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Item 10 (m) of the provisional agenda

**Strategic questions of a horizontal and cross-sectoral policy or regulatory nature:
United Nations Road Safety Fund**

2023 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 programmes 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 the 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 road safety-related targets (target 3.6 and target 11.2) of the Sustainable Development Goals. With seventeen participating United Nations organizations, the Fund is leveraging the strengths of the United Nations system in addressing the road safety crisis. In 2023, five civil society organizations have joined the Fund's Global Partnership for Road Safety as eligible implementing partners, alongside United Nations partner agencies, as the Fund improves its technical capabilities to deliver worldwide.

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 2023. It organized two sessions of the Steering Committee, in May and December 2023, and one meeting of the Advisory Board on 22 June 2023.

7. At its eighth session on 22 June 2023, the Advisory Board appreciated the reflections by the United Nations Secretary-General's Special Envoy for Road Safety highlighting the continued need for a global United Nations Road Safety Fund, especially as this year marks the halfway point for the global 2030 Agenda for Sustainable Development. The Board welcomed the report on the milestones on project support, beneficiary country coverage, strengthening of the portfolio of technical partners, and the use of creativity and innovative fundraising to boost UNRSF resource mobilization efforts. The Board decided to launch the next UNRSF Call for Proposals in the fourth quarter of 2024.

8. At its twelfth session on 30 May 2023, the Steering Committee discussed the eligible proposals received for the 2023 Call for proposals and approved a total amount of \$ 4,000,000 to fund eight projects.

III. Projects

9. More than five years after its establishment, the Fund has proven its value-added and effectively positioned itself as a solution to the world's enduring road safety challenge. Accolades include the Prince Michael International Road Safety Award which the Fund received in December 2023 for the growing impact of the implementation of road safety schemes in low- and middle-income countries.

10. The Fund has already approved forty-four high-impact projects, in five regions and eighty-eight countries. UNRSF projects support the five outcome areas of the Global Framework Plan of Action for Road Safety, ranging from improving infrastructure for active mobility, capacity-building, policy and law enforcement to strengthening data collection systems.

11. The latest set of new projects approved in May 2023 by the Steering Committee were convened in project information sessions in June 2023 with all partners with a view to incorporating feedback from the Secretariat, panel of experts, and the Steering Committee members, as well as to explore opportunities for collaboration and synergies among road safety actors. After the information sessions, the project documents were approved via the Multi-Partner Trust Fund Office (MPTFO) portal to proceed with the disbursement of funds before the end of December 2023.

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

(a) Strengthening post-crash care through improving Emergency Medical Services (EMS) in Uganda, implementing the relevant tools developed by WHO in Tanzania and developing an integrated multidisciplinary regional strategy to strengthen EMS in the Americas;

(b) Supporting commuting safely for Cambodian factory workers by influencing government commitments and actions regarding unsafe transport, increasing factory adoption and implementation of road safety policies, and improving road safety behaviour, particularly helmet usage, among workers;

(c) Implementing regulations, standards, and processes to import safer and cleaner used vehicles for Latin America and the Caribbean; and

(d) Implementing intervention on federal highways by improving the data system on accidents at critical road stretches in Brazil and supporting the Ten-Step Plan for Safer Infrastructure in Senegal.

Project Results

13. Despite the challenges posed by the ongoing polycrisis and related implementation hurdles, the Fund has channelled global knowledge and resources towards local actions to make lasting changes to national, regional and global road safety systems that, ultimately, contribute to improving road safety outcomes on a global scale, across the five pillars.

14. In the Philippines, the UNRSF-funded project resulted in 144 schools rolling out programmes for child road traffic injury prevention. Close to all the pilot schools achieved three stars or more in the Star Rating for Schools recommended by the International Road Assessment Programme (iRAP). Road safety modules were rolled out in 175 schools benefiting 22,265 students at in-person classes. In addition, awareness campaigns across media platforms reached over 570,000 people to mark United Nations Global Road Safety Week and World Day of Remembrance for Road Traffic Victims. Project advocacy initiatives have totalled over 2.5 million interactions.

15. In Paraguay, the project focussing on safe cities for children and adolescents trained 1,169 students from different educational centres. Educators and road safety professionals jointly carried out a diagnosis and develop improvement plans to empower children and adolescents as agents of change. Partnerships between local authorities, schools and educational centres, supported by the National Traffic and Road Safety Agency, identified vulnerability factors in the different environments. This allowed improvement plans for physical interventions in school environments.

16. In Africa, the Safer and Cleaner Used Vehicles project, added twenty-two countries on the continent which adopted harmonized regulations benefiting drivers, road users, the environment and the economy. In 2022, the seven East African Community countries adopted EURO 4/IV vehicle emissions standards for new and used vehicles, petrol and diesel, and in-use vehicles. This follows the adoption by fifteen Member States of the Economic Community of West African States (ECOWAS) of the first regionally harmonized vehicle regulation for new and used vehicles in Africa. The project's transfer of knowledge has also included ten hybrid trainings and workshops and awareness raising via information products.

IV. Shared Value Partnerships

17. While the Fund continues to raise funding to support its programmes through its annual Call for Proposals, the Fund Secretariat has been undertaking outreach with Member States, private sector, non-governmental organizations (NGOs) and other development partners to design and operationalize shared value partnerships based on a pooling of in-kind expertise. The secretariat welcomes Member States of the Inland Transport Committee to partner with the Fund through the contribution of experts, use of technology and sharing of best practices at national and municipal levels.

V. Communication and Outreach Activities

18. The Fund continued to roll out its Communications Action Plan 2022-2025, promoting the reach of the Fund and the global road safety agenda. This was done through online presence at roadsafetyfund.un.org, newsletters, media articles and on social media, where the Fund's followers total over 8,500. In 2023, thanks to a wider profile and visibility of its work on road safety, the Fund received a Prince Michael International Road Safety Award.

19. In March 2023, the Fund held the first edition of its Virtual Open Day. Reaching over 300 attendees worldwide, the event showcased project results from Africa, Asia and Latin America. The Fund's network including the United Nations Special Envoy for Road Safety, the Organization of African, Caribbean and Pacific States (OACPS), the Economic Commission for Africa (ECA), Agence nationale de Sécurité routière (ANASER) Senegal, Swiss Philanthropy Foundation, Pirelli, Autoliv, the Hungarian Mobility Development Agency (HUMDA) and the United Nations Development Programme (UNDP) shared insights on regional, national and corporate commitments to financing road safety impact. A [Knowledge Kit](#) highlighting best practice was also published.

20. The Fund was back at the International Transport Forum Summit in May 2023 to launch its 2022 Annual Report "[Local Actions, Global Impacts](#)" at a Media Event. Partners including Germany, Michelin, the International Road Federation (IRF) and Argentina, took part in the event with ECE and the United Nations Special Envoy for Road Safety.

21. The Fund ran a series of three workshops in November 2023 for Project Teams on building a practical and user-friendly toolbox for delivering effective Fund communications. A resource package of outreach tools for use by project teams was shared to help in developing more project stories.

22. In November 2023, the Fund launched the third edition of its online campaign ([#moments2live4](#)) advocating for support to the hidden heroes of road safety. The campaign was launched on the World Day of Remembrance for Road Traffic Victims. Campaign supporters spanned United Nations agencies, governments, civil society and corporate partners. A new film "[On the Frontline: Road Safety in Kenya](#)" backed by UN-Habitat and UNEP went live.

VI. Strategic Direction

23. In 2024, the Fund will continue to focus on delivering impact through its projects as well as shared value partnerships. Attracting resources will be an important focus for the success of both streams of work. The visibility of the Fund's impact will also be of strategic importance, including at the Morocco Road Safety Ministerial Conference in February 2025.

24. The Fund will also continue to prioritize upstream regional harmonization schemes as well as to support the unlocking of domestic financing for road safety – both of which leverage the unique value-add of the United Nations knowledge of road safety international legal instruments and United Nations convening power among whole-of-government policymakers.
