

Partnership for Action on Road Safety

2021 Annual Report

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Foreword

Partnership for Action on Road Safety

This 2021 Results Report of the “Partnership for Action on Road Safety” summarizes and highlights some of the main achievements of our partnership over the past year.

With a strategy fully focused on achieving the Sustainable Development Goals (SDGs), the United Nations Institute for Training and Research (UNITAR) supports Governments in implementing the 2030 Agenda for Sustainable Development, and provides innovative learning solutions to individuals, organizations, and institutions to enhance global decision-making and support country-level action for shaping a better future.

UNITAR’s approach to training is human centred, designed to build capacity, change behaviours and mindsets. Its training activities create a sustainable impact by empowering people and institutions to act as multipliers for change.

Our “Partnership for Action on Road Safety” seeks to mobilize public-private sector collaboration to implement local demonstration projects to improve road safety and help cities reduce deaths and injuries caused by traffic crashes to improve road safety and help cities reduce deaths and injuries caused by traffic crashes.



Looking forward on 10 more years of global road safety commitments

Each year, approximately 1.3 million people die on the roads. Road deaths represent the leading cause of death for the 5 to 29 years old. In addition to a heavy burden on health, the lack of safety on the roads triggers many negative externalities. For instance, road crashes can push victims or their families into poverty as they lose members in the most active years of their lives. As such, road safety is inherently a development issue and has been specifically addressed in the 2030 Agenda for Sustainable Development.

A year ago, the UN General Assembly proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety with a target to reduce road traffic deaths and injuries by 50% by 2030. Member States have been tasked with implementing policies and programmes that will achieve these reductions. In October of this year, a Global Plan to support the Decade of Action was launched to guide governments to implement their road safety strategies.

Although ambitious, the target of achieving a 50% reduction in global road traffic deaths and injuries by 2030 is realistic and achievable if solutions are implemented consistently over the coming 10 years.

To achieve this target, a business-as-usual approach is not enough. We recognize that addressing road safety related challenges requires bold steps and the active engagement of all social actors: academic institutions, governments at all levels, the private sector, the media, the international community, and society as a whole.

Following a multi-stakeholder approach and in close collaboration with partners from the “Partnership for Action on Road Safety”, UNITAR is committed to support road safety efforts around the world through training of public policy officials, public awareness, and education.

Road Safety
Challenges and Opportunities

THE FACTS

EACH YEAR

1.35 million

people around the world die as a result of road traffic crashes

VULNERABLE ROAD USERS

such as pedestrians, cyclist, and motorcyclists and their passengers represent **more than half** of all road traffic deaths

ROAD TRAFFIC CRASHES REPRESENT THE

Leading cause of death

for children and young adults from 5 to 29 years

RISK FACTORS CAN BE

- Unsafe road user behaviors (e.g., speeding; drink-driving; nonuse of helmets, seatbelts, child restraints; distracted driving)
- Unsafe road infrastructure
- Unsafe vehicles
- Inadequate post-crash response
- Poorly enforced or non-existent traffic laws

ROAD TRAFFIC CRASHES COST

3%

of their annual gross domestic products

93%

of world's road traffic fatalities occur in low- and middle-income countries

GOOD NEWS IS...

Millions of lives can be **SAVED**, injuries **PREVENTED**, and road traffic crashes **PREDICTED** with proper road safety measures, and effective multi-stakeholder participation and coordination.



Partnership for Action on Road Safety

The Partnership's Response

Road traffic crashes and injuries can be prevented by supporting targeted countries in developing and implementing adequate road safety interventions. In this line, UNITAR, alongside private and public-sector partners, is committed to strengthening government officials' and key stakeholders' capacities to improve road safety through concrete and targeted interventions.

Through the "Partnership for Action on Road Safety", UNITAR with the support of AB InBev and in collaboration with its network of affiliated "CIFAL" Training Centers around the world, academia, institutions, and the private sector are contributing to advance road safety targets by:

1. Increasing public awareness of road safety risk factors.
2. Building capacity of government authorities to implement holistic, evidence-based approaches that improve road safety.
3. Promoting the development of public-private partnerships to accelerate progress.
4. Facilitating practical tools, learning resources, methodologies, and practical solutions.

Partners:



Government

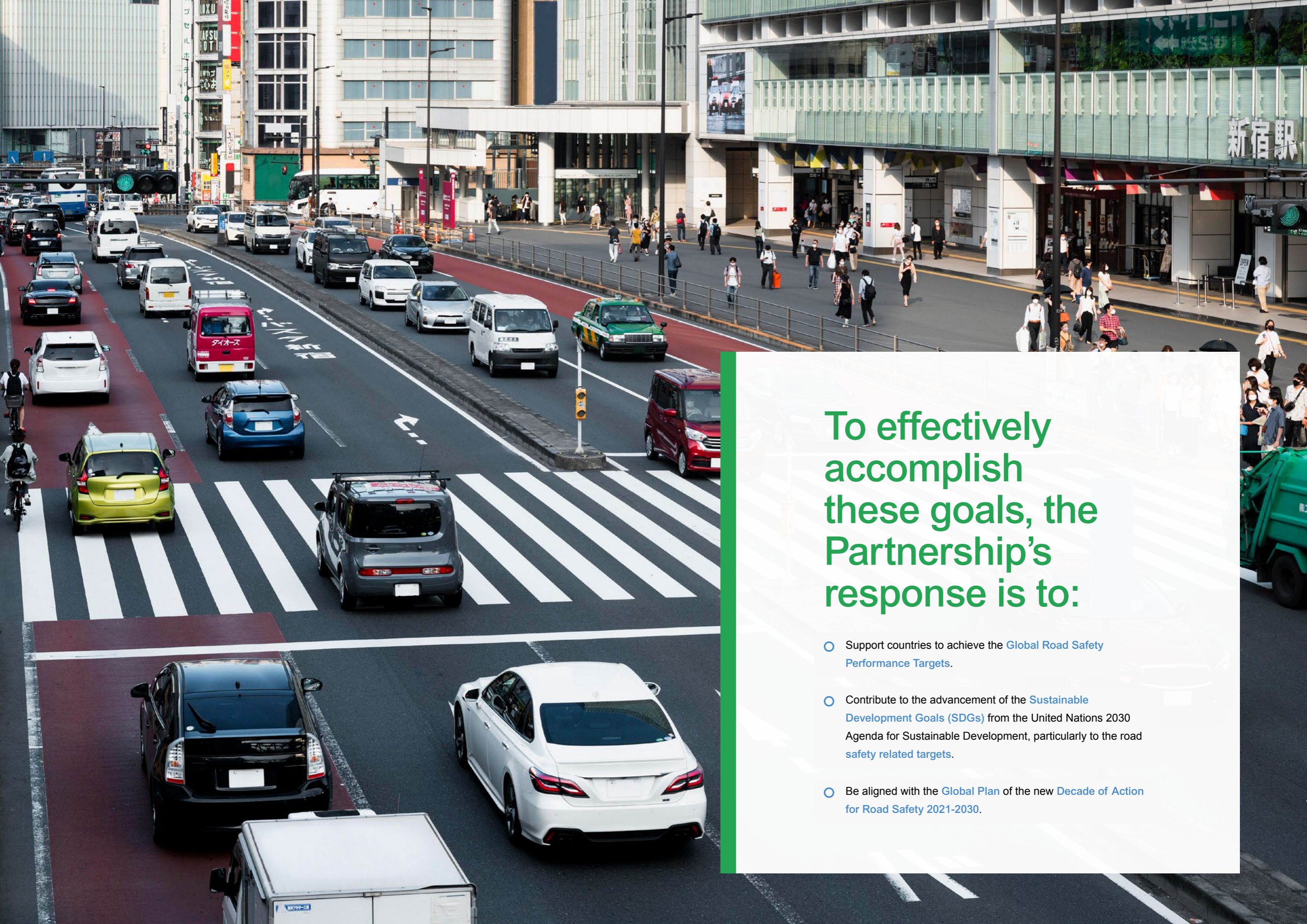


Academia



Private sector

















To effectively accomplish these goals, the Partnership's response is to:

- Support countries to achieve the [Global Road Safety Performance Targets](#).
- Contribute to the advancement of the [Sustainable Development Goals \(SDGs\)](#) from the United Nations 2030 Agenda for Sustainable Development, particularly to the [road safety related targets](#).
- Be aligned with the [Global Plan](#) of the new [Decade of Action for Road Safety 2021-2030](#).

Global Road Safety Performance Targets

In November 2017, Member States concluded work on the development of a comprehensive set of 12 voluntary global performance targets for road safety. These indicators guide action and ensure measurement of progress at the national and global levels.

| | | | |
|---|--|--|---|
| <p>TARGET 1 2020</p>  <p>Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.</p> | <p>TARGET 2 2030</p>  <p>Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p> | <p>TARGET 3 2030</p>  <p>Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.</p> | <p>TARGET 4 2030</p>  <p>Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.</p> |
| <p>TARGET 5 2030</p>  <p>Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.</p> | <p>TARGET 6 2030</p>  <p>Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.</p> | <p>TARGET 7 2030</p>  <p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p> | <p>TARGET 8 2030</p>  <p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.</p> |
| <p>TARGET 9 2030</p>  <p>Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.</p> | <p>TARGET 10 2030</p>  <p>Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.</p> | <p>TARGET 11 2030</p>  <p>Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.</p> | <p>TARGET 12 2030</p>  <p>Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.</p> |

- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: Safe road users
- PILLAR 5: Post-crash response

Sustainable Development Goals (SDGs)

THE GLOBAL GOALS



The 2030 Agenda for Sustainable Development, adopted by the 193 Members of the United Nations, set a global target (SDG 3) of reducing road traffic deaths and injuries by 50% by the year 2020.

The 2030 Agenda calls for “Making cities and human settlements inclusive, safe, resilient and sustainable” (SDG11).

It also sets a target to “provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons” (Target 11.2).

3 GOOD HEALTH AND WELL-BEING

SDG 3, Good Health and Well-Being, target 3.6, aiming to halve the number of global deaths and injuries from road traffic accidents by 2020.

TARGET 3-6

REDUCE ROAD INJURIES AND DEATHS




11 SUSTAINABLE CITIES AND COMMUNITIES

SDG 11, Sustainable Cities and Communities, target 11.2, seeking to provide access to sustainable and safe transport systems.

TARGET 11-2

AFFORDABLE AND SUSTAINABLE TRANSPORT SYSTEMS




17 PARTNERSHIPS FOR THE GOALS

SDG 17, Partnership for the Goals, target 17.16, aiming at enhancing the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources.

TARGET 17-16

ENHANCE THE GLOBAL PARTNERSHIP FOR SUSTAINABLE DEVELOPMENT




DECADE OF ACTION FOR ROAD SAFETY

2021 - 2030

In September 2020, the UN General Assembly adopted resolution A/RES/74/299 “Improving global road safety”, proclaiming the Decade of Action for Road Safety 2021-2030, with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030.

WHO and the UN regional commissions, in cooperation with other partners in the UN Road Safety Collaboration, have developed a Global Plan for the Decade of Action, which was released in October of 2021.

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries **BY AT LEAST 50%** during that period.

SAFE SYSTEM APPROACH

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

WHAT TO DO?

- Multimodal transport & land-use planning
- Safe road infrastructure
- Safe road use
- Safe vehicles
- Post-crash response

HOW TO DO IT?

- Legal frameworks
- Speed management
- Gender
- Technologies
- Focus on low- and middle-income countries

WHO TO DO IT?

- Financing
- Government
- Civil society
- Private sector
- Funders
- UN agencies

Source: Global Plan for the Decade of Action for Road Safety 2021-2030, WHO



The Global Plan aligns with the Stockholm Declaration, by emphasizing the importance of a holistic approach to road safety, and calling on continued improvements in the design of roads and vehicles; enhancement of laws and law enforcement; and provision of timely, life-saving emergency care for the injured. The Global Plan also reflects the Stockholm Declaration's

promotion of policies to promote walking, cycling and using public transport as inherently healthy and environmentally sound modes of transport.

This new Decade of Action provides an opportunity for harnessing the successes and lessons of previous years and building upon them to save more lives.



2021 Global Outreach

Key Outputs

In 2021, the “Partnership for Action on Road Safety” provided learning, training and knowledge sharing services to:

4,835 beneficiaries

| | Key output | Global outreach | Nr. of countries represented |
|----|--|---|--------------------------------|
| 01 | Management Practices for Safer Roads Toolkit: Online Course | 928 beneficiaries completed the online course | 118 countries represented |
| 02 | Management Practices for Safer Roads Toolkit: Mobile App | 839 users downloaded the Mobile App | 96 countries represented |
| 03 | Management Practices for Safer Roads Toolkit: Virtual Immersive Experience | 1 pilot country | 1 pilot country represented |
| 04 | Management Practices for Safer Roads Toolkit: Virtual Workshops | 494 beneficiaries participated in virtual workshops | 115 countries represented |
| 05 | Management Practices for Safer Roads Toolkit in Action: Partnership with the General Secretariat of the Andean Community (CAN) | Secretariat and Member Countries of the Andean Community (CAN) engaged in discussions for the implementation of the Toolkit | 4 Member Countries represented |
| 06 | Social Norms aimed at improving road safety – Designing effective behavior change campaigns: Online Course | 176 beneficiaries completed the online course | 67 countries represented |
| 07 | Youth and Road Safety: Online Course | 519 beneficiaries completed the online course | 86 countries represented |
| 08 | The Road Safety Learning and Partnership: Online Platform | 1,875 visitors (4,816 views) accessed the online platform | 126 countries represented |



01 Management Practices for Safer Roads Toolkit Online Course

Why?

Road traffic injuries claim 1.35 million lives each year. This means that 3,700 people are dying on the world's roads every day.

What?

The Toolkit is an interactive e-learning tool that presents a management methodology and a road map that can help improve road safety by:

- Collecting data on the number and location of deaths caused by road traffic crashes.
- Identifying hazardous and critical road locations where excessive numbers of crashes occur.
- Outlining corrective measures.
- Implementing interventions and monitoring results.

Where?

Available in 9 languages: Arabic, Chinese, English, French, Hindi, Italian, Portuguese, Spanish, Turkish.



https://unitar.org/safer_roads_toolkit

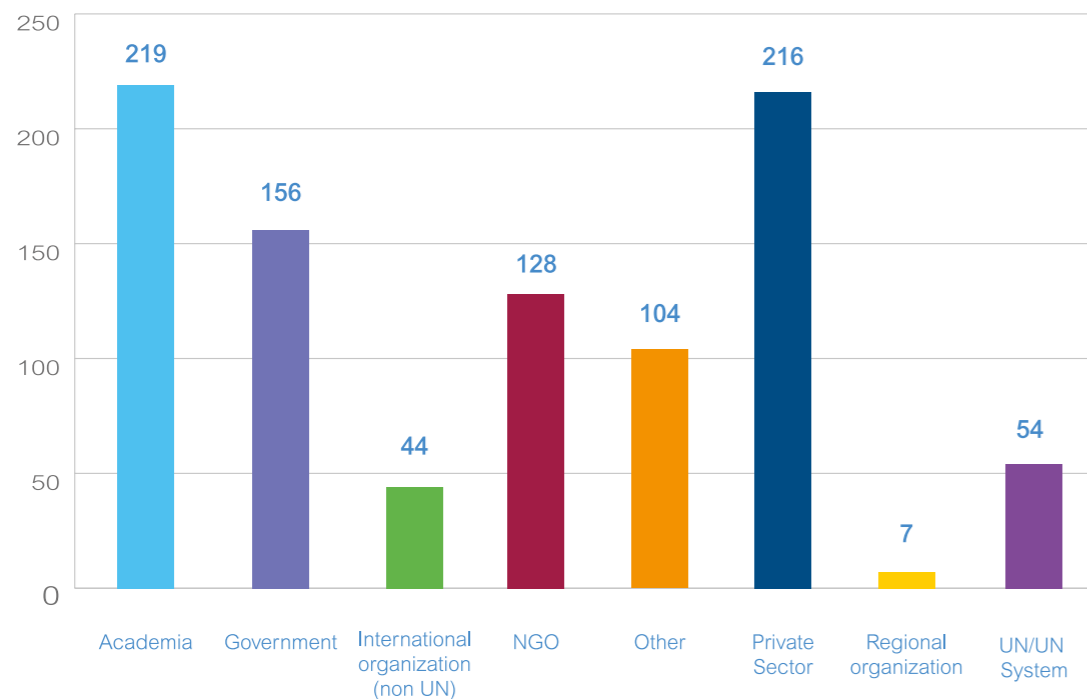


2021 Global Outreach

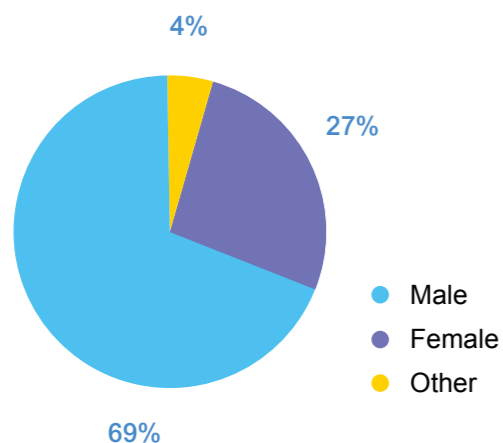
Total number of beneficiaries completing the online course about the Management Practices for Safer Roads Toolkit: **928** government officials, road safety professionals, and UN officials

Beneficiaries from **118** countries.

Organizational Affiliation



Beneficiaries by Gender



| Top 10 countries using the online toolkit | |
|---|-----|
| India | 185 |
| Nigeria | 53 |
| Brazil | 49 |
| United States | 36 |
| Colombia | 29 |
| Kenya | 20 |
| Mexico | 18 |
| Egypt | 17 |
| United Kingdom | 17 |
| Pakistan | 17 |

SAFER ROADS TOOLKIT

LET'S MAKE ROADS SAFER FOR ALL!

Download the App for improving road safety in your city [#SaferRoads](#)

GET IT ON Google Play

Download on the App Store

02 Management Practices for Safer Roads Toolkit Learning Mobile App

Why?

- To increase access to and use of the Management Practices for Safer Roads Toolkit.
- It also features a checklist to support users to monitor their progress throughout the different stages of the “Plan-Do-Check-Act” Toolkit’s methodology
- It highlights projects in which the methodology has been implemented.

What?

With the aim of contributing to advance #roadsafety, and in collaboration with partners around the world, UNITAR’s free #Learning #App is available for download from #GooglePlay and #AppStore, and features examples and practical solutions implemented and tested in cities in Brazil, Dominican Republic, India, Mexico and South Africa.

Where?

Available in 2 languages: English, Swahili.
Download it from Google Play and App Store.

<https://unitar.org/srtapp>



2021 Global Outreach

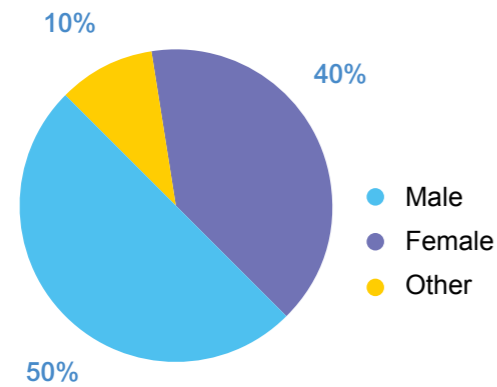
Total number of downloads: **839 users.**

Total number of countries where the App has been downloaded: **93 countries.**

Users by platform

| | |
|---------|-----|
| Android | 568 |
| iOS | 271 |

Beneficiaries by Gender



| Top 10 countries represented by users |
|---------------------------------------|
| United states |
| Ecuador |
| Colombia |
| India |
| South Africa |
| Tanzania |
| Netherlands |
| Mexico |
| Brazil |
| Switzerland |

MANAGEMENT PRACTICES FOR SAFER ROADS TOOLKIT

The Virtual Immersive Experience

Brasilia

03

Management Practices for Safer Roads Toolkit Virtual Immersive Experience

Why?

Improving road safety globally requires solutions that can be implemented consistently over the next decade. UNITAR, the Ministry of Transport of the Federal District of Brazil, and AB InBev gathered in New York, in the framework of the 76th Session of the United Nations General Assembly, to present the “Management Practices for Safer Roads Toolkit – The Immersive Virtual Experience”.

By providing an immersive learning experience and gamified digital tools, the partners seek to promote learning about practical interventions that lead to reductions in the number of deaths and injuries related to road traffic crashes.

What?

Through the Virtual Reality experience, participants have a glimpse into a management methodology presented in the “Management Practices for Safer Roads Toolkit.” The toolkit helps conduct road assessments and identify corrective measures to reduce deaths and injuries from road traffic crashes. It uses examples of successful interventions implemented in the Federal District in Brazil to guide users on how to improve road safety initiatives.



Where?

The first Immersive Virtual Experience video showcases the pilot project implemented in the Federal District of Brazil, with a total of nine interventions carried out in five identified high-risk areas (“crash hotspots”). This interactive example shows that achieving road safety targets is possible and that it requires efforts such as improving existing road infrastructure for the benefit of all road users, especially the most vulnerable.



<https://youtu.be/P0txWyewL6Q>

04

Management Practices for Safer Roads Toolkit Virtual Workshops

Why?

The Management Practices for Safer Roads Toolkit – Virtual Workshops intended to strengthen national capacity for developing local strategies to improve existing road infrastructure for the benefit of all road users, especially the most vulnerable, and to equip participants with the appropriate methodology and tools to accomplish this.

The virtual workshops were addressed to road safety stakeholders, and its main objectives were to:

- Identify and understand the main issues, trends, and challenges in road safety worldwide.

- Outline the key global frameworks and targets related to road safety and recognize road safety as an urgent priority.

- Introduce the principles and benefits of the Plan-Do-Check-Act (PDCA) problem solving methodology for addressing road safety.

- Provide practical examples of pilot cities that implemented the Management Practices for Safer Roads Toolkit methodology to reduce road traffic crashes in hazardous locations.

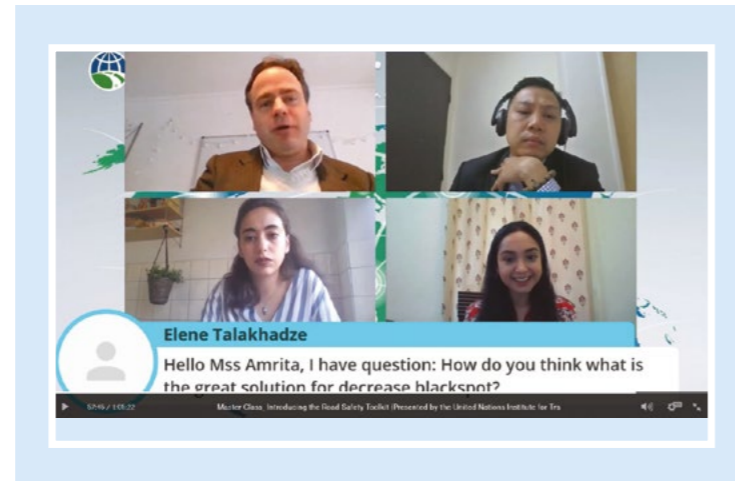
What?

5 workshops involving live presentations and interactive discussions took place this year:

1

Asia-Pacific Master Class: Introducing the Management Practices for Safer Roads Toolkit.

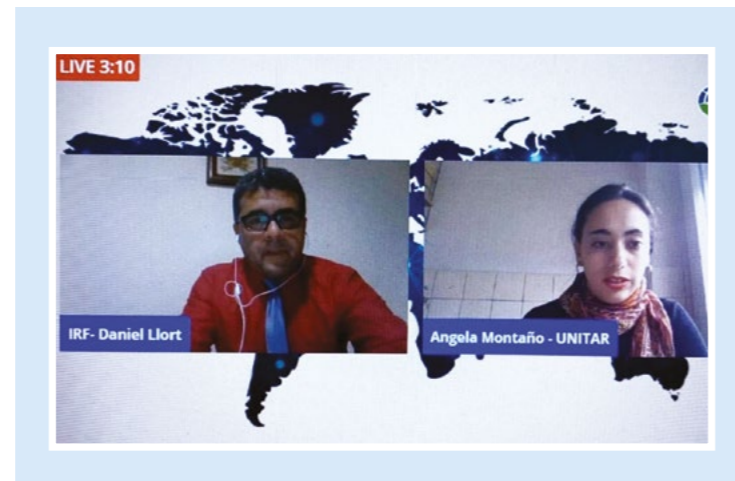
International Road Federation (IRF)
Asia-Pacific Virtual Conference
– Connecting Asia-Pacific with Smart, Safe, & Resilient Roads
(18 March 2021)



2

Clase Magistral para América Latina: Introducción a la Caja de Herramientas sobre Prácticas de Gestión para Carreteras más Seguras.

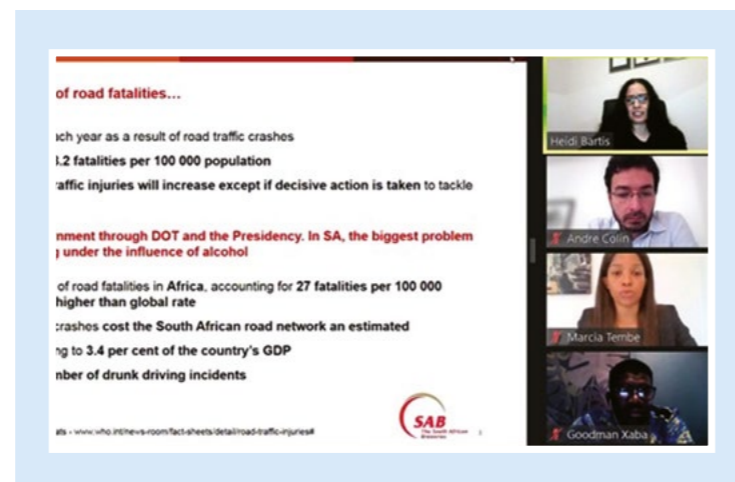
IRF Visión Cero para América Latina – Diseñando Carreteras más Seguras (19 de mayo de 2021)



3

Virtual Workshop: Implementation of the Management Practices for Safer Roads Toolkit in South Africa.

(20 May 2021)



4

3-Day Virtual Workshop: Implementation of the Management Practices for Safer Roads Toolkit in Tanzania

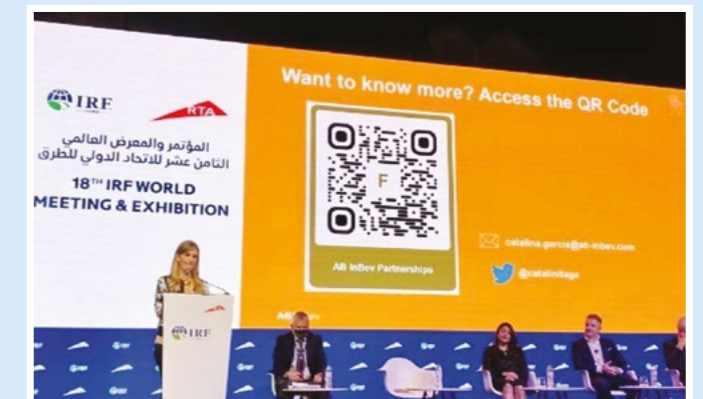
(28 October, 04 and 16 November 2021)



5

Master Class for the Arab Region: Introducing the Management Practices for Safer Roads Toolkit

18th IRF World Meeting & Exhibition
– Roads to Tomorrow (Dubai, UAE, 7-10 November 2021)



Each activity provided a platform to present a practical methodology aimed at improving highest-risk roads through the implementation of targeted interventions including engineering improvements such as footpaths, safety barriers, bicycle lanes and paved shoulders, just to mention a few, as

well as educational related measures aimed at preventing deaths and injuries caused by road traffic crashes. Case studies were featured throughout the workshops, including projects implemented in Mexico, Brazil and India.

Partners co-hosting the webinar series

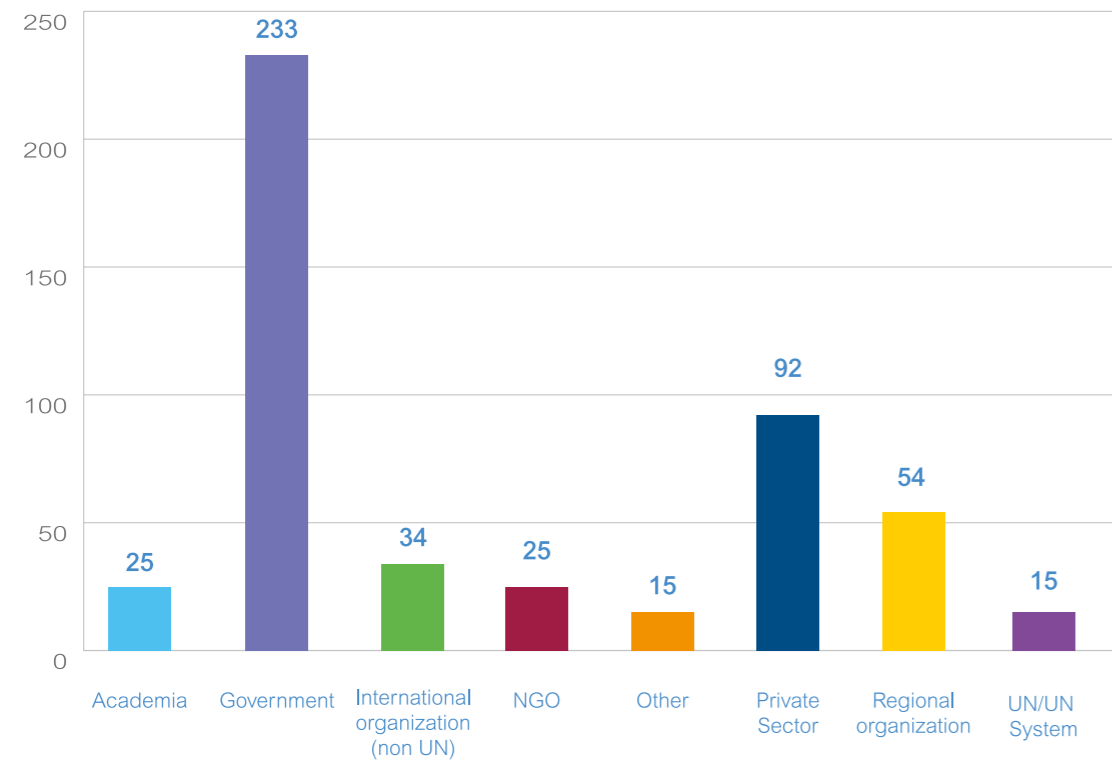


2021 Global Outreach

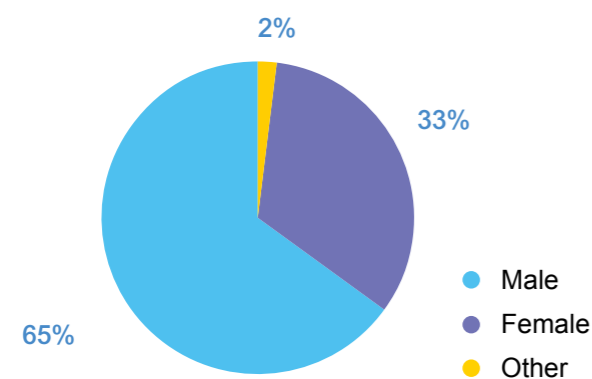
494 beneficiaries from public and private sectors, academia, and regional intergovernmental organizations.

Beneficiaries from 115 countries.

Organizational Affiliation



Beneficiaries by Gender



| Top 10 countries participating in webinars | |
|--|----|
| Mexico | 34 |
| Tanzania | 31 |
| Guyana | 28 |
| United States | 19 |
| Barbados | 18 |
| Chile | 16 |
| South Africa | 15 |
| Argentina | 14 |
| Brazil | 13 |
| Grenada | 12 |
| Jamaica | 11 |



05

Management Practices for Safer Roads Toolkit in Action: Partnership with the General Secretariat of the Andean Community (CAN)

What?

In the framework of the agreement signed between the General Secretariat of the Andean Community (CAN) and UNITAR, the partners of the Partnership for Action on Road Safety are putting at the disposal of CAN Members the “Management Practices for Safer Roads Toolkit”, which provides a practical methodology to assess roads, collect data on the number and location of deaths from traffic accidents, and to design of corrective measures.

A first seminar on the implementation of the Toolkit was held on November 22. Ministries of Transport of Bolivia, Colombia, Ecuador, and

Peru participated. At the end of the seminar, the General Secretariat received several requests from Member Country delegates who expressed interest in implementing the Toolkit in their countries. The partners expect that 2022 will be marked by this process of implementing the Toolkit in the region.

The partners also look forward to incorporating learnings from the experiences of Bolivia, Ecuador, Colombia, Peru, the Associated Members and Observers of CAN, to the Toolkit to share best practices with other regions of the world.



06 Social Norms aimed at improving road safety

Designing effective behavior change campaigns: Online Course

Why?

Understanding how social norms act as powerful constraints on individual attitudes and behaviours is crucial for effective policy interventions. Moreover, changing road users' behaviour on the risk factors for road traffic injuries (speed, drink-driving, and the failure to use helmets, seat belts and child restraints properly or at all) is essential to improve road safety.

UNITAR, in collaboration with AB InBev and the International Social Marketing Association (ISMA), developed an innovative tool to support local and national efforts in the study of social norms for improving road safety.

What?

Social norms theory has been examined mainly in public health related fields from the Reasoned Action Approach (Fishbein, Martin, & Ajzen, I., 1975)¹, showing that social norms are highly influential in shaping individual behaviour. A social norm is a perception about what others do (what is normal) and what is expected of what others do within the group (what is appropriate).

Research shows that social norms are powerful considering the individual need to belong and to "fit in" with their group. Social norms can function like actual laws and violators of social norms are socially sanctioned. They act as rules that define acceptable, appropriate, and obligatory actions in a given group or society. Furthermore, they can influence behaviour despite conflicting individual opinions. Understanding how social norms act as powerful constraints on individual attitudes and behaviours is crucial for effective policy interventions.

Moreover, changing road users' behaviour on the risk factors for road traffic injuries (speed, drink-driving, and the failure to use helmets, seat belts and child restraints properly or at all) is essential to improve road safety.

The objective of this e-Learning course is threefold:

- 1. Provide an introduction to social norms and its role in creating new and/or perpetuating beneficial norms affecting road safety, as well as in eliminating harmful ones.
- 2. Outline examples of interventions such as road safety campaigns that seek to alter social norms in support of road safety.
- 3. Offer a guide on how to design effective communication campaigns aimed at changing road users' behaviours.

Where?

<https://www.unitar.org/event/full-catalog/social-norms-aimed-improving-road-safety-designing-effective-behaviour-change-campaigns>

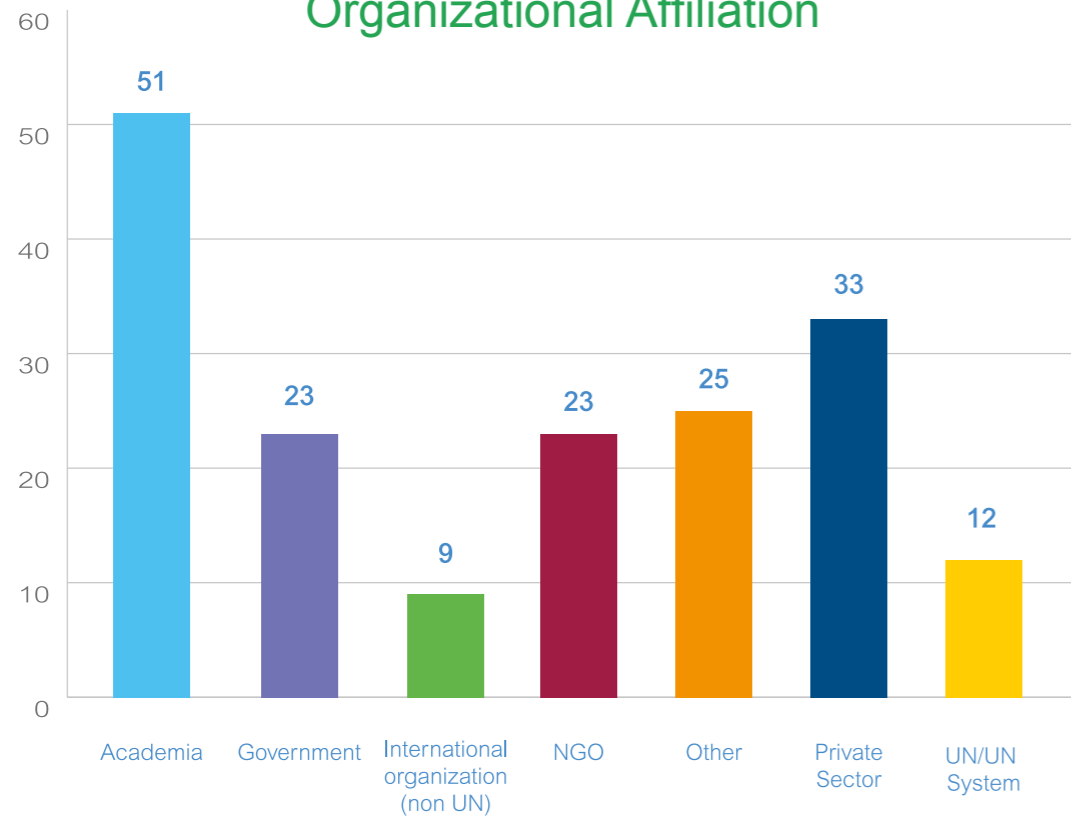


2021 Global Outreach

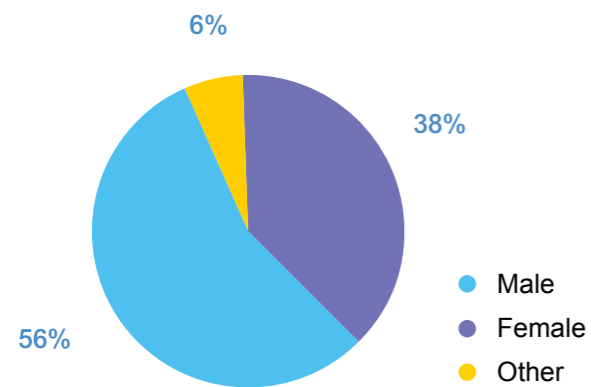
○ Total number of beneficiaries completing the online course about the Management Practices for Safer Roads Toolkit: **176** government officials, road safety professionals, public and private sector representatives, and UN officials.

○ Beneficiaries from **67** countries.

Organizational Affiliation



Beneficiaries by Gender



| Top 10 countries participating in webinars | |
|--|----|
| India | 32 |
| Nigeria | 16 |
| United States | 24 |
| Philippines | 6 |
| Brazil | 4 |
| South Africa | 4 |
| Colombia | 4 |
| Mexico | 4 |
| Indonesia | 3 |
| Sudan | 3 |
| Sri Lanka | 3 |



YOUTH AND ROAD SAFETY

TRAINING COURSE

07

Youth and Road Safety Online Course

Why?

- Road traffic crashes are the leading cause of death among young people aged between 15 and 29 years.
- The online course aims to raise awareness amongst youth about the risk factors causing accidents and develop core skill sets and knowledge on safer road behaviours.

Where?

Available in English in UNITAR's e-learning platform.

<https://www.unitar.org/event/full-catalog/youth-and-road-safety-championing-safer-road-users-0>

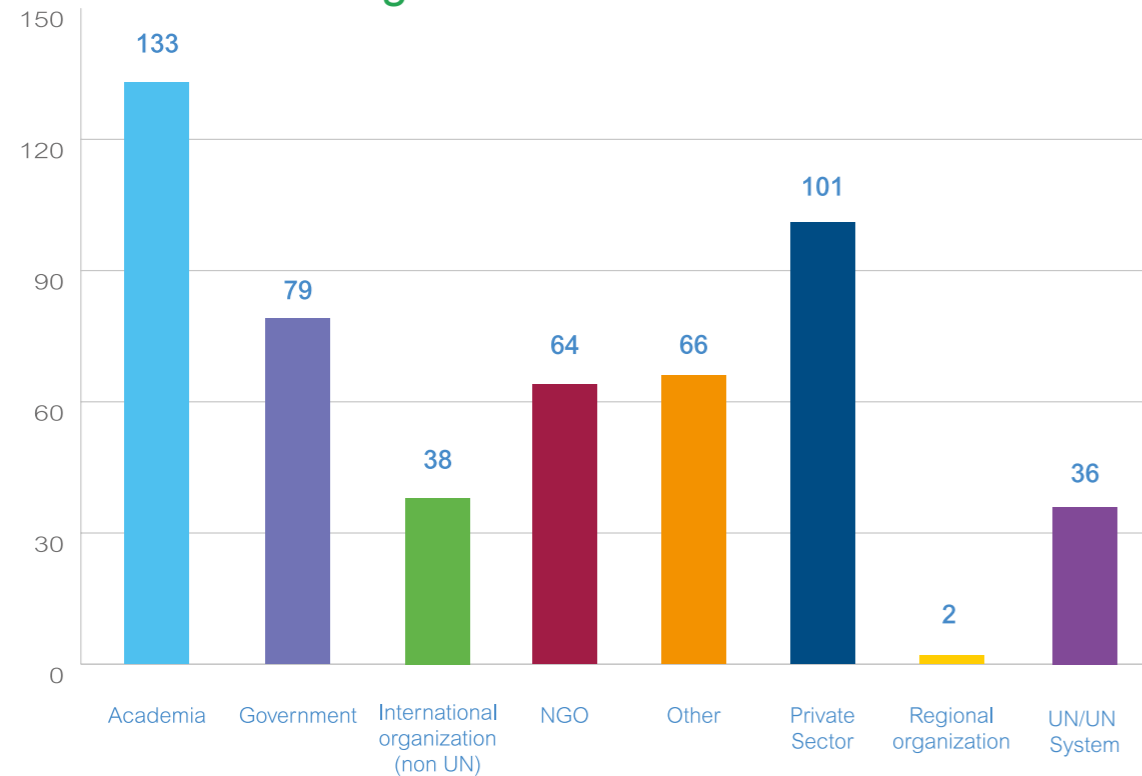


2021 Global Outreach

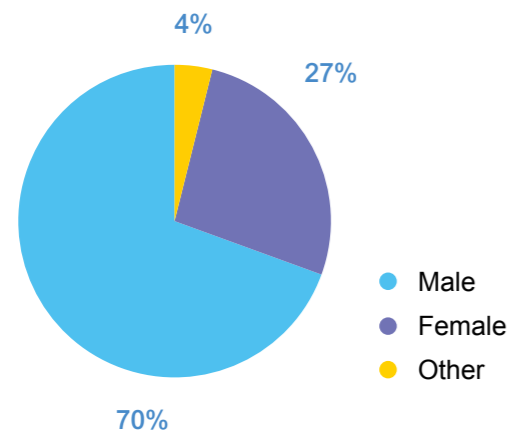
Total number of beneficiaries completing the course: 519 beneficiaries.

Beneficiaries from 86 countries.

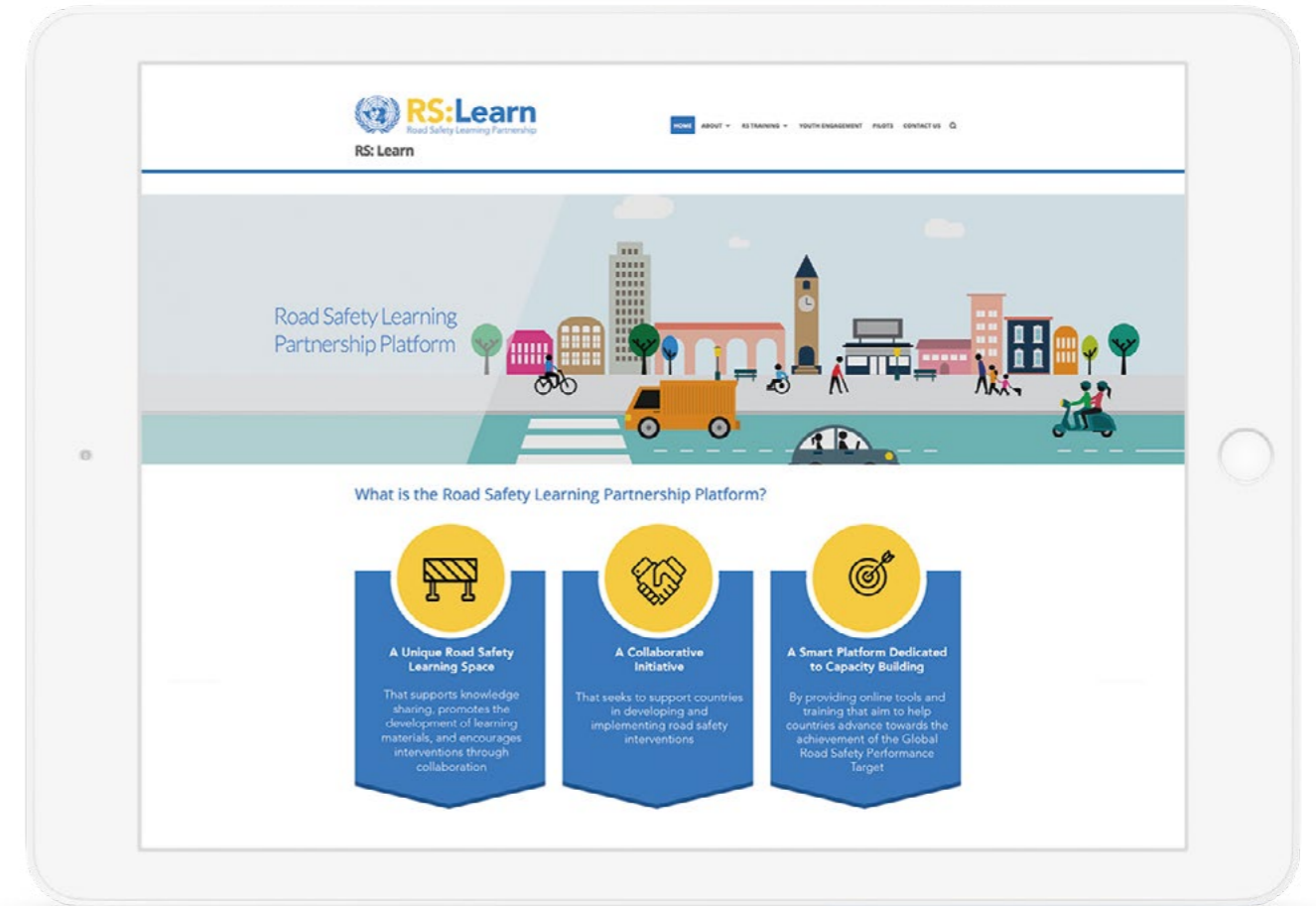
Organizational Affiliation



Beneficiaries by Gender



| Beneficiaries from top 10 countries | |
|-------------------------------------|-----|
| India | 157 |
| Nigeria | 36 |
| Kenya | 19 |
| Pakistan | 18 |
| Philippines | 13 |
| Spain | 11 |
| Brazil | 10 |
| Indonesia | 10 |
| Colombia | 10 |
| Bangladesh | 9 |



08 The Road Safety Learning and Partnership Online Platform

Why?

The Road Safety Learning and Partnership Platform 'RS:Learn' aims to:

- Promote knowledge and best practices sharing.
- Provide access to online tools, including the Management Practices for Safer Roads Toolkit and other online courses.

What?

The Road Safety Learning and Partnership Platform 'RS:Learn' is:

- A unique road safety learning space.
- A collaborative initiative that seeks to support countries in developing and implementing road safety interventions.
- A smart platform dedicated to capacity building.

Where?

Accessible at:

<https://un-roadsafety-learn.org/>



2021 Global Outreach

- Total number of visitors: **1,875 visitors with a total of 4,816 views.**
- Total number of countries from where visitors have accessed the platform: **126 countries.**

| Visitors by country Top 10 | |
|-------------------------------|-----|
| India | 753 |
| United States | 685 |
| Ecuador | 617 |
| Spain | 295 |
| Switzerland | 251 |
| Brazil | 206 |
| China | 186 |
| Colombia | 154 |
| South Africa | 86 |
| Nigeria | 80 |

**Partnership
for Action on
Road Safety**

2021 Annual Report



SUSTAINABLE DEVELOPMENT GOALS

Road Safety Initiative 