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ANNEX 3

of the Commission Implementing Decision on the 2021 Annual Action Plan for the thematic programme on Global Challenges (Prosperity)

Action Document for the Contribution to the UN Road Safety Fund (UN RSF)

ANNUAL MEASURE

This document constitutes the annual work programme in the sense of Article 110(2) of the Financial Regulation, and action plans in the sense of Article 23 of NDICI-Global Europe Regulation.

1. SYNOPSIS

1.1. Action Summary Table

| | |
|---|--|
| 1. Title CRIS/OPSYS business reference Basic Act | Contribution to the UN Road Safety Fund (UN RSF) OPSYS/CRIS number: 2021/043439 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe). |
| 2. Team Europe Initiative | No |
| 3. Zone benefiting from the action | All countries |
| 4. Programming document | Global Challenges Multi-annual Indicative Programme 2021-2027. |
| 5. Link with relevant MIP(s) objectives/expected results | The proposed Action will be contributing to the Prosperity Priority of the Global Challenge Multiannual Indicative Programme. Specifically it will be linked to specific objective 1 of Prosperity' priority (Investment climate, private sector and trade) and to specific objective 1 of People' priority (Health). |
| PRIORITY AREAS AND SECTOR INFORMATION | |
| 6. Priority Area(s), sectors | Transport – 210 Health – 121 Business & Other Services – 250 Education – 111 Government and Civil Society - 151 |
| 7. Sustainable Development Goals (SDGs) | Main SDG: 3 - Good health and well-being, ○ 3.6 - By 2020, halve the number of global deaths and injuries from road traffic accidents Other significant SDGs and where appropriate, targets: |

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|---------------------------------------|---|-------------------------------------|--|--|
| | 11 - Sustainable cities and communities, <ul style="list-style-type: none"> 11.2 - By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all and improve road safety. 5 - Achieve gender equality and empower women and girls | | | |
| 8 a) DAC code(s) | 21010 – Transport policy and administrative management 50% 12110 - Health policy and administrative management – 25% 111 – Education, Level Unspecified 25% | | | |
| 8 b) Main Delivery Channel | United Nations Development Programme – 41100 | | | |
| 9. Targets | <input checked="" type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Social inclusion and Human Development <input checked="" type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input checked="" type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance | | | |
| 10. Markers (from DAC form) | General policy objective | Not targeted | Significant objective | Principal objective |
| | Participation development/good governance | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Aid to environment | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Gender equality and women's and girl's empowerment | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Trade development | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Reproductive, maternal, new-born and child health | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Disaster Risk Reduction | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Inclusion of persons with Disabilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Nutrition | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | RIO Convention markers | Not targeted | Significant objective | Principal objective |
| | Biological diversity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Combat desertification | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Climate change mitigation | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Climate change adaptation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Internal markers and Tags: | Policy objectives | Not targeted | Significant objective | Principal objective |
| | Digitalisation Tags: digital connectivity digital governance digital entrepreneurship | <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |

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|--|---|-------------------------------------|--|--|
| | job creation digital skills/literacy digital services | | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| | Connectivity Tags: transport people2people energy digital connectivity | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| | Migration (methodology for tagging under development) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Reduction of Inequalities (methodology for marker and tagging under development) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | Covid-19 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| BUDGET INFORMATION | | | | |
| 12. Amounts concerned | Budget line(s) (article, item): BGUE-B2021-14.020242-C1-INTPA Total estimated cost: EUR 46.7 millions / USD 55 millions Total amount of EU budget contribution: EUR 3 million Other contributors: Russian Federation, Kingdom of Bahrain, Monaco, Hungary, Slovak Republic, Republic of Cyprus, Republic of Mauritius, France (AFD) and other donors from private sector. <i>Specific individual contributions were not known during the preparation of the action.</i> | | | |
| MANAGEMENT AND IMPLEMENTATION | | | | |
| 13. Type of financing¹ | Indirect management with United Nations Development Programme (UNDP). | | | |

1.2. Summary of the Action

Road traffic accidents kill 1.35 million people worldwide every year, more than malaria and diarrhoea and is the biggest killer of young people (5-29 years old). The road crashes affect mainly young, economically active population. This imposes great costs and undermines socio-economic development, especially in developing countries. Therefore in April 2018 the UN Road Safety Fund was established following the request of the UN General Assembly resolution calling for the establishment of a road safety trust fund, to support the implementation of road safety-related SDGs. Since the EU is committed to improve road safety, save lives and reduce the socio-economical consequences of road accidents, it was decided to contribute EUR 900,000 to the UN RSF already in 2019. This contribution was transferred from the Directorate General for Mobility and Transport (DG MOVE) budget and was part of the implementation of mobility package III calling for safer mobility. Since the UN RSF proved to be viable and effective instrument pooling together public and private resources, it is therefore proposed under this action to further step up EUs contribution by EUR 3 million.

The proposed Action will be directly linked to the Prosperity Priority of the Global Challenges MIP as it promotes investment into the quality and safety road infrastructure contributing to development of trade and investment climate. It is also indirectly linked to the specific objective 1 of People' priority (Health) as one of its goals is to reduce the number of deaths and injuries on the roads. Due to broad set of measures to be supported under this actions e.g. capacity building, education, professional training, greening of vehicles, there is also clear complementarity with other specific objectives of the MIP as explained in section 2.1.

¹ Art. 27 NDICI

The Action will help meet the objectives of the 2nd Decade of Action for Road Safety by preventing 50% of road traffic deaths and injuries and will contribute to the implementation of the EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero". The action contributes to the implementation of the 2030 Agenda for Sustainable Development and the European Consensus for Development by helping to achieve SDGs targets 3.6, as well as SDG 11.2.

The proposed implementation modality is indirect management with UNDP upon the signature of contribution agreement.

2. RATIONALE

2.1. Context

Political and Financial outlook:

Road safety is a pressing social and economic issue of our time. Each year, 1.35 million people are killed on roadways around the world. Beyond human suffering, it is estimated that road traffic deaths and injuries create a USD 1.85 trillion burden on the global economy each year.² The majority of road traffic deaths take place on just 10 per cent of the road network, which largely comprise the world's busiest regional trade corridors with high levels of traffic volumes and speeds, an unmanaged mix of motorized and non-motorized users, and mixed speed road environments. These road corridors are of significant developmental importance because they promote trade, support regional economic growth and enhance regional integration. However, they represent a major road safety challenge due to the volume and nature of long-distance transport operations, a challenge compounded by the presence of non-motorized modes, livestock or animal crossing areas, and roadside human settlements.

Recognizing the importance of improving road safety, the UN General Assembly in April 2016 adopted a resolution, requesting the Secretary-General to consider the possibility of establishing, from voluntary contributions, a road safety trust fund, to support the implementation of road safety related SDGs. Following this request, in April 2018 the UN Road Safety Fund was established. UN General Assembly has also adopted a resolution A/RES/74/299 that proclaims the Second Decade of Action, setting new target to reduce road deaths and injuries by 50% by 2030. Appeal for intensifying international cooperation and multilateralism with particular focus on achieving global road safety targets was further confirmed in the Stockholm Declaration during the Third Global Ministerial Conference on Road Safety in Stockholm, February 2020 .

With current total pledges reaching up to USD 55 million, the Fund supports actions on global scale particularly in least developed and low-income countries, where the external cost of insufficient road safety implementation represents around 2-3% of GDP. In 2019 the EU made its first contribution to the Fund worth EUR 900 000. It is proposed now to increase the EU contribution to the UN RSF by EUR 3 million for the period 2021-2023.

Rationale and Assessment:

Road Safety is a global issue that needs a cooperation on a global level. For the EU, it is part of the Global Gateway, as it reinforces the connectivity agenda regarding safety and environmental regulatory standards in the transport sector. Under the NDICI-GE, this action integrates a comprehensive strategy in support to road safety around the world, complementing the EU internal policies and, externally, different geographically targeted interventions. For instance, in Sub-Saharan Africa, the regional multi-annual indicative programme will support road safety through institutional programmes at continental level and in the transport infrastructure projects that will be financed along a selected number of strategic corridors. Road safety is present in a number of national multi-annual indicative programmes, also in the Neighbourhood, Latin America and Caribbean and in Asia and Pacific regions. The road safety SDGs related objectives and the envisaged actions under the New Decade of Action for Road Safety and the UN Global Framework Plan of Action for Road Safety are fully in line with the EU policies such as European Consensus on Development and will contribute to the implementation of the EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero". Contributing to the UN RSF under this action has significant added value as EU finance will be pooled with contributions from public and private donors, creating a leverage effect and reduces the risk of duplicating EU actions in the road safety with the actions of other international partners. Based on EU contribution the EU has granted a seat in the Advisory Board of the UN RSF thus the EU can directly influence the Fund strategic orientation.

² International Road Assessment Programme (iRAP), A Business Case for Safer Roads.

The Fund contributes to two major outcomes i) improve road safety to substantially curb the number of fatalities and injuries from road traffic crashes, ii) reduce economic losses resulting from these crashes. It will have five outcomes aligned with the pillars of the Decade's Global Plan through which it contributes to the SDGs:

- Strengthened road safety management capacities
- Improved safety of road infrastructure and broader transport networks
- Enhanced safety of vehicles
- Improved behaviour of road users, adopting gender differentiated campaigns
- Improved post-crash care, working in close collaboration with organisations of people with disabilities.

2.2. Problem Analysis

Short problem analysis:

Road fatalities are the number one cause of death among young people between 5 and 29 years of age and the 8th leading cause of death worldwide. The problem is even more critical in Africa, which is home to about 2% of the global vehicle fleet but accounts for about 16% of global road fatalities and 44% of global pedestrian and cyclist fatalities.

When it comes to transport, gender gap is important. Studies show that women have 47% higher risk of serious injury in a car crash than men, and a five times higher risk of whiplash injury³. Despite women's and children's physical vulnerabilities during a crash, three times more men than women die in road crashes globally. Men die on the roads mainly as car drivers and motorcycle riders, while women are killed mainly as pedestrians and car passengers. Behind those differences, driving behaviours between women and men are specific. For example, men are involved in a road crash earlier in their driving career than women.

By affecting mainly the economically most productive group of society, it has deteriorating effects on the socio-economic growth and jeopardizes the achievement of the SDGs. This action contributes to the UN Road Safety Fund that was created to finance road safety actions in low- and middle-income countries to substantially reduce death and injuries from road crashes, and reduce economic losses resulting from them. It is a unique multi-stakeholder financing instrument gathering the efforts from private and public stakeholders, unifying and coordinating priorities for road safety. UN RSF has already identified some important gender issues in transport⁴.

The action will further contribute to the external dimension of the EU Green Deal, building safe and quality infrastructure and stimulate the development of desired investment climate and business administration. This will have synergy effect with broader and safer transport networks support, contributing to better connectivity, regional development and creation of jobs. By protecting the most vulnerable users, the action will have strong gender aspects, as women and young girls are usually deprived of access to motorized vehicles. Improving post-crash care will enable victims of road crashes faster and fully-fledged return to economic life, being able to support their families.

Main EU partner is the UNDP represented by its Multi-Partner Trust Fund Office (MPTFO) implementing the UN RSF. Other partners include public and private donors e.g. France, Slovakia, Hungary, Cyprus, UN agencies, the FIA Foundation and private companies such as Michelin.

The implementation of the action foresees involvement of different levels of (local) national authorities, such as health ministries, ministries of interior or ministries of transport. Part of the action is focused on raising the awareness of road safety and responsible road user behaviour. This therefore opens cooperation with NGOs, CSOs (organisations of people with disabilities, women's organisations, organisations of users and urban planning...) and local educational institutions. One of the aspects of the action is also law enforcement, improvement of data collections, users awareness, and closing the regulatory and legislative gaps. This creates opportunity for multi-stakeholder dialogue.

3. DESCRIPTION OF THE ACTION

3.1. Objectives and Expected Outputs

³ <https://blogs.worldbank.org/transport/who-safer-road-men-or-women>

⁴ <https://unece.org/DAM/trans/doc/2009/itc/ECE-TRANS-2009-08e.pdf>

The Overall Objective (Impact) of this action is to contribute to the improvement of the road safety in order to save lives, to reduce the economic and social burden of road trauma, as well as improving quality of life, especially in cities.

The Specifics Objectives (Outcomes) of this action are

1. Strengthened road safety management capacities
2. Improved safety of road infrastructure and broader transport networks
3. Enhanced safety of vehicles
4. Improved behaviour of road users, adopting gender differentiated campaigns
5. Improved post-crash care, working in close collaboration with organisations of people with disabilities

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives (Outcomes) are

- 1.1 Development of national plan for road safety and clear assignment of tasks for road safety.
- 1.2 Transposition of provisions of and accession to the core road safety-related United Nations legal instruments
- 1.3 Establishment of road crash and road traffic data system (possibly sex disaggregated data)
- 2.1 Improvement of conditions on the roads and development of safe and inclusive mobility for people living in vulnerable situation and especially people with disabilities.
- 2.2 Establishment of conditions to encourage modal shift
- 3.1 Establishment and implementation of technical high quality safety standards for new (defined as produced, sold or imported) and used vehicles.
- 3.2 Establishment and implementation of technical high quality safety and inclusive standards for equipment used on vehicles.
- 4.1 Develop comprehensive programmes to improve road user behaviour.
- 4.2 Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors such road worthiness inspections of the vehicles.
- 4.3 Establishment and implementation of training for drivers of motor vehicles.
- 4.4 Implementation of programmes for education on safe use of roads for school children.
- 4.5 Implementation of gender sensitive road safety awareness programmes for general public, in particular vulnerable road users including participation of CSOs.
- 5.1 Establishment and implementation of appropriate time intervals between road traffic crash and the provision of first professional emergency care.
- 5.2 Assurance of access for all traffic victims to rehabilitation, based on working groups including duty bearers (governments and ministries involved) and rights holders represented by CSOs (organisations of people with disabilities, women's organisations...).

3.2. Indicative Activities

Activities related to Output 1.1

- Assessment of road safety performance and identification of areas for improvement.
- Institutional strengthening and reform initiatives focused on: legislation, funding and resource allocation, promotion, monitoring and evaluation, and research and development and knowledge transfer, also adopting a gender perspective.

Activities related to Output 1.2:

- Capacity-building on improving the understanding of the provisions to adequately transpose them in national legislation.

Activities related to Output 1.3:

- Establish processes for collection of data and production of indicators on road fatalities and injuries.

Activities related to Output 2.1:

- Align national technical standards for design, construction and signage of roads with internationally available standards or good practices taking into account safety for all road users and ensure compliance of newly built roads with these standards.
- Carry out training including gender issues and accessibility for national experts on road assessments and safety audits

Activities related to Output 2.2:

- Develop and implement plans for implementation of schemes for collective transport, for intermodal shift

and for mobility by walking and cycling, adopting a gender sensitive approach.

Activities related to Output 3.1:

- Align national standards for safety of vehicles with internationally available standards or good practices.
- Improve/establish system for registration of vehicles as condition for the use on public roads and requiring compliance with the high quality technical safety and environmental standards.

Activities related to Output 3.1:

- Align national standards for safety of equipment used on vehicles with internationally available standards or good practices.
- Implement assessments of equipment used on vehicles to ensure compliance with available standards and introduce market surveillance mechanism.

Activities related to Output 4.1:

- Review and align rules of the road with internationally available rules or good practices, in particular rule in the 1968 Convention on Road Traffic.
- Develop protocols and introduce mechanisms (gender sensitive) for enforcement of all rules and in particular related to: travel over the posted speed limit, helmet use, safety-belt use, driving under influence of psychoactive substance including alcohol, use of mobile phones.

Activities related to Output 4.2:

- Enact/revise legislation for driving time and rest periods for professional drivers in accordance with best practice and international legal instruments.
- Develop protocols and introduce mechanisms (such as tachograph) for enforcement.

Activities related to Output 4.3:

- Introduce and enforce training and testing scheme for driver to obtain driving permit in various motor vehicle categories.
- Introduce and enforce special training and testing for professional drivers of vehicles carrying dangerous goods, transporting children, etc.

Activities related to Output 4.4:

- Teach safe use of the roads to children as part of their curriculum.

Activities related to Output 4.5:

- Introduce and run road safety gender differentiated awareness campaigns to improve general knowledge about safe user behavior, rules of the road, and risk factors.

Activities related to Output 5.1:

- Establish and implement national targets for time interval between crash and provision of first professional emergency care.
- Design and support of first response programmes and emergency response systems for crash victims.

Activities related to Output 5.2:

- Design and support of hospital trauma core systems.
- Design and support of injury rehabilitation programmes.
- Design and support of road user injury insurance schemes.
- Design and support of mental health care for individuals affected by road trauma.

3.3. Mainstreaming

This action covers gender as a significant objective since women and men do not always have the same mobility needs (including as pedestrians or informal public transport users). Technical expertise on gender equality will be required to support the implementation of the action and contribute to the EU Gender Action Plan III. Improved road user behaviour and safety standards of infrastructure and vehicles will contribute to safer environment for women, girls and other most vulnerable road users which otherwise suffers negative effects linked to the road safety. In this context, education plays a key role to improve road safety and behavioural change. The action will have a direct impact on the citizens and their fundamental rights to live in a safe environment. Human rights-based approach and its key principles (participation, non-discrimination, accountability and transparency) will be integrated throughout the action. Particular focus will be given to inclusive policies targeting women and persons with disabilities. Finally, climate change mitigation as a result of a more efficient mobility has direct correlation with road safety, as it includes fleet renewal with lower emissions, the promotion of public transport and safe infrastructure for walking and cycling. Application of environmental standards will lead to reduction in emission of particulate matter and other pollutants, thus reducing environmental and health risks (under Output 3.1).

3.4. Risks and Lessons Learnt

| Category | Risks | Likelihood (High/ Medium/ Low) | Impact (High/ Medium/ Low) | Mitigating measures |
|------------------------------------|---|---|-------------------------------------|--|
| Financial, political, strategic | Insufficient impact for reaching given objectives due budget constrains | M | L | During two years of the Fund's existence with the RSF is financing 15 projects (USD 4 millions) with a significant and a sustainable impact on road safety, covering 4 regions, in 19 low- and middle-income countries. The total pledges for the period of the implementation of the action around USD 30 million, are not secured yet and the EU contribution would have a catalysing effect in materialising them. In addition, DG MOVE in coordination with DG INTPA will follow the implementation of UN RSF fund rising strategy in comparison with reached impacts based on the Fund's annual report, . The secretariat is also designing a more strategic approach and a roadmap to securing sustainable funding |
| | Certain risks are related to ensuring adequate visibility and communication of the EU contribution in the Fund. | M | L | Due to complex implementation structure of the UN RSF there is a risk losing the visibility of EU contribution that is mixed with other private and public funding's. However, by contributing to the UN RSF the European Union has gained a seat in the Advisory Board of the Fund. Currently, the EU is chairing the board, which ensures high visibility. In addition, the UN RSF has a ranking of donors according to the amount of their contribution (bronze, silver, gold, platinum). Current contribution will move EU to the silver league with wider promotion and presentation options e.g. announcement of the donation on the Fund's social media. |
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| | The positive impacts of the road safety will be only temporary as governments fail to make a firm commitment to the long-term improvements needed to sustain low number of accidents and road fatalities. | M | M | <p>Ensure that governments anchor the road safety into their national policies and support road safety capacities at local and regional levels.</p> <p>Facilitate the policy dialogue for road safety and strengthen the collaboration and complementarity between actors working on road safety.</p> <p>Governments have to work with CSOs and specifically organisations of people with disabilities</p> |

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| Programmatic, operational, intuitional | Uneven focus only on selected regions. | L | M | By contributing to the UN RSF the European Union has gained a seat in the Advisory Board of the Fund. EU will therefore have direct impact and control over the selection of targeted regions. |
| | Duplication of supported actions through global, continental, regional and national initiatives | M | L | The thematic areas for support are identified by the Steering Committee based on likelihood of impact through alignment with national priorities, opportunities for synergies and avoiding duplications with other road safety funds and programmers. Direct access of the European Commission into the governing body of the Fund also offers advanced overview of planned activities which can be in time compared with complimentary actives to avoid duplication with EU and member states own actions. |
| | Impact of the COVID-19 pandemic on the operational capacities of the UN RSF | L | L | The UN RSF is committed to the principles of adaptive programming, partnerships, and relevance, allowing for virtual and remote meetings together with other remotod means of working. Secretariat also approved no-cost extension requests for the current and upcoming projects in order to reach better flexibility. |
| | Behaviours differences of women and men are not enough understood | M | M | Gender sensitive approach has to be included in assessments and compartmental analyses in order to define activities specifically. CSOs (women's organisations and organisations of people with disabilities) are included in assessments, analyses awareness and information campaigns. |

Lessons Learnt:

The UN RSF is relatively new since it was established at 2018. It is therefore hard to evaluate lessons learnt based on the functioning of the Fund. On the other hand, the EU has a long experience in cooperation with UN. There are several projects being implemented by UN based on delegated cooperation from the EU or based on the contribution agreements such as this one. UN is aided by the MPTFO that acts as the Administrative Agent under which the funds will be channeled for the programme through the UN participating organisation before reaching final recipients.

There is a need to closely cooperate with all partners and interested stakeholders to create a synergetic effect and ensure lasting impact of the projects, aligning with national priorities, partnerships and drawing in other resources. The Secretariats' efforts to increase the visibility of the Fund by creating new social media profiles, participating to campaigns for road safety, publishing the annual report and producing new communications material such as the newsletter, brochures and flyers should motivate other public and private organisations to become a donor and increase the funding capacities of the Fund.

3.5. The Intervention Logic

The underlying intervention logic for this action is that in order to achieve the main objective which is to improve road safety reducing the number of fatalities and injuries from road crashes, as well as reduce economic losses resulting from these crashes, there is a need for enhancing safety of vehicles and infrastructure together with inducing behavioural change.

Based on these two main objectives, the action will support activities contributing to five defined outcomes of the UN RSF, reflecting the five pillars of the Decade's Global Plan. The first outcome strengthened road safety management capacities, is the bridging outcome necessary for adjusting vertical and horizontal management and setting targets together with the means for their evaluation and monitoring. The other two outcomes are enhanced road and vehicle safety reflecting the Safe System approach. In practice this approach leads to measures that will prevent road crashes from happening at the first place e.g. designing road, vehicles and mobility technologies that are forgiving to human errors. However, just by implementing structural, technological and management measures won't be enough to achieve the main objective. Therefore under the fourth outcome "improved behaviour of road users" the action also covers activities related to awareness raising and development of training and education methods with focus on road safety and traffic rules. This goes in hand with other supported activities as for example enhancing the capacities of national road traffic enforcement bodies. The last outcome stands on the reduction of the severity of injury once a road traffic crash has occurred. For major injuries, clinical experts define the post-crash care needed as the chain of help starting with action taken by the victims themselves or more commonly by bystanders at the scene of the crash, access to the prehospital medical care system, emergency rescue, pre-hospital medical care, trauma care and helping road crash victims who have suffered injury to re-integrate into work and family life. Activities related to the development of first aid training for users and rescue forces or introducing standards for post-crash professional emergency response are prerequisite for achieving the given outcome.

The actions might be designed in five interconnected but separate areas such as management, legislation, enforcement, education and technology for each of the five pillars. However at the same time, they are interconnected, as action in one area can be impossible or do not lead to an expected result if no action in another area under the same pillar was implemented.

3.6. Logical Framework Matrix

PROJECT MODALITY (3 levels of results / indicators / Source of Data / Assumptions - no activities)

| Results | Results chain: Main expected results (maximum 10) | Indicators (at least one indicator per expected result) | Baselines (values and years) | Targets (values and years) | Sources of data | Assumptions |
|------------------|--|---|------------------------------|---|---|-------------|
| Impact | To contribute to the improvement of the road safety in order to save lives, to reduce the economic and social burden of road trauma, as well as improving quality of life, especially in cities. | 1. Death rate due to road traffic injuries (disaggregated at least by sex and age) 2. GDP lost due to road traffic crashes | | | Reported by governments and WHO Global Status Report on Road Safety. | |
| Outcome1 | 1.Strengthened road safety management capacities | 1.1 Countries with established comprehensive multi-sectoral national road safety action plan with time-bound targets (gender sensitive) 1.2 Countries accede to one or more of the core road safety-related UN legal instruments | | 1.1 All countries by 2030 1.2 All countries by 2030 | Government reports | |
| Outcome 2 | 2. Improved safety of road infrastructure and broader transport networks | 2.1 New roads achieve technical and inclusive standards for all road users that take into account road safety, or meet a three star rating or better. 2.2 Travel on existing roads is on roads that meet technical standards for all road users that take into | | 2.1 All roads by 2030 2.2 More than 75% of existing road by 2030 | Published data on the websites of road assessment or audit authorities. | |

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| | | account road safety. | | | | |
| Outcome 3 | 3. Enhanced safety of vehicles. | 3. Number of new (defined as produced, sold or imported) and used vehicles meeting high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements. | | By 2030, 100% of new (defined as produced, sold or imported) and used vehicles | Report from national car assessment programme. Data from registration and technical inspection authorities. Data from border authorities. | |
| Outcome 4 | 4. Improved behaviour of road users, adopting gender differentiated campaigns. | <p>1. Increased proportion of car and motorcycles drivers to use correctly safety features such as seat belts and helmets (disaggregated by sex and age at least)</p> <p>2. Reduced fatalities and injuries related to irresponsible and reckless driving over speed limits, driving under the influence of alcohol or other psychotic substances. (disaggregated by sex and age at least)</p> | | <p>1. By 2030 the proportion should be increased by 100%.</p> <p>2. By 2030 by half.</p> | | |
| Outcome 5 | 5. Improved post-crash care working in close collaboration with organisations of people with disabilities.. | Number of countries that have achieved the national targets of the time interval between a crash resulting in serious injury and the provision of first professional emergency care. | | By 2030 all countries | Government body or office, such as a directorate within the Ministry of Health, that is mandated to oversee delivery of emergency care in the country. | |

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| Output 1 related to Outcome 1 | 1.1. Development of national plan (gender sensitive) for road safety and clear assignment of tasks for road safety. | Published national plan for road safety Degree of implementation of the plan. | | | Reported by government link on government website WHO Global Status Report on Road Safety. | |
| Output 2 related Outcome 1 | 1.2 Reported by government Link on government website WHO Global Status Report on Road Safety. | Accession to road safety-related United Nations legal instruments Degree of transposition of provisions of the road safety-related United Nations legal instruments. | | | UNECE website for contracting parties to road safety-related United Nations legal instruments, implementation reports of legal instruments. | |
| Output 3 Related to Outcome 1 | 1.3. Establishment of road crash and road traffic data system. | Published official road traffic and road safety data on websites of appropriate national agencies, including at least sex and age disaggregation where relevant. | | | Reported by governments, link to annual reports, from which data by mode of transport and road user type can be extracted. | |
| Output 1 Related to Outcome 2 | 2.1. Improvement of conditions on the roads. | Length of roads that are assessed for adherence to technical and inclusive standards. | | | Published data on the websites of road assessment or audit authorities. | |
| Output 2 Related to Outcome 2 | 2.2 Establishment of conditions to encourage modal shift. | 1. Passenger kilometres by private vehicle versus by collective transport. (disaggregated by sex and age at least) 2. Freight kilometres by road versus by rail 3. Kilometres of trips by walking and cycling. 4. Potential carbon | | | Published data by the national bureau of statistics. | |

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| | | emissions avoided through modal shift | | | | |
| Output 1 Related to Outcome 3 | 3.1 Established and implemented technical high quality safety standards for new (defined as produced, sold or imported) and used vehicles. | 1. Proportion of vehicles in circulation that meet required technical standards. 2. Proportion of new or imported (used) vehicles that meet required technical standards 3. Proportion of vehicles in circulation that have successfully passed periodical technical inspections 4. Potential reduction in air pollution parameters | | | Report from national car assessment programme. Data from registration and technical inspection authorities. Data from border authorities. | |
| Output 2 Related to Outcome 3 | 3.2 Established and implemented technical high quality safety standards for equipment used on vehicles. | Proportion of vehicles and motorcycles equipped with safety features such as seat belts, child restraint systems, airback etc. | | | Report from national car assessment programme Data from registration and technical inspection authorities Data from border authorities | |
| Output 1 Related to Outcome 4 | 4.1 Establishment, implementation and enforcement of comprehensive rules of the road. | 1. Number of citations for violating rules of the road (speed limits, driving under influence of psychoactive substances, using mobile phone while driving etc (Disaggregated at least | | | Police reports from checkpoints, data from forensic departments. | |

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| | | by age and sex). 2. Number or proportion of road traffic fatalities and injuries attributed to the violation of rules of road. (Disaggregated at least by age and sex).. | | | | |
| Output 2 Related to Outcome 4 | 4.2 Establishment and implementation of regulations to control driving times and rest period for professional drivers. | 1. Number of checks at the premises of undertakings (transport logistics enterprises) in terms of days worked by their drivers. 2. Number of checks at the roadside in terms of daily and weekly driving periods. | | | Data on undertakings and roadside checks of ministries of transport and of interior. | |
| Output 3 Related to Outcome 4 | 4.3 Establishment and implementation of training for drivers of motor vehicles. | 1. Proportion of drivers having obtained driving permit after appropriate training and testing. (disaggregated by sex and age at least) 2. Proportion of drivers with special training for carrying dangerous goods and for transporting children. (disaggregated by sex and age at least) | | | Police reports from checkpoints, data from driving schools. | |
| Output 4 Related to Outcome 4 | 4.4 Implementation of programmes for education on safe use | Proportion of children that underwent road safety training | | | Data from ministries of education or police. | |

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| | of roads for school children. | (disaggregated by sex). | | | | |
| Output 5 Related to Outcome 4 | 4.5 Implementation of road safety awareness programmes for general public, in particular vulnerable road users | Proportion of population regularly reached with gender - differentiated safety campaigns | | | Data from ministries of interior, transport of police. | |
| Output 1 Related to Outcome 5 | 5.1 Establishment and implementation of appropriate time intervals between road traffic crash and the provision of first professional emergency care. | Published data on the time interval between crash and provision of first professional emergency care. (disaggregated by sex and age at least) | | | Patient reporting and pre-hospital and facility based emergency care delivery data. | |
| Output 2 Related to Outcome 5 | 5.2 Assurance of access for all traffic victims to rehabilitation. | Proportion of victims with access to rehabilitation. (disaggregated by sex and age at least) | | | Patient reporting and pre-hospital and facility based emergency care delivery data. | |

4. IMPLEMENTATION ARRANGEMENTS

4.1. Financing Agreement

In order to implement this action, it is not envisaged to conclude a financing agreement with the partner.

4.2. Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is at least 48 months from adoption by the Commission of this Financing Decision.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

4.3. Indirect Management

4.3.1. Indirect Management with an international organisation.

This action may be implemented in indirect management with UNDP through the signature of a (Multi-Partner) Contribution Agreement. This implementation entails all the activities as referred to in section 3.2 of this Action Document with the main objective to reduce the number of deaths and injuries on the roads.

In order to safeguard the EU financial interests and the visibility of its actions, the EU contribution will be divided into two successive contributions to the UNDP. First, a contribution agreement of EUR 0.9 million will be signed and second contribution of EUR 2.1 million will follow, conditioned upon the adequate reassurance of the added value of the EU's contribution to the Fund and ensured appropriate EU visibility of its actions.

The envisaged entity has been selected using the following criteria: UNDP has long proved history of sufficient capacities to implement these type of actions. UNDP will be aided by the MPTFO that works as the UN's centre of expertise on pooled financing. The MPTFO exclusively administers funds that involve more than one UN organization. The MPTFO is an Office of UNDP's Bureau for management Service which is central operations Bureau in UNDP Headquarters that supports the organization in the following areas: human resources, finance and administration, budget, procurement, information management and technology, legal affairs, security, and multi-partner trust fund. EU has had already contributed into the UN RSF in 2019. Since then, UNDP proved to be reliable partner and effective institution when it comes to managing multi-donor trust funds.

4.4. Indicative Budget

| Indicative Budget components⁵ | EU contribution (amount in EUR) | Third-party contribution, in currency identified (amount in USD) |
|--|--|---|
| Implementation modalities – Multi-Partner Contribution Agreement (CA) with UNDP – MPTFO – Section 4.3.1 | 3,000,000 | 51,400,000 |
| Evaluation – cf. section 5.2 Audit – cf. section 5.3 | N.A. | N.A. |
| | | |
| Totals | EUR 3,000,000 | USD 55,000,000 |

4.5. Organisational Set-up and Responsibilities

The action is implemented by UNDP based on the contribution agreement with the EU.

UNDP will be assisted by the MPTFO acting as the UN's administrative agent responsible for the Fund's design and setup, the maintenance of its account, the receipt of donor contributions, the disbursement of funds and the provision of periodic consolidated reports. MPTFO will:

- Establish a separate ledger account under its financial regulations and rules for the receipt and administration of the funds received from the donor(s) pursuant to the Administrative Arrangement. This Joint Programme Account will be administered by the Administrative Agent in accordance with the regulations, rules, directives and procedures applicable to it, including those relating to interest;
- Make disbursements to Participating UN Organizations from the Joint Programme Account based on instructions from the Steering Committee, in line with the budget set forth in the Joint Programme Document.

The UN RSF is lead by the Advisory Board. The Board provides strategic direction to the Fund, including advice on criteria for proposals, monitoring and evaluation and priorities for funding projects. The broad membership of the Board ensures that the strategic guidance provided to the Steering Committee reflects a large consensus among the various stakeholders. The World Bank, as the host of the Global Road Safety Facility, is a member of the Advisory Board in order to ensure coordination and coherence between funding mechanisms. Currently the DG MOVE Deputy Director General of the European Commission is the chair of the Board.

The Steering Committee has the direct oversight on the Fund and the authority to make decisions such as the approval of projects for funding in line with the strategic direction provided by the Advisory Board.

The Fund's secretariat is housed at the UNECE in Geneva. It provides substantive, operational and logistical support to the Advisory Board and the Steering Committee. It is responsible for fund mobilization; organizing calls for project applications; and monitoring and reporting on the Fund's programmatic and operational performance.

On the EU level, DG MOVE will continue to represent the European Commission in the Fund's advisory board and will contribute with expertise and technical support in terms of road safety policy content. DG INTPA will be in charge of the contractual aspects and liaison with the respective UN bodies. EU Delegations will identify funding opportunities, follow progress of approved projects and monitor synergies with other initiatives.

Gender equality, human rights and human rights-based approach expertise will be ensured during the implementation of the Action. They will also be integrated in relevant technical assistance and capacity building activities and documents (i.e. ToRs, etc.) as minimum requirements of expertise.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action.

⁵ N.B: The final text on audit/verification depends on the outcome of ongoing discussions on pooling of funding in (one or a limited number of) Decision(s) and the subsequent financial management, i.e. for the conclusion of audit contracts and payments.

5. PERFORMANCE MEASUREMENT

5.1. Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix.

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

Roles and responsibilities for data collection, analysis and monitoring: UN RSF's secretariat will be responsible for monitoring and analysis.

All projects will link to the outcome indicators of the Fund; however, output level indicators will be specific for each project. Participating organizations are responsible for data collection, which will be one of the key elements reflected in the annual report of the programme.

In addition to the Results-Based Indicators, the Advisory Board in coordination with the Steering Committee and Secretariat will develop clear targets and quantitative measures to support reporting and oversight, and focus on progress towards the three objectives:

- Objective 1: Highlights the vital catalytic role of the Fund in leveraging sustainable national and local road safety investment. Achievement could be assessed as quantitative targets for funding gained from specified sources and increases in country budgets in road safety.
- Objective 2: Highlights the comprehensive focus of the Fund across the pillars of the Global Plan for the Decade of Action for Road Safety. Achievement could be assessed as quantitative measures of national and local level support across specified programme areas and related performance measures.
- Objective 3: Highlights the coordination role of the Fund across all sources of road safety funding assistance. Achievement could be assessed as process measures that reflect engagement across complementary funding channels and qualitative and quantitative measures of partnership efficiencies achieved.

The Convening Agency will consolidate narrative reports provided by the Participating United Nations Organizations. As per the MoU:

- Annual narrative progress report and the final narrative report, to be provided no later than three months (31 March) after the end of the calendar year.

The MPTFO will:

- Prepare consolidated narrative and financial progress reports, based on the narrative consolidated report prepared by the Convening Agency and the financial statements/ reports submitted by each of the Participating UN Organizations in accordance with the timetable established in the MoU;
- Provide those consolidated reports to each donor that has contributed to the Joint Programme Account, as well as the Steering Committee, in accordance with the timetable established in the Administrative Arrangement.
- Provide the donors, Steering Committee and Participating Organizations with: Certified annual financial statement ("Source and Use of Funds" as defined by UNDG guidelines) to be provided no later than five months (31 May) after the end of the calendar year; Certified final financial statement ("Source and Use of Funds") to be provided no later than seven months (31 July) of the year following the financial closing of the Joint Programme.

Consolidated reports and related documents will be posted on the website of the Administrative Agent (<http://mptf.undp.org>).

5.2. Evaluation

Having regard to the importance of the action, a mid-term evaluation will be carried out for this action or its components via independent consultants contracted by the Commission. The evaluation will be gender and human rights sensitive, assess gender equality and human rights results and implementation of human rights-based approach working principles (participation, non-discrimination, accountability and transparency).

It will be carried out for learning purposes, in particular with respect to the measurable impact of the projects financed by the Adaptation Fund.

The Commission shall inform the implementing partner at least two (2) months in advance of the dates foreseen for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports shall be shared with the partner country and other key stakeholders. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the partner country, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project.

Evaluation services may be contracted under a separate framework contract.

5.3. Audit and Verifications

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

6. STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

The 2021-2027 programming cycle will adopt a new approach to pooling, programming and deploying strategic communication and public diplomacy resources.

It will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union's support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

However, action documents for specific sector programmes are no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents, allowing Delegations to plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.

APPENDIX 1 REPORTING IN OPSYS

An Intervention (also generally called project/programme) is the operational entity associated to a coherent set of activities and results structured in a logical framework aiming at delivering development change or progress. Interventions are the most effective (hence optimal) entities for the operational follow-up by the Commission of its external development operations. As such, Interventions constitute the base unit for managing operational implementations, assessing performance, monitoring, evaluation, internal and external communication, reporting and aggregation.

Primary Interventions are those contracts or groups of contracts bearing reportable results and respecting the following business rule: 'a given contract can only contribute to one primary intervention and not more than one'. An individual contract that does not produce direct reportable results and cannot be logically grouped with other result reportable contracts is considered a 'support entities'. The addition of all primary interventions and support entities is equivalent to the full development portfolio of the Institution.

Primary Interventions are identified during the design of each action by the responsible service (Delegation or Headquarters operational Unit).

The level of the Primary Intervention is defined in the related Action Document and it is revisable; it can be a(n) (group of) action(s) or a (group of) contract(s).

Tick in the left side column one of the three possible options for the level of definition of the Primary Intervention(s) identified in this action.

In the case of 'Group of actions' level, add references to the present action and other action concerning the same Primary Intervention.

In the case of 'Contract level', add the reference to the corresponding budgetary items in point 0, Indicative Budget.

| | | |
|---|----------------------|--|
| Option 1: Action level | | |
| <input checked="" type="checkbox"/> | Single action | Present action: all contracts in the present action |
| Option 2: Group of actions level | | |
| <input type="checkbox"/> | Group of actions | Actions reference (CRIS#/OPSYS#): <Present action> <Other action> |
| Option 3: Contract level | | |
| <input type="checkbox"/> | Single Contract 1 | <foreseen individual legal commitment (or contract)> |
| <input type="checkbox"/> | Single Contract 2 | <foreseen individual legal commitment (or contract)> |
| <input type="checkbox"/> | Single Contract 3 | <foreseen individual legal commitment (or contract)> |
| | (...) | |
| <input type="checkbox"/> | Group of contracts 1 | <foreseen individual legal commitment (or contract) 1> <foreseen individual legal commitment (or contract) 2> <foreseen individual legal commitment (or contract) #> |