



# Call for Proposals 2024

UNRSF's Funding Priorities



# The UN Road Safety Fund

Launched in 2018 by the UN Secretary General's Special Envoy for Road Safety – is the UN fund solely dedicated to **mobilizing, coordinating and distributing financial resources to support government actions towards achieving the SDG 3.6 target to reduce deaths on the road by 50%.**



# WHERE WE WORK

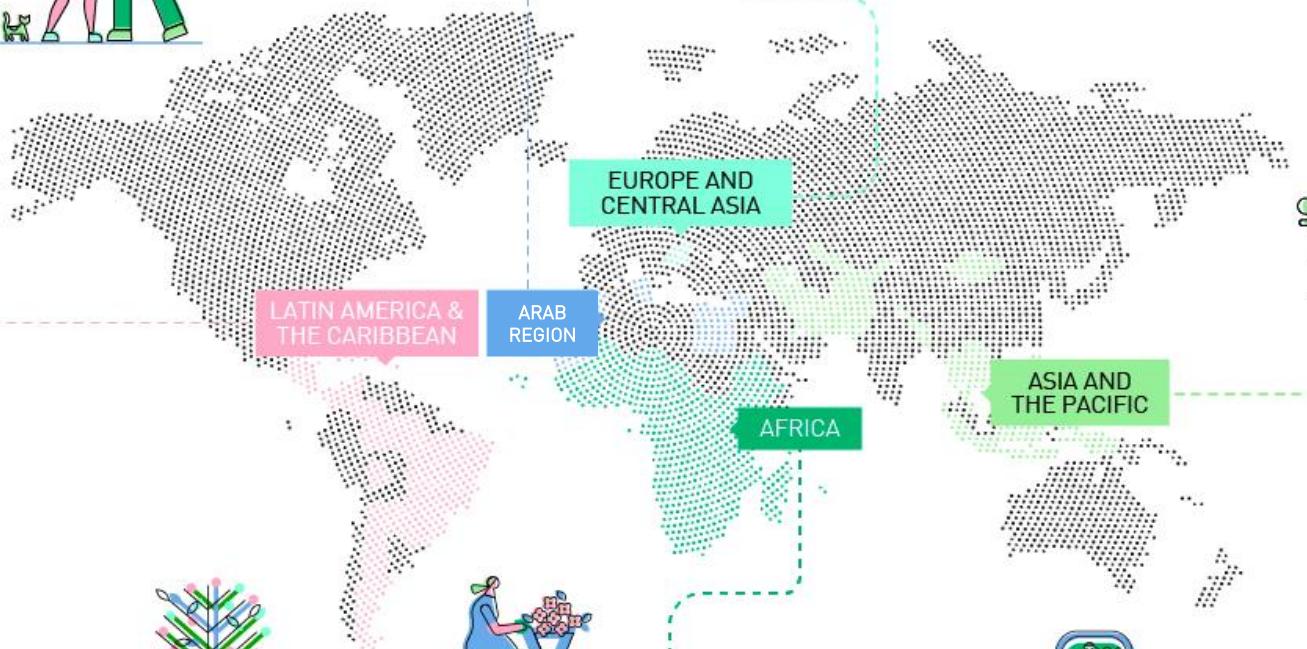


- Egypt
- Jordan
- Lebanon
- Mauritania
- Morocco
- Qatar
- Tunisia

- Armenia
- Azerbaijan
- Bosnia & Herzegovina
- Kyrgyzstan
- Serbia
- Tajikistan
- Uzbekistan

- Afghanistan
- Bangladesh
- Cambodia
- Indonesia
- Iran
- Lao PDR
- Malaysia
- Mongolia
- Myanmar
- Nepal
- Pakistan
- Philippines
- Thailand
- Viet Nam

- Antigua & Barbuda
- Argentina
- Belize
- Bolivia
- Brazil
- Colombia
- Costa Rica
- Dominican Republic
- El Salvador
- Guatemala
- Haiti
- Honduras
- Nicaragua
- Jamaica
- Panama
- Paraguay



- Angola
- Benin
- Botswana
- Burkina Faso
- Burundi
- Cabo Verde
- Cameroon
- Central African Republic
- Chad
- Comoros
- Congo
- Côte d'Ivoire
- Democratic Republic of Congo
- Eswatini
- Ethiopia
- Equatorial Guinea
- Gabon
- Ghana
- Guinea
- Guinea-Bissau
- Kenya
- Lesotho
- Liberia
- Madagascar
- Malawi
- Mali
- Mauritius
- Mozambique
- Namibia
- Niger
- Nigeria
- Rwanda
- Sao Tome and Principe
- Senegal
- Seychelles
- Sierra Leone
- South Africa
- South Sudan
- Tanzania
- The Gambia
- Togo
- Uganda
- Zambia
- Zimbabwe



# UNRSF priorities based on:

- ✓ 2023 Global Status Report on Road Safety
- ✓ proof that road fatality reduction is possible – countries have already met or are close to meeting SDG 3.6
- ✓ careful analysis of road safety data and trends
- ✓ country demands, regional strategies, and best practices
- ✓ the UNRSF governing body members



# There is still a lot to do to achieve remaining 45% ...

Only **17**  
countries



have up-to-date national road safety strategies, and 84 of 170 countries surveyed have national road safety agencies.



Only **6**  
countries

have laws based on best practices for all five key risk factors: speeding, drink-driving, motorcycle helmets, seat belts, and child restraints.

with **19%**  
of global road fatalities,



Africa has the highest road fatality rate per population worldwide. A concerning 17% increase in fatalities has been observed in 28 African countries.



Only **55**  
countries

have laws mandating periodic road maintenance and inspection.

Only **35**  
countries



mandate all five core areas of safety equipment, while 79 have no legislation on vehicle safety. Additionally, only 38 countries require international standards for vehicle inspections.



Nearly **21%**  
of all road traffic fatalities

reported in the survey involve powered two- and three-wheelers, such as motorcycles, mopeds, or scooters.

With **74%**  
reduction



in the risk of brain injury, quality helmets play a crucial role in reducing the risk of death by over six times.



**49**  
countries

have legislation requiring adult motorcycle riders to wear a helmet properly fastened and meet appropriate standards for protection.

Only **16**  
countries



have full funding for national road safety plans, while 65 others report partial funding.



**28%**  
of global road deaths

occur in South-East Asia, making it the region with the highest number of road fatalities worldwide.

**40%**  
of global



work-related fatalities are attributed to transportation related incidents.



Only **45**  
countries

have international/regional regulations on driving time and rest periods.

# Funding Priority 1

Adoption and Implementation of Laws and Standards aligned with UN Legal Instruments and best practice and directly addressing related gaps detailed in the 2023 Global Status Report for Road Safety.



# Funding Priority 1: regional and global programmes implementing Laws and Standards aligned with UN Legal Instruments

## EXAMPLES



Laws on all five key risk factors of speeding, drink-driving, motorcycle helmets, seat belts and child restraint



Laws mandating all five core areas of safety equipment



International standards for vehicle inspections, as set out in international conventions



Laws requiring periodic maintenance or inspection for roads



WHO standards on effective emergency care





# Funding Priority 2

Unlocking Sustainable Domestic Financing for Road Safety. The UNRSF will seek to further assist countries in this regard by identifying efficient, evidence-based and cost-effective funding modalities.





# Funding Priority 2: Unlocking Sustainable Domestic Financing for Road Safety

## EXAMPLES



The use of PPPs to address traffic enforcement, safe road infrastructure, safer vehicles, and effective post-crash emergency response



Alliances with national road maintenance funds and city mayors to enhance the use of national and municipal revenue streams



The fostering of more private investments into road safety-positive SMEs, including the use of accelerators and incubators



Road Safety Investment Cases quantifying the health and economic costs of road deaths as well as the health and economic benefits of scaled-up actions



# Call for Proposals 2024

- ✓ Launch on 1 September 2024
- ✓ 4 million allocated to the Call for Proposals 2024
- ✓ Application guidelines will highlight that proposals are to address key gaps identified in the 2023 Global Status Report for Road Safety
- ✓ Interested parties can apply by partnering with one of the +20 UNRSF participating organization eligible to submit a proposal
- ✓ UNRSF participating organizations (PUNOS and NUNOs) are encouraged to apply in collaboration with governments
- ✓ View our FAQ on Call for Proposals: [roadsafetyfund.un.org/project-funding-faqs](https://roadsafetyfund.un.org/project-funding-faqs)





Contact: [unrsf\\_secretariat@un.org](mailto:unrsf_secretariat@un.org)

