



RSF

UN ROAD SAFETY FUND

CALL FOR PROPOSALS 2025

UNRSF's Funding Priority

21 July 2025

About UNRSF

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%.

5 Pillars of the Safe Systems Approach

UNRSF projects support the five outcome areas of the **Global Framework Plan of Action for Road Safety**



Where We Work

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

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

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

- Afghanistan
- Bangladesh
- Brunei Darussalam
- Cambodia
- India
- Indonesia
- Iran
- Lao PDR
- Laos
- Malaysia
- Mongolia
- Myanmar
- Nepal
- Pakistan
- Philippines
- Singapore
- Thailand
- Timor-Leste
- Viet Nam

EUROPE AND
CENTRAL ASIA

ARAB
REGION

AFRICA

ASIA AND
THE PACIFIC

LATIN AMERICA &
THE CARIBBEAN

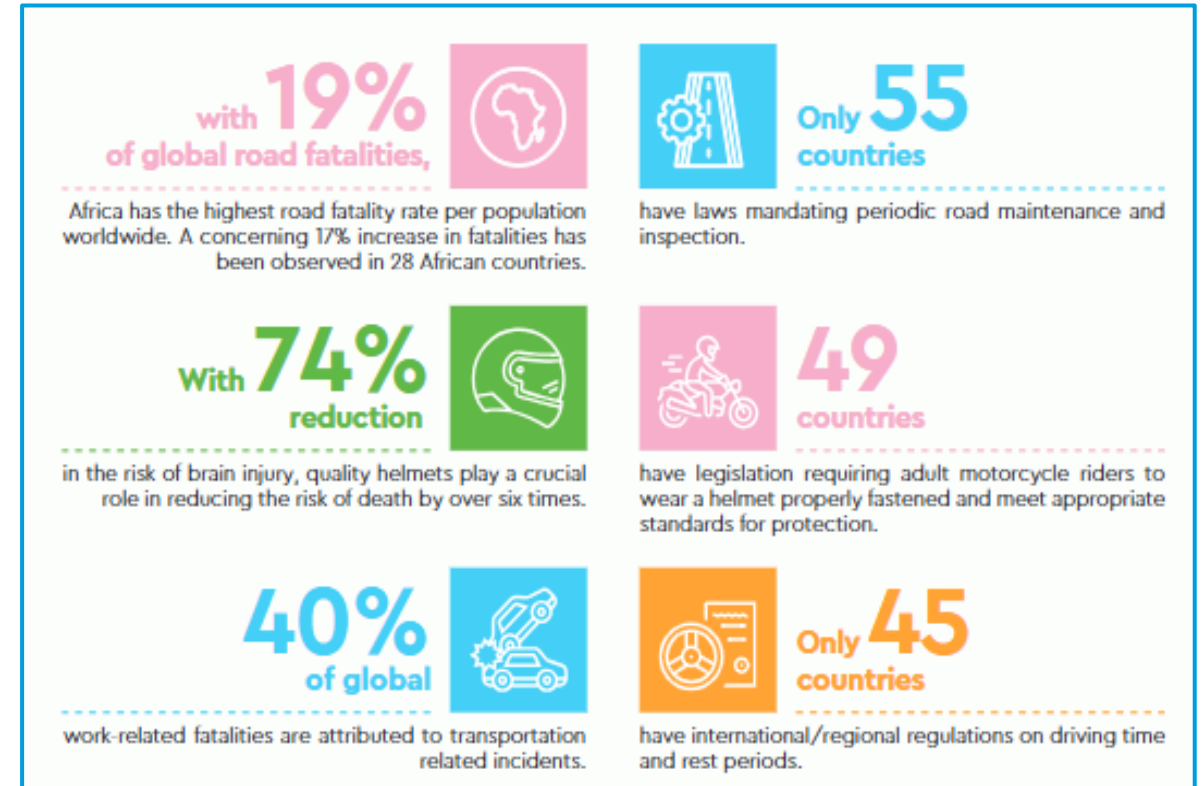
- Angola
- Benin
- Botswana
- Burkina Faso
- Burundi
- Cabo Verde
- Cameroon
- Central African Republic
- Chad
- Comoros
- Congo
- Côte d'Ivoire
- Democratic Republic of Congo
- Eswatini
- Ethiopia
- Equatorial Guinea
- Gabon
- Ghana
- Guinea
- Guinea-Bissau
- Kenya
- Lesotho
- Liberia
- Madagascar
- 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

Impact: Scalable projects that extend their influence beyond borders, creating safer roads and saving lives regionally and globally.

Still a lot to achieve



“Mobility Crisis in Numbers”



Funding Priorities for 2025

In 2025, the UNRSF will prioritise programmes that implement road safety laws and standards aligned with United Nations legal instruments. Proposals should include one or both:

1

MOTORCYCLE SAFETY

Including measures targeting powered two-wheelers (PTWs) and their users

2

ROAD CRASH DATA

Including collection, analysis, and Post-crash investigation to support Evidence-based action



Call for Proposals 2025 Guidelines

- Launched **on 4 July**. Open till **5 October**.
- **2 million allocated** to the Call for Proposals 2025
- 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 organisations** eligible to submit a proposal (via designated focal points)
- 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 **Call for Proposals 2025**
- **WORD LIMITS WILL BE STRICTLY ADHERED TO FOR EACH SECTION OF THE PROPOSAL TEMPLATE.**



Lessons Learnt: Experiences from UNRSF Partners

WHO, leads the development of the Global Status Report on Road Safety, which tracks progress on the UN Decade of Action for Road Safety and SDG 3.6. The report is based on coordinated global data collection and analysis to help countries identify road safety gaps, develop evidence-based policies, and foster research and international collaboration. In 2023, WHO also launched the first Global Technical Advisory Group on the Safety of Powered Two- and Three-Wheeled Vehicles to support the development of laws, regulations, and research aimed at reducing traffic fatalities and advancing sustainable transport systems ([see the presentation here](#)).

UNECE, through its World Forum for Harmonization of Vehicle Regulations (WP.29) and Working Party on Road Traffic Safety (WP.1), develops and applies international UN regulations and technical frameworks—such as helmet standards (UN R22), ABS rules (under UN R78/GTR 3) and cyber-security provisions (UN R155 extended to motorcycles) and provisions on periodic technical inspection—to enhance global motorcycle safety. Through the Working Party on Transport Statistics (WP.5), UNECE alongside with ITF and EUROSTAT publishes the Glossary for Transport Statistics which includes definitions covering road safety. Also, UNECE, supported by the UNRSF, has spearheaded Multi-Disciplinary Collision Investigation (MDCI) pilot project in Bosnia and Herzegovina and Serbia—training almost 100 national stakeholders in MDCI methodologies to uncover root causes of severe road crashes and embed evidence-based practices into road safety legislation and policy ([see the presentation here](#)).

UNDP, through its SDG Innovation Lab and with funding from the UN Road Safety Fund, it collaborated with national authorities in Armenia to establish a real-time crash data analytics platform—integrating police data mapping and geospatial “black-spot” analysis—to guide evidence-based interventions and policymaking aimed at reducing road fatalities ([see the presentation here](#)).

Indicative List of Priority Interventions (1/3)

This list outlines priority interventions for motorcycle safety and data collection based on the UNRSF Global Framework of Action.

Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Safe User	<ul style="list-style-type: none">Put in place special rules applicable to cyclists, moped and motorcycle drivers (including child passengers)Put in place rules on the compulsory use of safety equipment (including helmets)Introduce effective penalties scheme for offending rules of road (including when transporting children)	Enable multiple offence enforcement mechanism (e.g. speed – technical inspection – liability insurance) by interlinking and providing access of enforcement authorities to databases on vehicle technical inspection, vehicle registration, driver permit.		Support developers to bring to market equipment and technologies for vehicles and for infrastructure that would assist drivers and other road users in dangerous situations and in avoiding or mitigating road crashes (incl. automated emergency braking systems, protective clothing for motorcycle riders, including children and other passengers).	
Safe Vehicle	Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second hand vehicles (including braking, electronic stability control, steering, tyres, lighting and lighting devices, child restraints and helmets (UN reg 22), crash protection)	Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections	Carry out targeted campaigns for specific groups of users (e.g. equipment for safe transport of children in vehicles, incl motorcycles, motorcycle helmets)		

Indicative List of Priority Interventions (2/3)

Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Safe Road				Introduce intelligent traffic management system based on sensor data and traffic forecasts with intelligent speed managements, re-routing, etc.	
Effective Post-crash response	Introduce a clear framework for crash investigation and data collection	Produce, analyze and publish data and indicators on crashes and their consequences including number of road traffic fatalities and serious injuries and their number per type of users (drivers, vehicle occupants, children occupants, PTW users, pedestrians); number of road traffic fatalities and serious injuries attributable to or combination of factors including speed, distraction, driving under influence, non-use of safety-belt, of child restraint, of helmet; vehicle defects; infrastructure defect; effectiveness of response. Monitoring and evaluating how emergency services (ambulance, fire, police) respond to crashes. Ensuring timely arrival, appropriate equipment, and trained personnel. Using findings to inform policy, improve road design, enhance vehicle safety, and prevent future crashes. Using data from crash investigations to enforce road safety laws (e.g., penalizing reckless driving, improving road signage).		Support development of technology facilitating such as MDCIs (crash investigation specific geo-information systems, crash simulation software, vehicle crash performance databases, Advanced Life Support (ALS) kits in ambulances, portable diagnostic tools, and hydraulic rescue tools used by firefighters for vehicle extrication.	

Indicative List of Priority Interventions (3/3)

Road Safety Management

Maintain a common road safety database or integrate databases maintained by appropriate designated authorities for specific road safety action. A common database may be maintained by a lead agency, if such was established.

Calculate and share indicators linked to actions of National Action, among them, such indicators include annual number of road side checks and other checks; use of helmets ;(%) among rider and passenger; annual number of citation for offending traffic rules (by infringement: speed, non-use of helmet, non-use of child restraint, non-use of safety belt, excessive use of alcohol/psychoactive substances, use of mobile phone while driving, blocking public spaces, etc.); annual number of issued driving permits; annual number of driver exams; annual number of withdrawn driver permits (by infringement); number of registered vehicles; annual number of periodic technical inspection; annual number of withdrawn registration certificates; proportion of vehicles in circulation meeting required technical standards; proportion of new or imported (used) vehicles meeting required technical

standards; proportion of vehicles in circulation that have successfully passed periodical technical inspections; annual number of licenses issued/withdrawn to/from inspection centers; length of the roads by category; annual change in the length of the road; annual number of road audits and inspections; proportions of road kilometers audited or inspected; length or proportion of roads that passed inspection (meet the required technical standard); annual number of licenses issued/withdrawn to/from audit/inspection bodies; annual changes to budgets of road safety authorities; annual average post-crash response time; proportion of MDCI to all crash investigations; annual number of outreach and awareness raising activities (by topic); number of training activities for vehicle inspectors, road auditors and inspectors, professional emergency services.

Key Resources

[WHO Zambia Case Study](#)

[WHO Toolkit for strengthening data systems](#)

[UNRSF Technical Note on Motorcycle Safety](#)

[Honda Note on Road Crash Data](#)

UNRSF Technical
Edition newsletter on
2025 Funding
Priorities (*publication in
August*)



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