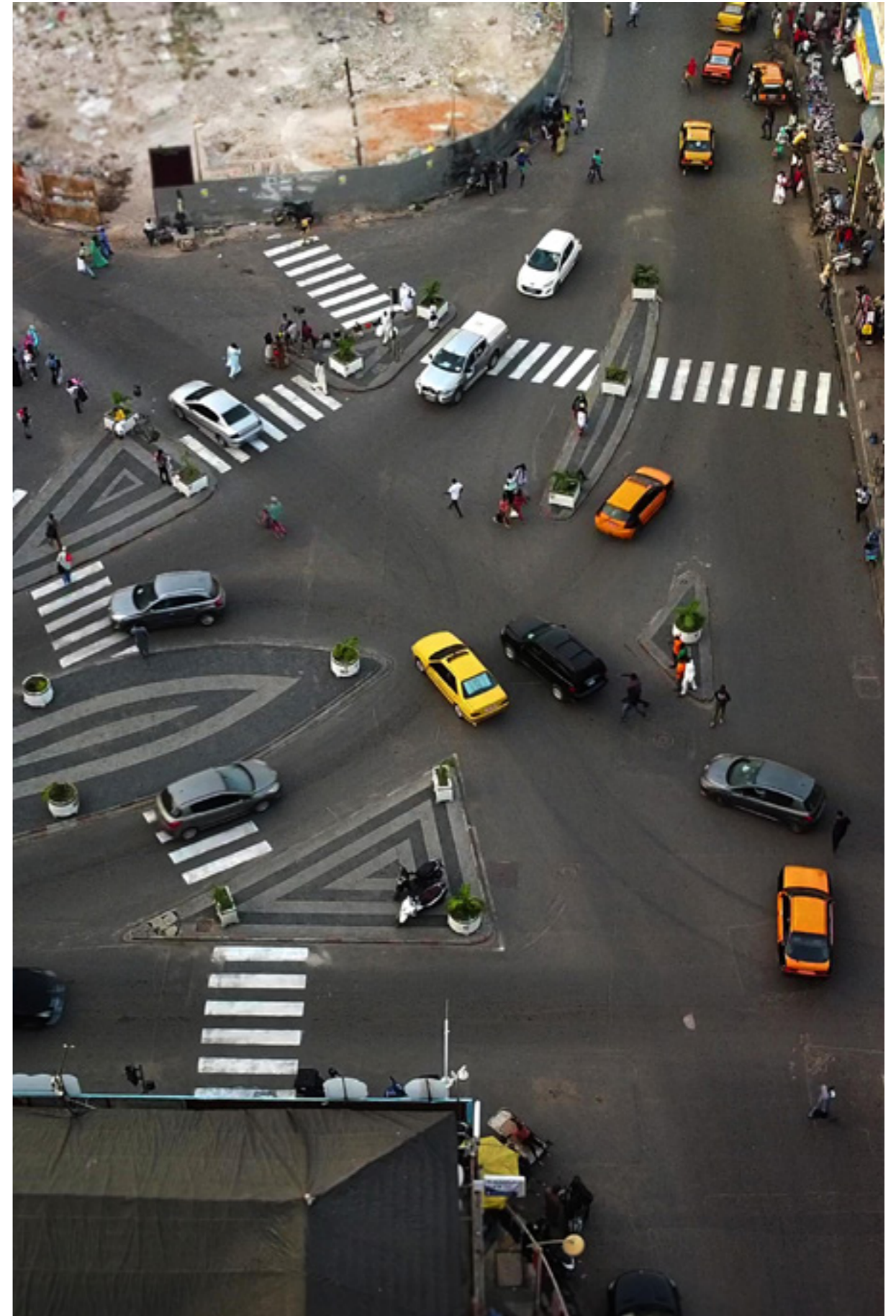
### 2020–2021 Headlines:

- UNEP report on the global trade on used vehicles updated in 2021 for COP26.
- 1st African Used Vehicles Importers meeting with 27 countries and regional bodies.
- Regulations adopted for ECOWAS member states that all vehicles to be imported need to comply with a minimum of EURO 4/IV vehicle emissions standard from 1 January 2021.
- Exporters workshops with 80+ multi-sectoral experts from the EU, US and Japan.

- Public consultation on review of ELV Directive launched by European Commission.

Ensuring safer and cleaner used vehicles are circulating on Africa's roads is vital to meet air quality and climate targets, as well as to support the region being hardest hit by unsafe roads. Regulating the export and import of used vehicles in Africa means convening exporters – the EU, US and Japan – and African importing countries, to agree on standards for used vehicles. With support from the Fund, the project has raised levels of awareness of the issue of used vehicles at exporters workshops as well as through an African importers' meeting in 2021. To date, the project has supported ECOWAS' 15 member states to develop harmonized vehicle standard regulations for safer and cleaner used vehicles, which were adopted in 2020. At the national level, The Gambia, Nigeria, Cameroon and Togo are receiving support to align their vehicle standards to the regionally agreed directives. In turn, East Africa is due to adopt regionally harmonized emissions standards in 2022, as a result of support under the project. Plans for the next phase will go to assist importing and exporting countries to harmonize their agreed minimum set of requirements to transfer used vehicles from one country to another.

<sup>7</sup><https://www.unep.org/news-and-stories/press-release/new-un-report-details-environmental-impacts-export-used-vehicles>





## New 2021 Project: Africa-wide



### Reclaiming streets for pedestrians and cyclists in Africa

**Implemented by:** UN-HABITAT, UNEP, UNECA, UNICEF

**Partners:** ITDP; National and local governments in Ethiopia, Guinea, Kenya, Mozambique and Rwanda; African Development Bank

**Time-frame:** September 2021 – March 2024

**Budget:** US\$ 500,000

[Find out more here.](#)

***The billion people that walk and cycle for almost an hour every day put their lives at risk the moment they step outside of their homes. They must navigate streets without accessible sidewalks. They have to cross roads scattered with speeding cars or navigate make-shift crossings congested by highly polluting vehicles.***

*Walking and Cycling in Africa,  
Evidence and Good Practice to Inspire Action (2022)*

### Project aims:

- Reduce injuries and fatalities from crashes for vulnerable road users, particularly children.
- Reduce climate emissions and air pollution.
- Improve public health due to active lifestyles and cleaner air.

African cities will gain over 900 million new residents by 2050, making Africa the most rapidly urbanizing region in the world; while being the region hardest hit by road safety, with an average of 26.6 deaths per 100,000 inhabitants. The Fund's support to champion road safety will promote pedestrian and cycling infrastructure in five countries recording higher than average traffic fatalities. Supporting policy development, local implementation and investments will help design safer streets and create liveable public spaces for everyone.

# Middle East & North Africa

Total of 4 projects in 5 countries, including 1 new project in 2021.

Over US\$ 1 million invested in road safety in Middle East and North Africa.

In 2021, the Fund's projects in the Middle East and North Africa have promoted regulatory and outreach initiatives that will help to empower citizens to support safety on the roads. From use of seat belts in Jordan, and better measures for motorcycle users in Tunisia, to the laws and policy dialogues in Pakistan and Egypt. A new project in 2021 will also build capacities in Lebanon, Tunisia and Qatar (self-financed) to put in place policies to deliver road safety for all users in the region.

## Jordan



**Bridging the safety gap with seat belts and child restraints**

Implemented by: UNESCWA

Partners: Ministry of Transport, Public Security Directorate – Jordan Traffic Institute

Time-frame: July 2020 – November 2022

Budget: US\$ 267,550

[Find out more here.](#)

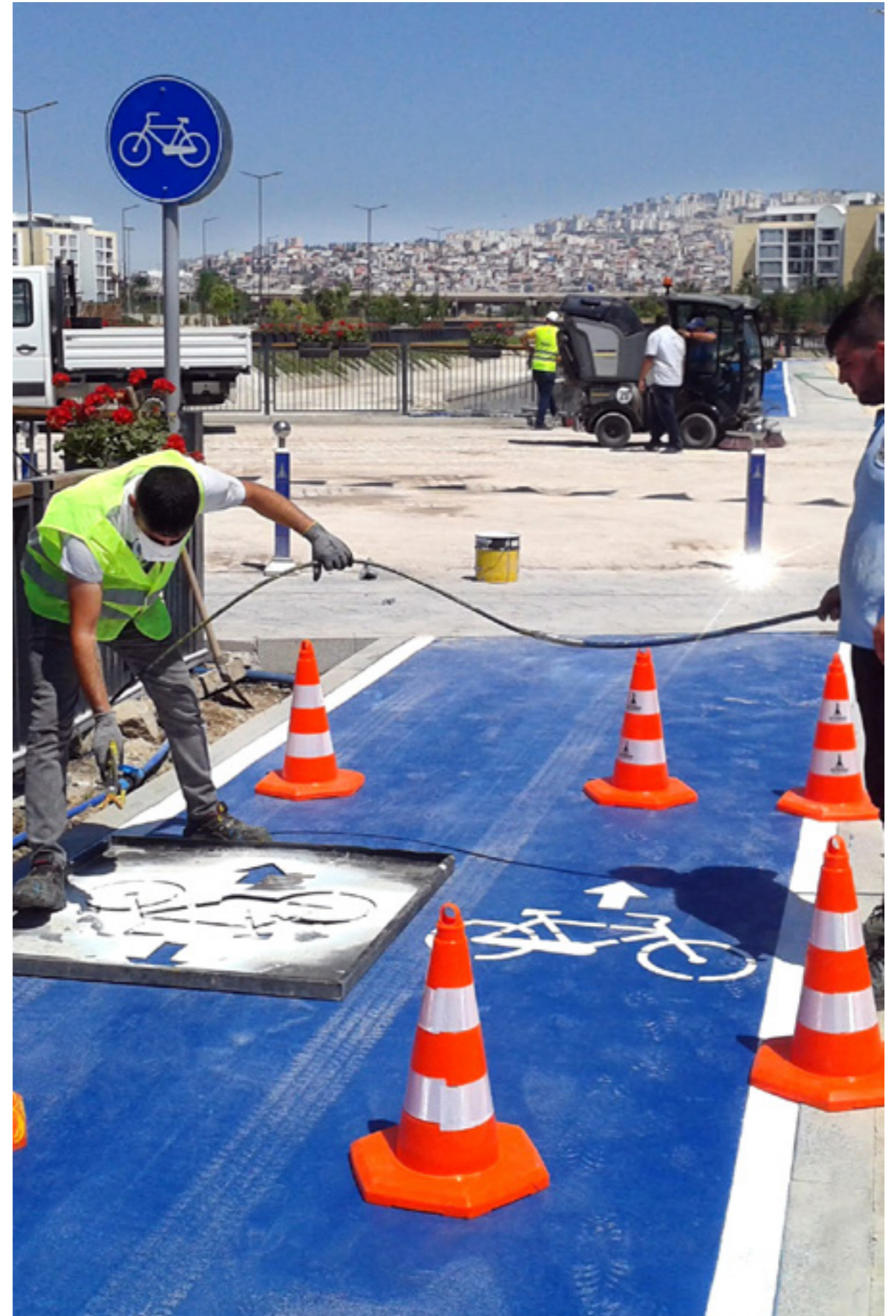
***There is no adopted standard or specifications for child restraints... based on the current request and the results of the project, we will prepare a specification with the technical committee.***

**Al-Harith Al-Shaboul, Directorate of Standardization, Jordan Standards and Metrology Organization**

## 2021 Headlines:

- Field surveys captured the rate of use of seat belts and restraints, and a national workshop identified critical gaps in the country's existing framework.
- Jordan is developing a comprehensive regulatory framework for the use of seat belts and child restraints to reduce the significant number of deaths and injuries on the roads.

A project study showed only 23% of drivers, 9% of front seat passengers, and 2% of rear seat passengers use seat belts, and 8% of children travel restrained. A new regulatory framework has been developed covering legislation, instructions, standards, requirements, fines, exceptions, and incentives. The framework – a practical document to roll out and enforce seat belt and child restraint use – is due to be completed in 2022, alongside training programmes and awareness campaigns.





## Egypt/Pakistan



### Promoting legal frameworks on road safety

Implemented by: WHO

Partners: Ministry of Communications

Time-frame: May 2019 – January 2022

Budget: US\$ 145,188

[Find out more here.](#)

**Pakistan's road laws have become outdated and are in need of comprehensive review and modernization. Many things have changed since they were made, such as changes in technology, increase in road traffic and decentralization of responsibilities to Provinces.<sup>8</sup>**

Ministry of Communications, Pakistan

### 2021 Headlines:

- Draft Road Traffic Law in Pakistan.
- Commitment to documenting road safety experiences across Ministries in Egypt.

Having the right laws, policies and legal frameworks in place is vital for lowering the high burden of road traffic fatalities in Pakistan and Egypt. Building on government efforts, the Fund supported multi-stakeholder consultations to develop a draft Road Traffic Law in Pakistan, including outreach among national and international actors, as well as provincial authorities in 2021. This is building broad-based support for the Law, pending Parliament approval, and for related traffic regulations. In Egypt, there is growing political will to improve road safety in the country thanks to the policy dialogue, with an ongoing commitment to document national experiences and highlight existing legislative gaps.

<sup>8</sup> <http://www.roadsafetypakistan.pk/news-detail.php?id=11&pageid=news>

# Asia & The Pacific

Total of **6 projects** in **6 countries**, including **3 new projects** in 2021.

Over **US\$ 2 million** invested in road safety in **Asia and the Pacific.**

In Asia and the Pacific, the Fund's projects developed fresh tools for road safety improvements, including with a new online driver licensing system underway in Lao PDR. New projects in 2021 include building a tested model for post-crash response in Bangladesh and helping the road safety agency in Iran to use a new data and decision-making system that will promote safer roads across the country. In the Philippines, a new project will also expand safe school zone models making sure children in at-risk areas in highly urbanized cities can journey safely to school.

## New 2021 Project: Bangladesh



### Building a robust post-crash response

Implemented by: WHO

Partners: Government of Bangladesh

Time-frame: October 2021 – September 2022

Budget: US\$ 160,000

[Find out more here.](#)

**[In Bangladesh] two-thirds of all road traffic fatalities die on the way to hospital and three-quarters do not receive any form of pre-hospital care.**

Bangladesh Health and Injury Survey 2016

### Project aims:

- Develop a strategy, costed action plan, protocols and training manuals for pre-hospital and hospital care.
- Support a pilot project to build capacity for pre-hospital and hospital care for victims of road crash injuries.

In Bangladesh, road traffic injuries are one of the leading causes of in-patient admissions to health facilities for those aged five and above, according to the Directorate General of Health Services. The Fund's support will develop a roadmap to reduce fatalities from traffic injuries and produce a tested and



scalable model for the country's post-crash response. Working in line with the National Road Safety Action Plan, and local and international partners, investing in care for victims of road traffic injuries will positively impact society.

## New 2021 Project: Iran



**Building capacity of the road safety agency**

**Implemented by:** UNESCAP

**Partners:** NRSC, Ministry of Roads and Urban Development

**Time-frame:** October 2021 – September 2023

**Budget:** US\$ 205,440 (plus in-kind contribution from UNESCAP)

[Find out more here.](#)

**Roads of the country are tolerating traffic load more than their capacity and growth rate of vehicles is high in the country.<sup>9</sup>**

**Abbas Akhundi, Minister of Roads and Urban Development, Iran**

### Project aims:

- Support to the NRSC to reduce road deaths and injuries via data collection, monitoring and evaluation, decision system for resource allocation, and research and development.

As the lead agency on road safety in Iran, the National Road Safety Commission (NRSC) has a vital role to play in supporting government efforts to achieve road-safety targets. The Fund's support will build the

capacity of the NRSC to deliver evidence-based policy development. Thanks to the initiative, the NRSC and other road safety professionals will be able to use a new data system, monitor national policies and interventions, allocate budgets using an evidence-based framework and engage stakeholders nationwide to promote safer roads.

## Lao PDR



**Updated driving licensing system for safer roads**

**Implemented by:** UNESCAP

**Partners:** Department of Transport, Ministry of Public Works and Transport

**Time-frame:** August 2020 – January 2023

**Budget:** US\$ 570,000

[Find out more here.](#)

**Transport is the lifeblood of urban development, a sustainable urban transport system can propel a city toward progress while ensuring the safety and mobility of its inhabitants.<sup>10</sup>**

**Daisuke Mizusawa, Senior Transport Specialist for Southeast Asia, Asian Development Bank**

### 2021 Headlines:

- Progress made in developing new driver licensing curriculum.
- Development of online application for driver licensing and testing system underway.

Increasing numbers of road traffic crashes and resulting deaths and injuries

<sup>9</sup><https://theiranproject.com/blog/2014/12/18/road-transportation-fleet-to-be-renovated-with-oil-ministry-cooperation/>

<sup>10</sup><https://www.adb.org/news/features/lao-pdr-setting-vientiane-road-sustainable-transport?msclkid=7ab4f152c24a11ecb38f559af1967a9c>

in Lao PDR have been the result of an expanding fleet of vehicles and gaps in drivers' road safety education. Thanks to the Fund's support, an improved, efficient driving licensing system has been under development in 2021, including a new licensing curriculum, online applications and testing. This followed a study on how the UN Road Safety Conventions could guide an updated driver licensing system, while regulations for driver licensing in the country moved ahead. Going forward there will be a strong focus on increasing public awareness on the new curriculum and online system to support drivers through the training, testing and issuing of driving licenses.

## New 2021 Project: Philippines

 **Safe school zone models in highly urbanized cities**

**Implemented by:** UNICEF and WHO

**Partners:** Department of Transportation/Department of Education

**Time-frame:** October 2021 – October 2023

**Budget:** US\$ 535,364

 Find out more [here](#).

***As we move forward, we commit to continuously support the national government towards a Philippines with zero road deaths by assisting the Land Transportation Office in migrating the enforcement trainings to a digital platform.***

**Sophia San Luis,**  
Executive Director of Imagine Law

### Project aims:

- To expand models for improved road safety and a safe journey to school for children in high-risk schools. This will also contribute to road safety awareness, policy advocacy, health systems strengthening and partnership building.

Building on the results of the Fund's project on Child-Responsive Urban Planning in the Philippines, a new project was launched in October 2021, which focuses on expanding safe schools zone models in highly urbanized cities in the country. Given that children are most vulnerable to road traffic injuries, the initiative will roll out a Child Road Traffic Injury Prevention Program. It will target 50 high-risk schools in two highly urbanized cities as models for the child road traffic safety programmes.

<sup>11</sup> <https://roadsafetyfund.un.org/en/articles/paraguay-philippines-un-road-safety-fund-shows-path-save-childrens-lives-and-address-key>

# Latin America & The Caribbean

**Total of 5 projects in 4 countries, including 1 new project in 2021.**

**Over US\$ 1.8 million invested in road safety in Latin America & the Caribbean.**

**A**cross Latin America and the Caribbean in 2021, Fund projects have made inroads in improving knowledge and training of lead road safety agencies and traffic officers, at the same time generating goodwill among the public. This included boosting capacity on speed management in Argentina and on traffic enforcement in Brazil – which led to a decrease in rates of traffic deaths and injuries in project locations. New projects in 2021 will promote safe, healthy mobility in Paraguay's urban and school centres and engage networks across Colombia on safe interventions for vulnerable road users.

## Argentina

 **Speed management tackling urban and rural road safety**

**Implemented by:** UNECLAC

**Partners:** Argentinean Road Safety Agency (ANSV)

**Time-frame:** July 2020

**Budget:** US\$ 395,000 (joint funded with Argentinian government)

 Find out more [here](#).

***Speed management is a fundamental issue in Argentina and Latin America in order to have friendlier cities and to reduce traffic accidents.***

**Jonás Romo,**  
Regional Director of Public Health Programs, Vital Strategies  
Participant, Ibero-American Conference on Road Safety, November 2021

## 2021 Headlines:

- Publication on best practices on speed management in Latin America developed – to be launched in 2022.
- 5 speed management webinars and the Ibero-American Conference on Road Safety – rated by over 90% of participants as very useful and insightful.

Speed is a serious issue on Argentina's urban and rural roads leading to high numbers of traffic fatalities and serious injuries each year. Thanks to funding from the Fund and the government, a speed management programme is supporting Argentina's technical capacity to develop system-wide policies and strategies. In 2021, five webinars were held over four months spanning infrastructure, control and fleet management. In addition, the



Ibero-American Conference on Road Safety in November 2021 highlighted the need to raise awareness of reducing speed and of changing user perceptions on the benefits of speed reduction. Speed management pilots in Cañuelas, Azul and Pergamino will start up in 2022, alongside wider sensitization campaigns, while results from the project will be scaled up region-wide.

## Brazil

### **Strengthening road traffic enforcement**

**Implemented by:** UNECLAC

**Partners:** Traffic Department of State of Pará (DETRAN-PA)

**Time-frame:** August 2020 – December 2022

**Budget:** US\$ 708,000 (joint funded with Brazilian government)

 Find out more [here](#).

***With this innovative training format, based on best international practices, we aim to increase the visibility and frequency of traffic inspection operations throughout the state.<sup>12</sup>***

**Marcelo Guedes,**  
Director General of Traffic Department,  
State of Pará

### 2021 Headlines\*:

- Rates of traffic deaths and injuries decreased by 2 points (13.18 in 2021 from 15.64 in 2020).
- Rate of traffic deaths in 2021 decreased to 4.94 per 10,000 vehicles, from 6.91 in 2020.

<sup>12</sup> <https://agenciapara.com.br/noticia/31839/>  
\*All project results relate to the State of Pará only.

- **Traffic enforcement checks rose to 1,132 per month in 2021, up from 837 in 2020.**
- **Breathalyzer tests increased to 32,859 in 2021, up from 2,136 in 2020.**
- **138 fixed speed cameras installed in 33 municipalities in State of Pará.**

Traffic enforcement in Brazil's northern state of Pará has undergone an overhaul in recent years, thanks to support from the Fund, reducing traffic fatality rates and hospitalizations in the State of Pará. The initiative improved the capacity of a core group of traffic officers at state level drawing on international best practices with seven training sessions held for 263 officers to date. This led to more efficient inspections and effective use of new tools such as speed guns and breathalyzers. In addition, stronger goodwill has been generated among the public during the inspections on urban roads and highways in 2021, and as a result of local media coverage. A draft state protocol on road traffic enforcement was delivered, and a draft bill creating a professional career for traffic officers was submitted to the Legislative Assembly in 2021.

## New 2021 Project: Colombia

### **Participatory urban interventions on road safety**

**Implemented by:** UNECLAC

**Partners:** Colombian Road Safety Agency (ANSV)

**Time-frame:** October 2021 – March 2023

**Budget:** US\$ 535,000 (joint funded with the Colombia government)

 Find out more [here](#).

**The project is fully aligned with the mission of the ANSV in promoting and improving road safety levels. In particular, we value the participation and involvement of communities, local entities, road users and related stakeholders in the design, implementation and evaluation of the planned interventions.**

**Luis Felipe Lota,**  
Director, Colombia Road Safety Agency (ANSV)

### Project aims:

- To design and implement safe mobility projects around Colombia to improve road safety indicators.

The Colombian Road safety Agency (ANSV) is working across the country's territories to address regional road safety challenges. Thanks to the Fund's support, a new project is starting up that will engage local communities to co-design and implement urban intervention strategies to improve safety on the roads. Based on low-cost and high-impact participatory methodologies – that include all road users and stakeholders – the initiative aims to have a positive impact on reducing crashes. And, it also aims to promote safe and sustainable mobility for vulnerable road users.



# Europe & Central Asia

Total of 2 projects in 2 countries, including 1 new project in 2021.

Close to US\$ 1 million invested in road safety in Europe & Central Asia.

The Fund was active in Europe and Central Asia in 2021, working with networks of stakeholders to promote wider quality of life and positive road safety outcomes. In Azerbaijan, this included coordinated efforts to improve emergency post-crash care, while a new project in Armenia uses data to embed innovative safe road solutions.

## Azerbaijan



**Strengthening emergency post-crash care**

Implemented by: WHO

Partners: Ministry of Health, State Agency on Mandatory Health Insurance, TABIB, Azerbaijan Medical University

Time-frame: October 2020

Budget: US\$ 545,000 (joint funded with WHO)

Find out more [here](#).

**This project has truly made an impact on the development of emergency services for post-crash care and provided exceptional trauma assessment tools for the victims of accidents.**

**Sevinj Hasanzada,**  
Advisor to the Department of Medical Services, TABIB

## 2021 Headlines:

- Working Group set up by the government, with efforts initiated on emergency care policies and systems such as triage and color-coding in health facilities.
- Roadmap on strengthening post-crash care builds on emergency care system assessment.

Having an operational emergency management system is increasingly critical in Azerbaijan in order to provide timely and effective post-crash care to road traffic victims in the country. Thanks to the Fund's support, the issue of post-crash care was high-up on the government's agenda in 2021 and a situational assessment and comprehensive system report were developed in collaboration with national stakeholders. Emergency care system protocols were rolled out, with training carried out on Basic Emergency Care as well as Emergency Unit Management to promote principles of patient safety in care units nationwide. A new roadmap will help sustain momentum to reform the emergency care services.

## New 2021 Project: Armenia



**Connecting data, people, and policies for safer roads**

Implemented by: UNDP, UNICEF

Partners: Ministry of Territorial Administration and Infrastructure, Police/Road Police, Yerevan Municipality, National Road Safety Council, SweRoad

Time-frame: September 2021 – September 2023

Budget: US\$ 568,321 (joint funded with UNDP and UNICEF)

Find out more [here](#).

**Through this project, UNDP's Armenia National SDG Innovation Lab will introduce evidence-based and experiment-informed practices for road safety in Armenia – this will include the use of advanced data analytics, digital analytics tools and behavioural science – to help connect data, people and policies for safer roads in Armenia.**

**Tigran Tshorokhyan,**  
Armenia National SDG Innovation Lab Lead

## Project aims:

- Applying innovative approaches to road safety to reduce deaths and serious injuries on the road network.
- Design of people-centric, data-driven and risk-informed solutions using digital, innovative approaches.

Connecting data, people and policies in Armenia to instil evidence-based road safety approaches will help to tackle the rising tally of road accidents, fatalities and injuries in the country each year. Data

analytics can provide key insights to target behavioural and education interventions. A new project launched in November 2021 with the Fund's support will reduce the number of road traffic crashes by at least 10%, backed by the government, Yerevan municipality, the police and wider local as well as international road safety actors.



## Making an even greater impact for safer improved lives of road users with the Fund's second phase

International context: **Global Plan of Action for Road Safety 2021–2030**<sup>13</sup>

***So much... suffering is preventable, by making roads and vehicles safer, and by promoting safe walking, cycling and greater use of public transport. The Global Plan for the Decade of Action for Road Safety lays out the practical, evidence-based steps all countries and communities can take to save lives.***<sup>14</sup>

**Dr Tedros Adhanom Ghebreyesus,**  
Director-General, WHO

The UN Road Safety Fund consolidated its foundational phase in 2021, committed to making an even greater impact on road safety and improved lives for its second phase from 2022–2025. This comes against the backdrop of the second decade of action for road safety, launched by the UN in October 2021, which includes a focus on multi-modal transport to promote cleaner, safer and greener spaces. To date, a number of Fund projects in Africa, Asia and Latin America are accelerating action on innovative walking and cycling initiatives, empowering vulnerable road users, including children. This is set to expand further through the 2022 Call for Proposals launched in April 2022. During 2018 to 2021, results from the Fund's projects in 30 countries and its public-private partnerships and advocacy platforms have paved the way for greater support to target more countries and mobilize broader action for change.

During its second phase of operations, the Fund will expand its ability to deliver on SDGs 3.6 and 11.2 to halve roads death and injuries – with this target extended to 2030 – and at the same time contribute greater added value to shaping inclusive, accessible and affordable mobility in cities for communities everywhere.

<sup>13</sup> [https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?sfvrsn=65cf34c8\\_33&download=true](https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?sfvrsn=65cf34c8_33&download=true)

<sup>14</sup> <https://www.who.int/news/item/28-10-2021-who-kicks-off-a-decade-of-action-for-road-safety>

# Mobilizing US\$ 100 million for the UN

Road Safety Fund would help<sup>15</sup>

1/ Save **64,000** lives

2/ Prevent **640,000**  
serious injuries

3/ Leverage **US\$ 3.4**  
**billion** of country  
and city road safety  
investment

## The 2021 Independent Evaluation and the 2022-2025 Business Plan

**- Work of the UNRSF Secretariat is highly relevant to achieving various UN mandates and sustainable development goals on road safety.**

**- Clear evidence to suggest that the Secretariat is pursuing objectives, outcomes and outputs that are relevant to the Fund's vision, mission, and strategies.**

**- Grants provided by UNRSF can both amplify the existing work already undertaken or catalyze new investments by various UN agencies.**

### Independent Evaluation findings, April 2021 <sup>16</sup>

In April 2021, the Fund received a positive evaluation, which called for increasing the scale of financing and projects. It found that the Fund has demonstrated its proof-of-concept and potential to deliver on intended results. In turn, the report recommended promoting collaboration across participating UN agencies, considering fit-for-purpose governance systems, strengthening monitoring and paying greater attention to fundraising – all addressed in the Fund's Business Plan 2022-2025.

The 2022-2025 Business Plan – represents an important step forward for the Fund in terms of a more integrated approach for design, delivery and results measurement of projects. In addition, to succeed in the Fund's mission, the Plan outlines three strategic areas of focus:

- scale capacity to support high-impact road safety projects – which includes expanding direct access to Fund financing to non-UN agencies from civil society – and calling for collaborative projects which ensure a coordinated and complementary implementation of the 2021-2030 Global Plan of Action on Road Safety;
- mobilize financial resources from citizens, corporations and countries to channel support to where it is most needed;
- and strengthen internal capacity of the Fund Secretariat and governing bodies to ensure continued efficiency and results through strategic and effective approaches and partnerships.

<sup>15</sup> [https://unece.org/DAM/Road\\_Safety\\_Trust\\_Fund/Documents/UNRSTF\\_Fundraising\\_Strategy\\_21\\_Nov\\_2018.pdf](https://unece.org/DAM/Road_Safety_Trust_Fund/Documents/UNRSTF_Fundraising_Strategy_21_Nov_2018.pdf)

<sup>16</sup> [https://unece.org/sites/default/files/2021-05/TRANS\\_UNRSF%20Final%20Report.pdf](https://unece.org/sites/default/files/2021-05/TRANS_UNRSF%20Final%20Report.pdf)



## Fund Internal Structure to Deliver

### 2021 Headlines:

- Head of Secretariat of the Fund in place, bringing number of Secretariat professional staff to 4, supported by a team of consultants and interns.
- Governance Body Meetings: 2 Steering Committees and 1 Advisory Board held with its 35 members.
- New MPTF Office Gateway platform of fund administration/ management services.
- New Communications platforms and Plan: Fund website; 5 social media profiles (Twitter, Facebook, LinkedIn, Instagram, TikTok); 2022–2025 Communications Plan.

In 2021, the Fund strengthened its internal structure to deliver on its mandate, with the Head of the Secretariat, Nneka Henry, joining in May 2021, leading a team of professional staff, consultants and interns. The Fund governance bodies collectively met three times in April and October 2021, with its 35 members discussing core Fund operations, from fundraising, projects, communications and outreach to budgets. With the customized online MPTFO platform – developed in 2021 – the Fund will be able to use this new tool to facilitate harmonized project monitoring and reporting, which, in turn, will support the Fund's stronger focus on results-based management.

A new Communications Plan 2022–2025 was developed in 2021, with a fresh focus on tailoring Fund communications to citizens, countries, funders and other partners. The Plan, together with the newly launched website and social media profiles, will help to champion the Fund's global advocacy, communications and visibility, as well as its fundraising efforts, and strengthen communication on its results and impact.



## Fund Financing for Road Safety in 2021 and beyond

**Short term financing, including the grant projects financed through the UN Road Safety Fund, plays an important bridging function which is critical especially for countries with poor road safety systems.<sup>17</sup>**

**Dmitry Mariyasin,  
Deputy Executive Secretary, UNECE**

Financing is vital for delivering on the Fund's global development mandate; yet mobilizing additional funding, during the second year of the unprecedented global health pandemic, posed a significant challenge in 2021. Over the last four years, the Fund has collected US\$ 20 million; with US\$ 8.4 million pledged in 2021, including from five new partners – Luxembourg, Autoliv, Nigeria, Keep Fighting Foundation and Revel. To date, the Fund is supported by 11 governments and 10 corporate funders, showing the potential for more to join. In 2021, the Fund set up a series of exploratory discussions on innovative public-private financial instruments with mobility industry actors, global insurers, small and medium-sized enterprises (SMEs), the SDG Lab as well as Member States. Throughout the year, the Fund actively supported government ministries in Nigeria, Hungary and Colombia to mobilize private sector companies that could contribute to the road safety agenda, and at the same time, leveraged in-kind resources from industry to deliver on our mandate.

In December 2021, the Fund launched its replenishment cycle (2022–2025) to help fulfil the ambition of the Global Plan for the Decade of Action for Road Safety 2021–2030. The global goal to halve road traffic deaths by 2030 is closely linked to a critical mass of 125 low- and middle-income countries improving road safety systems. The Fund set a base replenishment target of US\$ 40 million for projects in 2022–2025, which would go to help at least 60 additional countries to make roads safer for all – targets which conservatively aim to double both the funding raised and the countries supported in the 2018–2021 phase.

The cycle will culminate at the Fund's first pledging event on 30 June 2022, alongside the UN High-Level Meeting on Road Safety at the UN Headquarters in New York. The three-track approach for making contributions to the Fund targets governments; companies (including using consumer-facing fundraising); and individuals. To support this, online donations were introduced via the Fund website.

## Partner Voices <sup>18</sup>

**The level of resourcing for global road safety, and in particular for supporting capacity-building in low- and middle-income countries, is woefully inadequate. By catalysing policy change, and by strengthening regional collaboration, the Fund has the potential to save many lives.**

**Rt. Hon. Lord Robertson of Port Ellen,  
Chairman, FIA Foundation**

**Through financing concrete actions, the Fund will assist authorities in developing and addressing key gaps in national road safety systems. Let's make roads safer, save lives and protect our future.**

**Florent Menegaux,  
CEO, Michelin**

**Let me call on governments to contribute to the Fund so that more and more road safety actions could be launched in countries where still today too little has been done to save lives on the road.**

**Marie Gautier-Melleray,  
Interministerial Delegate for Road Safety, France**

<sup>17</sup> <https://roadsafetyfund.un.org/sites/default/files/2021-12/closing%20remarks%20UNECE%20final%20version.pdf>

<sup>18</sup> [https://roadsafetyfund.un.org/sites/default/files/2021-10/UNRSF%20Resolution%20to%20Results%20%28004%29\\_0.pdf](https://roadsafetyfund.un.org/sites/default/files/2021-10/UNRSF%20Resolution%20to%20Results%20%28004%29_0.pdf)

# Glossary

<b>AU</b>	African Union	<b>NRSC</b>	National Road Safety Commission (Iran)
<b>AMU</b>	Arab Maghreb Union	<b>OACPS</b>	Organisation of African, Caribbean and Pacific States
<b>ANSV</b>	National Road Safety Agency (Argentina)	<b>PIARC</b>	World Road Association
<b>CITA</b>	International Motor Vehicle Inspection Committee	<b>RTSA</b>	Road Transport and Safety Agency (Zambia)
<b>COP26</b>	2021 United Nations Climate Change Conference	<b>SADC</b>	Southern African Development Community
<b>DETRAN-PA</b>	Traffic Department of State – Pará (Brazil)	<b>SDGs</b>	Sustainable Development Goals
<b>DRC</b>	Democratic Republic of Congo	<b>TABIB</b>	Management Union of Medical Territorial Units (Azerbaijan)
<b>EC</b>	European Commission	<b>TAC</b>	Transport Accident Commission (Victoria, Australia)
<b>ECCAS</b>	Economic Community of Central African States	<b>TARA</b>	Tanzania Roads Association
<b>ECOWAS</b>	Economic Community of West African States	<b>UNDP</b>	United Nations Development Programme
<b>EIB</b>	European Investment Bank	<b>UNECE</b>	United Nations Economic Commission for Europe
<b>ELVs</b>	End-of-Life Vehicles	<b>UNEP</b>	United Nations Environment Programme
<b>ERA</b>	Ethiopian Road Agency	<b>UNESCAP</b>	United Nations Economic and Social Commission for Asia and the Pacific
<b>FIA</b>	Fédération Internationale de l'Automobile	<b>UNESCWA</b>	United Nations Economic and Social Commission for Western Asia
<b>IGC</b>	International Growth Centre	<b>UN-HABITAT</b>	United Nations Human Settlements Programme
<b>IISD</b>	International Institute for Sustainable Development	<b>UNICEF</b>	United Nations Children's Fund
<b>ILO</b>	International Labour Organization	<b>UNIDO</b>	United Nations Industrial Development Organization
<b>iRAP</b>	International Road Assessment Programme	<b>UNRSC</b>	United Nations Road Safety Collaboration
<b>IRF</b>	International Road Federation	<b>UNRSF</b>	United Nations Road Safety Fund
<b>ITC</b>	International Trade Centre	<b>UN-WOMEN</b>	United Nations Entity for Gender Equality and the Empowerment of Women
<b>ITDP</b>	Institute for Transportation and Development Policy	<b>WHO</b>	World Health Organization
<b>ITF</b>	International Transport Forum		
<b>MOVE</b>	Directorate-General for Mobility and Transport (European Commission)		
<b>MPTFO</b>	Multi-Partner Trust Fund Office		
<b>NGOs</b>	Non-governmental organizations		

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The UN Road Safety Fund Secretariat is hosted in Geneva by the UNECE. The Fund is administered by the UN Multi-Partner Trust Fund Office in New York.

**For more information:**  
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