

# Webinar on the UNRSF 2024 Call for Proposal

Key Takeaways from the UNRSF webinar for participating organizations

## Introduction

This document highlights the rationale and specific characteristics that the UNRSF is looking for in project proposals for the 2024 Call for Proposal. The Webinar held on July 11, 2024, at 14:00h CET, aims to cover key aspects of the proposal submission process. The webinar addresses common queries and provides practical advice to ensure that PUNOs are well-prepared and equipped with the necessary information ahead of the call's opening.

## UNRSF Priorities

The funding priorities ensure that the UNRSF remains relevant and responsive to the changing global and local contexts in which it operates.

Priority 1 focuses on regional programmes that implement road safety laws and standards aligned with UN legal instruments. The aim is to address road safety issues outlined in the GSRRS. It is important to recognize that the expertise and knowledge necessary to deliver on a regionally coherent global harmonization agenda is primarily available through UN sources. These UN sources include core United Nations Road Safety Conventions, UN Regional Commissions, regional strategies, WHO's injury prevention data and standards, specialized intergovernmental bodies such as the UNECE Global Forum on Road Traffic Safety (WP.1) and the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29), and UN RCO-led country cooperation frameworks. *“To fully realize the benefits of UN road safety legal instruments, countries must not only accede to the conventions that provide these instruments, but also transpose the conventions into national or regional legislation”* - Global Status Report for Road Safety 2023, p. 28-29.

Priority 2 on Domestic Financing aims to provide support at the country or city levels to identify and unlock sources of domestic general or targeted road safety financing. This, in addition to international financing, will play a key role in ensuring that investments in road safety are long-term, systemic and sustainable. Prioritizing road safety in government funding for road improvement and other infrastructure projects, whether through national

budgets or through international loans/grants, presents specific opportunities to ensure that domestic financing supports road safety.

## Gaps and Opportunities

### Priority 1:

- To date, 120 countries report accession to one or more of the core road safety-related UN standards (see map in the GSRRS 2023 p.28), although 16 countries only adhere to all seven of them.
- Only 6 countries have laws meeting WHO best practice criteria for legislation on the five key risk factors (Speeding, drink driving, motorcycle helmet use, seatbelt use and child restraint system use) (see fig. 18 in the GSRRS 2023 p.41).
- The UNECE presentation demonstrated why national legal requirements based on globally harmonized United Nations vehicle regulations matter. As an example, the different impact of collision was demonstrated by comparing a vehicle compliant with United Nations Regulations to the same model vehicle not compliant.
- Only 35 countries have legislation mandating all five core areas of vehicle safety standards recommended by UN Regulations, and 79 countries have no legislation on vehicle safety at all (see fig. 11 in the GSRRS 2023 p.27).
- 30% of all fatalities occur on motorcycles and other powered two- and three-wheelers (PTWs) (see fig. 1 in the GSRRS 2023 p.6).
- Only 66 countries were reviewed to have the presence of the national legislation requiring a formal road safety inspection or assessment, which was recommended by UN road safety conventions.
- For post-crash care, while 60 countries have national legislation requiring lay bystanders to help anyone involved in a vehicle crash, only ten of them have national laws providing protection from civil liability to these lay bystanders (i.e. Good Samaritan laws). Further, only 46 countries have legislation that mandates rehabilitative medical care, and 25 countries mandate the provision of psychological assistance to road victims and their families.
- *“United Nations (UN) road safety legal instruments provide a strong foundation upon which countries can build domestic legal frameworks and transport systems in order to contribute to road safety, facilitate international road traffic and prevent death and injuries from road traffic crashes. Road safety governance is above all about the political will to create and carry out a national strategy and programme” Global Status Report for Road Safety 2023, p.28.*

## Priority 2:

- To achieve the SDG 3.6 of halving global road deaths by 2030 and address road safety issues, the World Bank has estimated an annual financing gap of USD 26 billion annually. Additionally, the global macroeconomic cost of road traffic injuries is estimated to be as high as US\$ \$1.8 trillion, which is roughly equivalent to 10–12% of global gross domestic product (GDP), for the period of 2015 – 2030.
- In bridging this financing gap, it is key to unlock sustainable domestic financing for road safety, and to ensure that road safety is embedded in transport-infrastructure decision-making.
- *“Sustainable sources of funding are likely those that are: home-grown; clearly linked to the activity that is to be funded; driven by a solid business case that shows strong economic benefits; easy to collect and manage; and acceptable to the public and politicians” Global Plan – Decade for Road Safety 2021 – 2023, p. 18-19*

## Priority ideas and possible actions:

### Priority 1

- UN vehicle regulations encompassing active safety, passive safety, and general safety measures to be implemented in national legislation - refer to the UNECE presentation slide on *“the most important UN Vehicle Regulations to make a change to road safety “*
- ITC Recommendations on Safe Vehicle / International Regulatory Support, and on Enhancing National Road Safety Systems.
- Working with regional unions to improve the national road safety legislation aligned with WHO best practice criteria on risk factors and post-crash good practices, UN core vehicle safety regulations, UN road safety conventions, ILO professional driver’s driving time and rest period recommendations and other UN Road Safety Conventions and UN Regulations, and to promote the implementation in the MSs, in order to achieve a 50% reduction in traffic death and injuries by 2030.

### UNRSF Funded Project Example

Safer and Cleaner Used Vehicles for Africa and Asia – Phase II; UNEP, UNECE

*“14/16 countries from The Southern African Development Community (SADC) made a significant policy shift towards cleaner transportation: in addition to representatives from*

Kenya endorsed roadmaps for harmonizing fuel and used vehicle standards across the region This unprecedented move is expected to drastically improve air quality and public health by reducing vehicle emissions and regulating the import of older, polluting vehicles”, [UNRSF Annual Report 2023](#), p. 13, 24

## Priority 2

- Develop a comprehensive investment case for road safety that highlights the economic and health benefits of road safety interventions, leading to increased government funding and private sector interest.
  - [The investment case on road safety in Zambia](#) by UNDP as an example.
- The use of PPPs is showing positive results for other SDGs and can be applied with effective results in Road Safety Finance. PPP measures for road safety can include the construction of roads, car safety maintenance, public education, drivers’ monitoring, and pre-hospital services to road crash victims. Successful examples of road safety PPP include partnerships in countries like Kenya and South Africa, where private companies have invested in road safety infrastructure in exchange for tax incentives and public recognition.
- Supporting and developing the business case for small and medium-sized enterprises (SMEs) focused on road safety innovations, providing seed funding and business development support.
- Alliances with national road maintenance funds can be a catalyzer for unlocking sources of sustainable domestic financing, by purposefully collecting fees towards maintenance of road infrastructure.
  - Such an alliance is exemplified through *The Abidjan Declaration on Domestic Financing for Road Safety in Africa*: This declaration brought together multiple African nations to commit to increasing domestic financing for road safety through collaborative regional efforts and shared best practices.

## Resources

- [UNECE: Vehicles Regulations Publications, including among other:](#)
- [Motorcycle helmet riders’ guide](#)
- [Child restraint system users’ guide](#)
- [Roadmaps for accession agreements and implementation](#)
- [UNECE: ITC Recommendations for Enhancing National Road Safety Systems](#)

- [World Bank: Saving Lives Through Private Investment in Road Safety](#)
- [WHO: Global status report on road safety 2023 and others \(like country profiles\)](#)
- [WHO: Save lives: a road safety technical package](#)