



RSF

UN ROAD SAFETY FUND

SHAPING THE COURSE

Building Road Safety Systems in
Low and Middle-Income Countries

ANNUAL REPORT 2024

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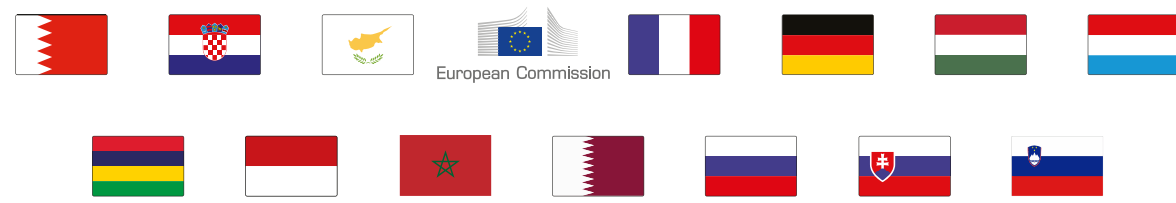
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By Ms. Nneka Henry,
Head of the UN Road Safety Fund Secretariat

The strategy to achieve the SDG 3.6 target to halve road deaths by 2030 relies on the ability of countries to build comprehensive national road safety systems based on an international regulatory framework.

The UN Road Safety Fund is supporting low- and middle-income countries to do that by providing road safety expertise to close gaps on road safety data, enforcement practices, vehicle safety, legislative frameworks, post-crash care, urban street design, among other topics.

In this report, we share highlights of how our collective efforts are saving lives and driving systemic change in road safety. These include Brazil's creation of a national crash data system to inform risk-based infrastructure and enforcement planning; Nepal's integration of road safety into national policy and first responder training along high-risk corridors; Senegal's Ten-Step Plan to

embed safety in infrastructure design and influence development bank investments; and Colombia's use of participatory urban design to improve pedestrian safety around schools and in vulnerable communities.

These milestones, made possible with support from the UN Road Safety Fund, mark important progress on the long journey to improve road safety. With the generous backing of our donors and the expert work of our implementing partners, featured above, these achievements have come to life. We sincerely thank them for the value and commitment placed on protecting road users, especially in countries where road deaths and injuries remain a serious challenge.



JOINT FOREWORD



By H.E. Mr. Abdessamad Kayouh,
*Chair of the UNRSF Advisory Board, Minister
of Transport and Logistics of Morocco*



Mr. Jean Todt,
*United Nations Secretary-General's
Special Envoy for Road Safety*

Each year, more than one million people are killed on the world's roads. Each of these lives lost represents a tragedy. A preventable one. Tens of millions more suffer life-altering injuries, with families and communities left to bear the lifelong consequences.

The vast majority of these tragedies unfold in low- and middle-income countries, places where people are least protected and least supported when adversity strikes. This is a crisis and an injustice, a failure of collective will, insufficient political courage, financial investment, and prioritisation.

Despite clear and growing evidence that road safety interventions save lives and deliver powerful socio-economic returns, the resources allocated to road safety are woefully inadequate. In Tanzania, for example, pilot projects improving trauma care along major highways are underway—yet the country still lacks the national systems and financing to scale these efforts. In Africa, most motorcyclists wear substandard helmets, even as Rwanda's first helmet testing lab is established as a planned intervention linked to UNRSF support. These are life-saving measures, but they remain too few and too fragile.

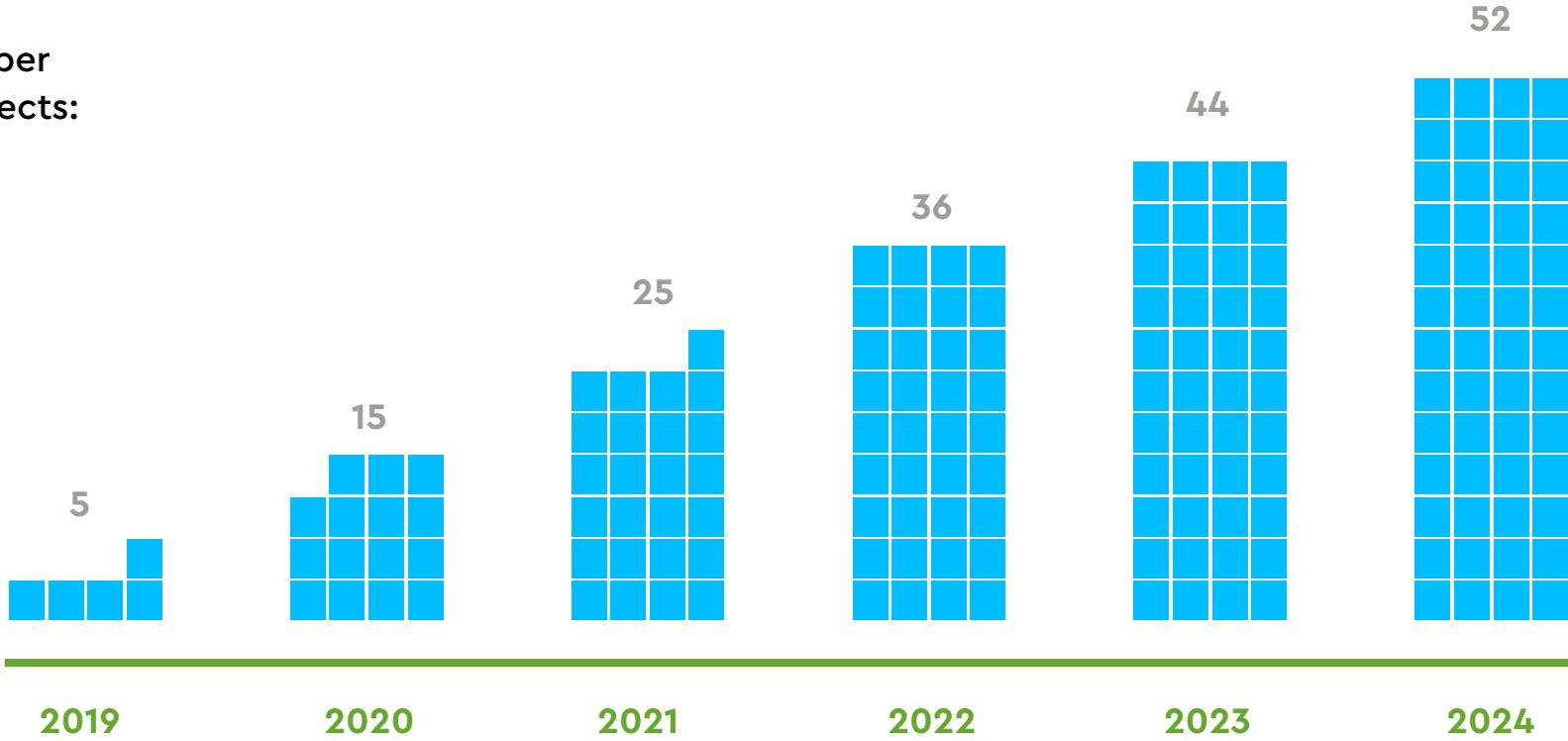
Yet, even in the face of uncertainty, 2024 has proven what determined leadership can achieve. The Office of the UN

Secretary-General's Special Envoy for Road Safety has expanded its reach, influence, and impact—amplifying the call for urgent action, creating unlikely alliances, and delivering tangible change.

Against the backdrop of fragmented global cooperation and underfunded national systems, the Special Envoy's office helped countries move from inertia to action. This year's report showcases how governments—especially those in high-risk regions—have passed life-saving laws, strengthened road safety governance, and expanded their commitment to the UN's legal instruments on transport safety. These are brave and vital tools for saving lives. But they are not enough—not without sustained support and meaningful investment from governments and industry alike.

We present this report not as a celebration, but as a call to action. It is time to match the scale of the crisis with the scale of our response.

Cumulative Number
of Approved Projects:



UNRSF
Partnership:

**94**
Countries

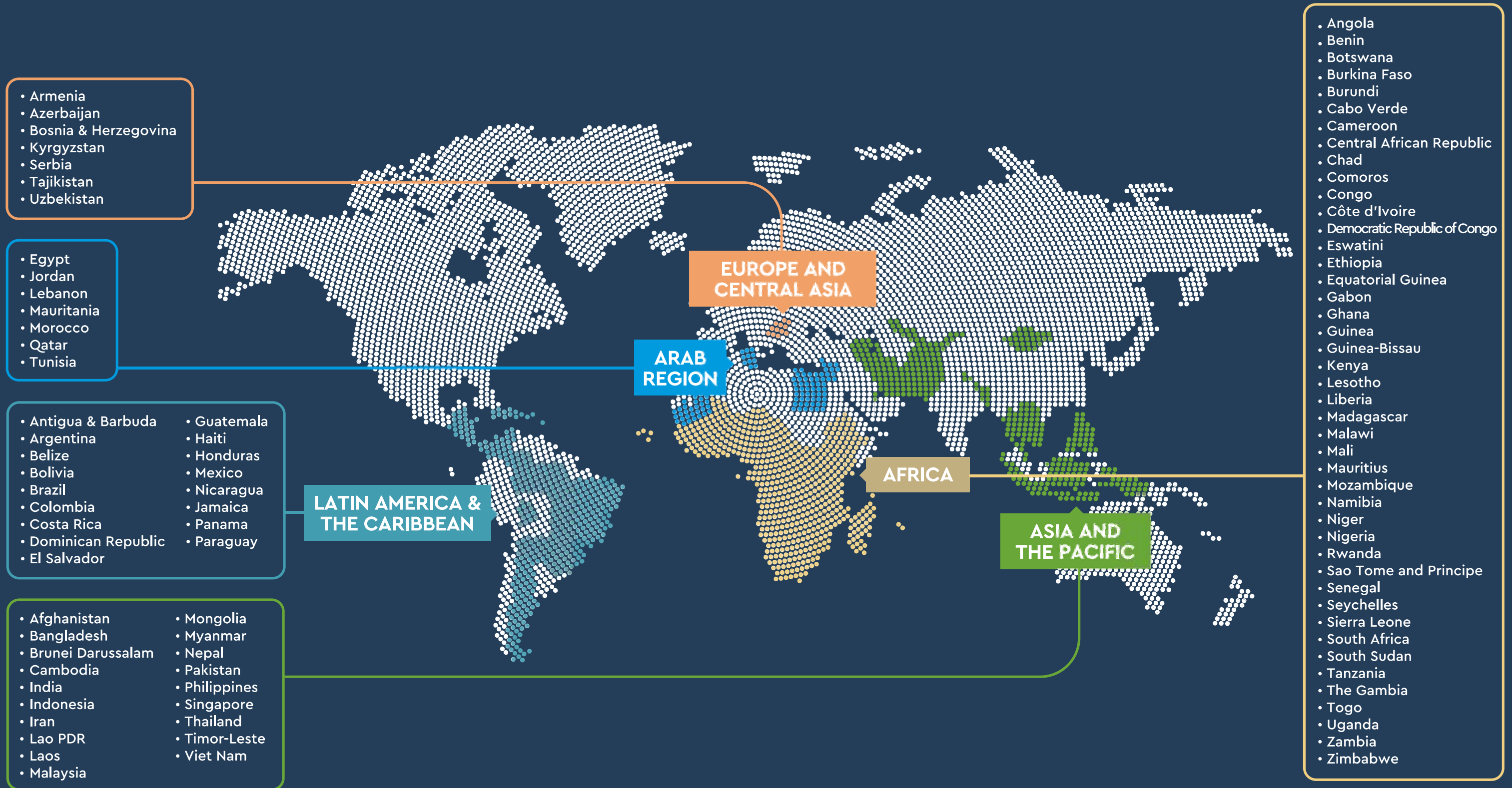
**16**
Government
donors

**18**
UN
partners

**2**
Civil society
partners

**16**
Private
sector donors

WHERE WE WORK



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

1.

Implementing Measures to Mitigate High-Risk Factors

THE CHALLENGE:

Motorcycle-related deaths, speeding, and lack of child safety measures are major contributors to the global road safety challenges, particularly in low- and middle-income countries.

Powered two- and three-wheeler riders account for 21% of global road traffic deaths, with fatalities doubling in Africa over the last decade and rising by 67% in the Americas. Speeding remains a top risk, with only 57 countries meeting WHO's best practices for speed limit laws. For children, the lack of proper safety measures is alarming; although child restraint systems (CRS) can reduce fatality rates by 60%, only 36 countries meet WHO's best practices for CRS laws.^{1,2}

HOW UNRSF SUPPORTS CHANGE:

UNRSF helps countries address these high-risk factors by supporting targeted, evidence-based interventions that improve road user behaviour, strengthen laws, and build institutional capacity.

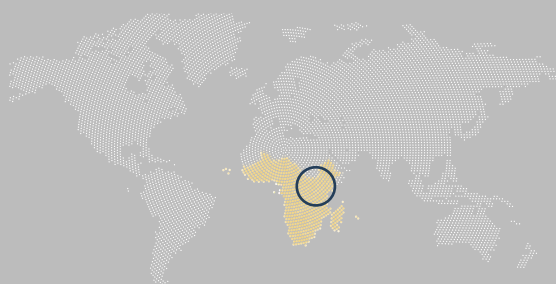
Working with national and local authorities, the Fund enables legal reform, training for police and emergency responders, public awareness campaigns, and the collection and use of crash data to inform policy.

1 Global status report on road safety 2023. Geneva: World Health Organization; 2023.
2 Status report on road safety in the WHO African Region, 2023. Brazzaville: WHO African Region, 2024.



GOVERNMENT PROGRESS:

With support from UNRSF and its partners, countries are translating evidence into action, strengthening laws, improving enforcement, and promoting safer behaviours. The following examples highlight how governments are tailoring solutions to their local needs while aligning with global road safety standards.



Enforcing Quality Helmet Use



THE ISSUE:

Despite high helmet use rates, the quality of most helmets in Rwanda was found to be substandard, offering minimal protection to riders in the event of a crash.

Research revealed that while 99.3% of moto-taxi drivers wear helmets, over 70% of them are unaware of helmet safety standards, underlining the importance of these sensitisation efforts.

UNRSF ACTION:

The UN Road Safety Fund's "Tuwurinde" project, implemented by UNECE and UNECA, helped develop the RS 576 national helmet standard, which follows UN Regulation 22.05. It also contributed to the establishment of Africa's first helmet testing laboratory and improved enforcement frameworks.

Technical staff from the Rwanda Standards Board (RSB), the Rwanda Inspectorate, the Competition and Consumer Protection Authority (RICA), the University of Rwanda, and the Rwanda National Police were trained in helmet quality control.

Close to 800 people, including journalists, importers, and riders, were sensitized about helmet safety through campaigns and national workshops.



GOVERNMENT PROGRESS:

- The Government of Rwanda legislated the Rwanda Helmet Standard RS 576, based on UN Regulation 22.05, and set up a certification process. With complementary financing from FIA Foundation, the Rwanda Standards Board established Africa's first helmet testing lab, now operational and equipped to verify compliance with RS 576. The Rwanda Inspectorate Competition and Consumer Protection Authority has developed technical regulations for importing helmets, and importers are now sending helmet samples for testing.

NEXT STEPS:

- Even in a context of high helmet usage, the Tuwurinde project has revealed that helmet quality remains a critical gap. The new testing lab found that only one out of eleven helmet models met national standards. This highlights the need for regulatory oversight to go beyond usage mandates and ensure actual protective performance.
- Pending government budget approval, further training will be conducted for market surveillance teams. The government will enforce the helmet ban, expand the distribution of certified helmets, and monitor compliance through import control systems.
- Additionally, the government plans to ban non-compliant helmets and is working to implement stricter import regulations, demonstrating its commitment to improving road safety in the country.



Advancing a Safe Systems Approach to Reduce Road Traffic Fatalities

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THE ISSUE:

Jamaica is confronting ongoing challenges related to road traffic injuries and fatalities.

These issues are worsened by unsafe driving behaviours, including speeding and driving under the influence of alcohol. Additionally, there are significant gaps in the collection of crash data and the effectiveness of emergency response services.

The lack of a cohesive national plan, insufficient enforcement tools, and underfunded post-crash care services hinder the country's efforts to achieve its Vision Zero goal of reducing road deaths by 50% by the year 2030.

UNRSF ACTION:

The UN Road Safety Fund's "A Safe Systems Approach for Safer Roads" project applies the Safe Systems approach to improve road safety in Jamaica through three key pillars: strengthening crash data systems, enhancing enforcement and prevention strategies, and improving post-crash care. These efforts support the development of a national road safety plan, equip law enforcement agencies with better tools, and introduce WHO's Basic Emergency Care (BEC) training for healthcare providers.

In 2024, significant progress was made, including the training of 211 traffic police officers in the digitised collection of crash data using the iMAAP system, although full implementation is still pending. Additionally, the project also procured 100 extra breathalysers to bolster alcohol enforcement at checkpoints in Jamaica.

On the post-crash care front, the completion of the Emergency and Critical Care Systems Assessment (ECCSA) provided a detailed roadmap for improving services. Preparations for launching the WHO BEC Hybrid Course are also underway.

These combined efforts have contributed to a 14.12% reduction in road fatalities and a 17.97% decrease in collisions compared to 2023.



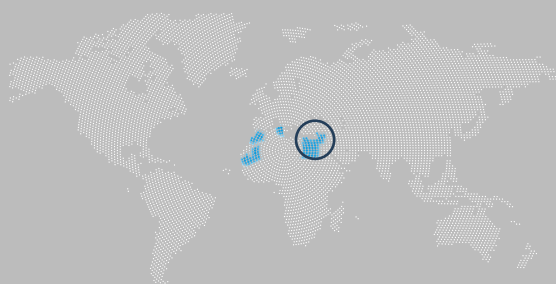
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GOVERNMENT PROGRESS:

- The Government of Jamaica, through the National Road Safety Council (NRSC), is actively leading efforts to enhance road safety. They hold monthly meetings to coordinate and implement strategies effectively. Recent amendments to the Road Safety Act in 2023 have strengthened enforcement measures. Various agencies have been involved in training, updating data systems, and raising public awareness. Additionally, the government has supported the rollout of ECCSA and aligned national efforts with the Safe Systems approach.

NEXT STEPS:

- In 2025, the project will focus on creating a national road safety plan and an emergency care implementation plan in early to mid-2025. Equipment handovers will support enforcement agencies and roll out a third version of the Jamaica Injury Surveillance System to improve injury data accuracy. From May to December 2025, observational studies will monitor speeding and drink-driving trends to guide interventions. Additionally, capacity-building sessions on the Safe Systems approach for key stakeholders and continue public education campaigns to promote safe road behaviours.



Increasing Restraint Use to Reduce Road Deaths and Injuries

UNRSF ACTION:

The UN Road Safety Fund's "Reducing road deaths and injuries in Jordan" project focused on increasing seat belt and child restraint usage through a dual approach: strengthening enforcement and raising public awareness. Activities included nationwide awareness campaigns, legal reform advocacy, and hands-on training for 20 law enforcement officers.

A Training of Trainers (ToT) programme was launched with the Public Security Directorate to enhance enforcement capacity and community engagement.

By 2024, early results showed significant progress: seat belt use among drivers rose to 84%, and among front-seat passengers to 63%. However, child restraint use remained low at 11%, pointing to the need for continued efforts in public education and family-focused interventions.



© Jordan Traffic Department Facebook

GOVERNMENT PROGRESS:

- In a major step forward, Jordan's Parliament approved an amendment to the national Traffic Law in 2024 requiring all children under the age of four to be secured in car seats while travelling in vehicles. This legal reform, widely welcomed by road safety advocates and parents, signals a strong commitment to protecting young passengers and addressing one of the country's most pressing high-risk factors. Authorities have committed to ensuring effective enforcement through roadside inspections and awareness drives.

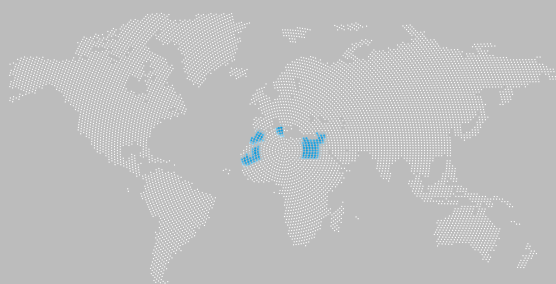
NEXT STEPS:

- In 2025, the project will conclude with the delivery of a final impact assessment and outcome report. A closing workshop will bring together national partners to review lessons learned and explore strategies for sustaining progress, particularly around child restraint use, which remains a critical area for improvement. The government has expressed its commitment to continue strengthening road safety measures, including further legal updates, public awareness campaigns, and integration of enforcement into regular police operations.



THE ISSUE:

In Jordan, low safety belt and child restraint usage, particularly among rear-seat passengers and children, has been a persistent challenge, contributing significantly to preventable road traffic injuries and fatalities. Despite having traffic laws in place, weak enforcement and low public awareness limited the impact of these regulations.



Strengthening Data Systems for Evidence-Based Road Safety Interventions

UNRSF ACTION:

The UN Road Safety Fund's "Strengthening evidence-based interventions for road safety" project aims to strengthen road safety data systems in Lebanon, Qatar, and Tunisia by identifying gaps in crash data collection and designing a harmonised police crash reporting system. This work involved developing of a mobile app called "AIRSO Mahdar", providing guidelines for its use, and offering tools for analysing data. The project supports the regional goals of the Arab Integrated Road Safety Observatory (AIRSO) and aims to enable effective, evidence-based road safety policies across the Arab region.

In 2024, the project achieved a major milestone with the launch of the AIRSO Mahdar mobile application. This app allows users to record crashes in real-time or offline, track location with GPS, supports multiple languages, lets users upload images, and generates reports automatically. The development included close collaboration with national coordinators and stakeholders, highlighted by a key technical meeting in February 2024. The application was tailored from the World Bank's DRIVER (Data for Road Incident Visualisation, Evaluation, and Reporting) data system to meet regional needs. This innovation is expected to greatly enhance the quality and usability of crash data for planning and enforcement.



GOVERNMENT PROGRESS:

- National stakeholders from Lebanon, Qatar, and Tunisia worked together to design and improve the AIRSO Mahdar tool. They reviewed its technical features, ensured it met local laws and practices, and prepared for testing and deployment. The tool will be officially endorsed and adopted through a regional legal agreement, which is an important step toward harmonising data across the region.

NEXT STEPS:

- A consultative meeting in early 2025 will gather national coordinators to finalise feedback on AIRSO Mahdar. This will be followed by a regional workshop in mid- 2025, with representatives from 11 Arab countries to finalise the strategy for the tool's regional deployment. After that, a capacity-building workshop for police trainers will be held before starting a three-month pilot testing phase in summer 2025. A second workshop will focus on data processing. Outcomes and regional adoption will be presented at Transport relevant sessions for wider use.



THE ISSUE:

Road crash data in many Arab region member states is often incomplete, inconsistent, and fragmented.

This makes it hard for governments to create effective road safety strategies. Different countries use various methods to report crashes, often relying on paper forms and lacking standard formats. This variety hinders comparisons between countries and makes it difficult for decision-makers, especially when focusing on high-risk road users.



Creating Safe School Zones to Protect Children on the Road

UNRSF ACTION:

The UN Road Safety Fund's "Safe School Zones in Viet Nam" project is supporting efforts to establish a national policy on safe school zones, inspired by proven international models from countries such as Australia and the United States. The approach includes safety data collection, development of policy recommendations, training provincial transport officials, piloting infrastructure upgrades, and leading community awareness campaigns.

Stakeholder consultations have already led to the drafting of preliminary policy guidelines and recommendations for school zone standardisation. These discussions have fostered political buy-in and laid the groundwork for broader technical and public engagement to advance in 2025 and beyond.

NEXT STEPS:

- In 2025, the project will formally launch with a national rollout of capacity-building initiatives, beginning with targeted training for officials from all 63 provincial Departments of Transport. These sessions will introduce the Safe School Zone guide and the use of the iRAP Star Rating for Schools (SR4S) app. Accompanying training materials and assessment tools will be developed to measure learning outcomes. A series of workshops and stakeholder forums will follow, reinforcing knowledge, tracking progress, and supporting the implementation of standardised, safer school zones across the country.



THE ISSUE:

In Viet Nam, children face some of the highest risks as pedestrians in and around school areas due to inadequate infrastructure, inconsistent speed regulation, and the lack of a national definition or standard for school zones.

Despite growing motorisation and urban traffic congestion, school environments often lack appropriate safety measures, leaving students particularly vulnerable to crashes during peak travel hours.



LESSONS LEARNED:

- ✓ **Legal reforms and community engagement go hand in hand.** In Jordan, combining legal amendments for child restraints with public awareness helped build support for long-term behavioural change.
- ✓ **Helmet use increases when enforcement and standards are addressed together.** Rwanda's progress shows that engagement with traffic police, community leaders, and parliamentarians creates lasting cultural shifts.
- ✓ **Southeast Asia's focus on motorcycle safety and Jordan's prioritization of child passenger protection** reflect tailored responses to local risk patterns.



LOOKING AHEAD:

The new generation of UNRSF projects, submitted in 2024 and to be launched in 2025, will address persistent helmet safety gaps, including low enforcement, counterfeit helmet availability, and limited compliance with UN R22 standards. Additional countries, including in Argentina, Belize, Colombia, Mexico, Paraguay, Iran, Pakistan, Tunisia, Oman³, will be supported to align laws with international regulations, mandate certified helmets with new motorcycles, and establish national testing and certification facilities.

³ A collaborating, self-funded project.



PARTNERS TESTIMONIALS:



H.E. Mr. Peng Ponea,
Minister of Public Works and Transport of Cambodia.

"We are committed by 2027 that Cambodia will establish safe school zones to protect our children and the young ones from road accidents, guided by comprehensive safe school zone guidelines. With the support of the UN Road Safety Fund, we can take our road safety system to another level, one that helps us protect lives and move closer to becoming a middle-income country by 2030 and a high-income country by 2050."





PARTNERS TESTIMONIALS:



Gen. Florence Guillaume,
Interministerial Delegate for Road Safety, France.

"Our mission is to save lives—it's in the name of our delegation: 'Live Together.' What we do for saving lives in France, we must also do in other countries. That's why we support the UN Road Safety Fund: it delivers practical, locally driven solutions to protect the most vulnerable, especially young people, who are the future of every nation."





PARTNERS TESTIMONIALS:



Dr. Nicole Dawkins-Wright,
*Director, Emergency, Disaster Management & Special Services,
Ministry of Health and Wellness, Jamaica*

"Road Traffic Injuries are a major burden in our country. The United Nations Road Safety Fund has allowed us opportunities for greater support in areas that require priority. Emergency Medical Care is now getting more attention."





PARTNERS TESTIMONIALS:



Mr. Jordi Lombarte,
Chief Technology Officer, Autoliv.

"At Autoliv, we lead with innovation to save more lives—not just inside vehicles, but across entire road systems. By supporting the UN Road Safety Fund, we help scale life-saving technologies and practices to countries where they're most needed. With the right support, proven solutions can reach everyone—and that's how we make road safety sustainable and inclusive."



2. Accelerating the Sustainable Transport Transition

THE CHALLENGE:

In many countries, walking, cycling, and public transport remain underfunded and overlooked.

Fewer than 50 countries have supportive policies, and 79 lack basic vehicle safety regulations. Only 0.2% of roads worldwide have dedicated bike lanes, highlighting the urgent need for safer, more sustainable transport systems.⁴

HOW UNRSF SUPPORTS CHANGE:

UNRSF partners are implementing infrastructure projects that prioritise walking, cycling, and public transport.

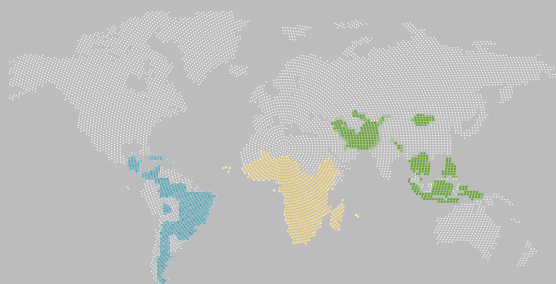
These efforts include building safer paths for active mobility and advocating for policies promoting sustainable transport systems, including in the context of the United Nations Decade of Sustainable Transport 2026 – 2035.

⁴ Global status report on road safety 2023. Geneva: World Health Organization; 2023.



GOVERNMENT PROGRESS:

Through collaborative initiatives with governments and UN agencies, over 50 countries have accelerated the transition to sustainable mobility, delivering tangible improvements that prioritise safety and accessibility:



Advancing Safer and Cleaner Used Vehicle Standards



THE ISSUE:

Many low- and middle-income countries import used vehicles without adequate safety or emissions checks.

These vehicles often lack modern safety features and pollute more, leading to more traffic crashes and environmental harm. Weak regulations hinder efforts to control this flow and safeguard road users and public health.

UNRSF ACTION:

The UN Road Safety Fund's "Safer and Cleaner Used Vehicles" project, implemented by UNEP, UNECE and ECLAC, supports countries in creating and enforcing minimum standards for used vehicle imports. In 2024, officials in Cambodia, Central Africa, and Southern Africa received training on inspections and emissions. In Cambodia, plans were developed to adopt Euro 6/VI emission standards, which limit vehicle emissions, helping improve air quality and reduce the risk of health problems. Two UNEP technical reports on used heavy-duty and light-duty vehicles were published to guide national policymaking, while policy visuals and public communication tools improved stakeholder engagement.

In Latin America, consultations helped align policies across countries like Paraguay and the Central American Integration System (SICA) Member States.

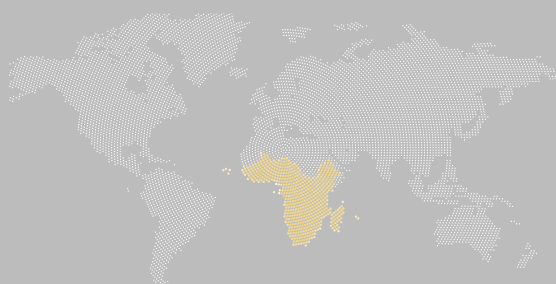


GOVERNMENT PROGRESS:

- In recent developments regarding environmental standards, Cambodia's Ministry of Environment has formally committed to implementing Euro 6/VI emission standards by 2030, as part of its national Clean Air Plan. In Central Africa, six countries: Cameroon, Central African Republic, Chad, Gabon, Congo, and Equatorial Guinea, collaboratively established a regional roadmap for harmonised used vehicle import standards, representing a significant milestone in cross-border cooperation. Meanwhile, in Southern Africa, governments are working through the SADC Secretariat and regional standardisation bodies to advance sub-regional alignment on both vehicle safety and fuel quality standards. Additionally, Paraguay has completed four foundational documents with national authorities, which include a vehicle fleet assessment, a regulatory gap analysis, and a draft roadmap for Euro 6/VI emissions standards.

NEXT STEPS:

- In 2025, the project will continue to support the harmonisation and implementation of used vehicle and fuel quality standards. A second Southern Africa sub-regional workshop is planned for mid-2025 to promote the adoption of shared import standards. In Central Africa, countries will begin implementing the roadmap developed during their regional workshop. In Cambodia, support will focus on tracking progress toward Euro 6/VI emissions standards. In Latin America, efforts will continue with the SICA Member States and Paraguay to complete regulatory frameworks and build a regional data repository. The project will also increase engagement with exporting countries to strengthen oversight and ensure compliance with safety and emissions standards before shipment.



Reclaiming Streets for Pedestrians and Cyclists



THE ISSUE:

Cities in Africa are growing quickly, but many still lack safe infrastructure for people walking or cycling.

Road designs often prioritise motorised vehicles, leaving vulnerable road users, especially women, children, and people with disabilities, at high risk. At the same time, national and local policies and city planning frameworks often lack strong provisions for walking and cycling, limiting opportunities to align road safety with climate, equity, and public health goals.

UNRSF ACTION:

The UN Road Safety Fund's "Reclaiming Streets for Pedestrians and Cyclists" project applied a regional and community-based approach in six countries – Ethiopia, Guinea, Kenya, Mozambique, Nigeria, and Rwanda – which included practical pilot initiatives, trained local officials, and provided tools and resources tailored to the African context.

Specifically, more than 900 people, including city planners, engineers, police, and civil society leaders, received training in safer street design, child-friendly routes, and gender inclusive planning. The project introduced low-cost, temporary street improvements known as "tactical urbanism," and facilitated knowledge exchanges at regional events like the Walk21 Conference and the UN-Habitat General Assembly.



GOVERNMENT PROGRESS:

- All six countries made policy progress towards safer walking and cycling. Ethiopia updated its national non-motorised transport strategy. Kenya revised its urban mobility policy with project support. Rwanda and Guinea took important steps to introduce safer school zones and street upgrades in city plans. Nigeria joined the project through a merger with the Safer Streets initiative and took part in regional knowledge exchanges. Across the board, governments helped review technical outputs and supported coordination between agencies.

NEXT STEPS:

- The project created a strong base for future progress. The next phase will focus on expanding successful pilot interventions, such as safe school zones and inclusive street design. Countries are encouraged to formalise and adopt new planning manuals based on project tools, which are already being used to shape development strategies. Partnerships with UN-Habitat and regional organisations will help secure funding and scale these solutions.



Harmonising Road Design Standards for Safer and More Inclusive Infrastructure

UNRSF ACTION:

The UN Road Safety Fund's "Safe and Inclusive Road Design in Central Asia" regional project promotes the harmonisation and modernisation of road design standards in Central Asia. In 2024, the project held in-country consultations and a regional stakeholder workshop in Tashkent. It is now developing practical, country-specific road design guides and will launch online training modules in early 2025. The training will include tools like iRAP Star Ratings, which measure road safety, and guidance on gender-sensitive and environmentally friendly road planning.

GOVERNMENT PROGRESS:

- Governments in all three countries have actively engaged in technical meetings, consultations, and stakeholder workshops. Ministries of Transport, Traffic Police, and road design institutions have collaborated on reviewing current standards and contributing to the draft regional guidance. While formal adoption of the new standards is still pending, national ministries have helped shape the draft manuals and are preparing for pilot implementation.

NEXT STEPS:

- In 2025, final road design guides will be released in Russian for use by local engineers. Online training will begin in early 2025, and a final validation workshop will be held in June in Tashkent. Governments will begin testing the new standards in real-world projects and identify high-risk locations for redesign using digital tools.



THE ISSUE:

Kyrgyzstan, Tajikistan, and Uzbekistan continue to rely on outdated Road design standards.

These do not adequately address the needs of vulnerable road users or reflect modern safety practices. These legacy standards result in inconsistent infrastructure across borders and limited consideration for pedestrians, cyclists, older people, women, children or persons with disabilities.



People-Led Street Transformations

UNRSF ACTION:

The UN Road Safety Fund's "We All Build Road Safety" project partners introduced participative urban interventions: a low-cost, high-impact way to redesign streets with community input. Over 20 sites were identified in partnership with local residents. Changes included narrower roads to reduce speeding, better crossings, wider sidewalks, and safer waiting areas.

The project also produced over 1,700 pages of technical guidance. Supported 12 municipalities with participatory planning. And, helped towns like Pilatito, Turbo, Arauquita, and Tame implement street redesigns for the first time.

GOVERNMENT PROGRESS:

- Colombia's National Road Safety Agency expanded urban road safety infrastructure improvements by 68%, growing from 7.5 km to 12.7 km. Co-funding from local governments helped scale up improvements like sidewalk extensions, signage, murals, and rest areas.

- These urban infrastructure improvements include preparing technical documents to guide participatory methods, developing a model to select at least 20 locations across the country, and holding workshops with local communities and governments to design the planned upgrades. The improvements will be implemented through a bidding process and later evaluated to measure their impact on road safety.

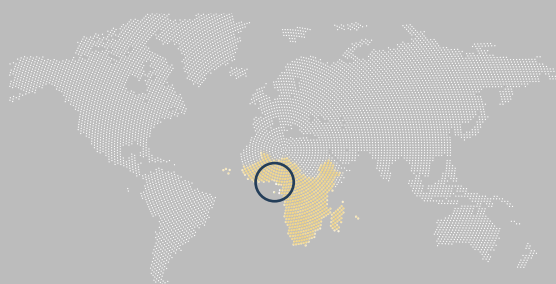
NEXT STEPS:

- In 2025, Colombia will publish a lessons-learned report and monitor impacts to guide future planning and scale the program nationwide.



THE ISSUE:

In Colombia, pedestrians, particularly children, are at a great risk of crashes near schools and in low-income neighbourhoods. Streets frequently lack essential safety features such as crosswalks or sidewalks.



Making Cycling Safer Through Policy and Infrastructure

UNRSF ACTION:

The UN Road Safety Fund's "Safer Streets for Road Users" project supported the development of Nigeria's first National Cycling Policy and piloted the country's first protected bike lanes. Over 280 people, including government staff, civil society, and police, were trained on safer street design and community outreach. Nigeria also hosted the 9th Africa Sustainable Urban Mobility Course, which brought together more than 100 experts from across the African continent.

GOVERNMENT PROGRESS:

- The Ministry of Environment drafted a national strategy recognising the health and climate benefits of cycling. In the capital, Abuja, the government built the country's first 2-kilometre bike lane. Authorities also conducted a feasibility study for the Ahmadu Bello/Abdulsalam Abubakar corridor, showing increased political support and collaboration for cycling and pedestrian safety.

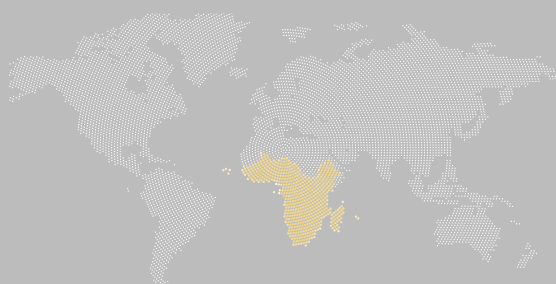
NEXT STEPS:

- The municipal cycling policy will move toward formal adoption, and other cities are expected to replicate the Abuja model. Tools developed during the project will guide further infrastructure development, including bike lanes, school safety zones, and car-free street events.



THE ISSUE:

Urban cyclists in Nigeria face unsafe roads, societal stigma, and inadequate bike lanes and other protective road infrastructure. This discourages cycling, despite its benefits as a healthy and low-emission mode of transportation.



Making Road Design Standards Safer and More Inclusive

UNRSF ACTION:

The UN Road Safety Fund's "Safe and Inclusive Road Design" project aims to update road design standards in three countries to match international best practices and create roads that are safe for everyone. It supports policy changes from start to finish, including evaluating current rules, engaging with stakeholders, and drafting new standards for approval. This approach focuses on meeting the needs of people in infrastructure planning.

Following a high-level launch during the IRF World Congress in October 2024, coordination meetings started in December 2024, which included forming a steering committee, mapping stakeholders, and aligning with upcoming global policy goals. The project also began designing a capacity-building programme that includes courses in Road Safety Engineering and Road Safety Audits, focusing on how to apply revised standards at the national level.

NEXT STEPS:

- In 2025, a cross-country stakeholder workshop will be held to review progress and align expectations. This will be followed by national stakeholder meetings, technical reviews, and the drafting of revised standards in each country. After regional consultations, final revisions will be completed, and a training programme will be implemented.
- The process will culminate in a Final Regional Workshop, where outcomes will be reviewed, and a roadmap for maintaining and updating the new standards will be presented with a view to adoption within the three countries.



THE ISSUE:

In Morocco, Mauritania, and Senegal, outdated road design standards do not adequately protect vulnerable road users, including pedestrians, cyclists, women, children, people with disabilities, and the elderly.

This oversight contributes to preventable crashes, injuries, and fatalities. Road infrastructure often prioritises motorised transport, sacrificing safety and accessibility for all users.



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LESSONS LEARNED:

- ✓ **Integrated approaches like Kenya's mobility plan** show that linking safety, sustainability, and urban development leads to better results.
- ✓ **Data-backed policies, as used in the vehicle standards project**, are key to setting strong regulations that protect people and the planet.
- ✓ **Scalable models**, like Kenya's and the used vehicle standards initiative, can be adapted in other regions, helping more countries make progress faster.
- ✓ **The project of Safer and Cleaner Used Vehicles** shows that gradual improvements, starting with basic standards and moving toward stricter ones, work best in places with different levels of readiness.
- ✓ **Tailoring global guidance to local realities**, such as the Harmonising Road Design Standards in Central Asia project, and creating manuals in local languages, is essential for successful adoption.
- ✓ **The Reclaiming Streets for Pedestrians and Cyclists and the We All Build Road Safety in Colombia** demonstrate that embedding road safety into broader goals like climate resilience and inclusion helps win political and public support.
- ✓ **Public campaigns, youth engagement, and media involvement** help shift cultural attitudes around cycling and walking. As seen in the cases of Colombia and Reclaiming Streets.



LOOKING AHEAD:

The new generation of UNRSF projects will support speed management legislation and infrastructure improvements for pedestrians and cyclists in countries such as Brazil, Ethiopia, Ghana, Iran, Jordan, Kenya, Liberia, Malawi, Mozambique, Oman⁵, Pakistan, Sénégal, Sierra Leone, South Africa, Tunisia, Zambia, Zimbabwe. This includes reviewing outdated legal frameworks, expanding iRAP Star Ratings, and improving enforcement through more accurate speed measurement systems.

⁵ A collaborating, self-funded project.



PARTNERS TESTIMONIALS:



Hon. Osman Mahomed,
Minister of Land Transport, Mauritius.

"For Mauritius, road safety is not just a transportation issue, it is an economic, social, environmental, and life protection priority. Contributing to the UN Road Safety Fund is a powerful way to save lives, reduce public health burdens, and support sustainable development. With the Fund's support, we can strengthen institutions, improve infrastructure, and build safer, greener roads that benefit every member of society."



Mr. Moises Ndiritu Kuiyaki,
*Transport Director, Nairobi City
County Government (NCCG).*

"Safety improvements were needed for all road users in Kenya because of the rising fatalities, sometimes 3-5% every year. In Nairobi, 60-70% of these fatalities involve pedestrians. The [UN Road Safety Fund's] Reclaiming Street project is helping us tackle this challenge."



3.

Enhancing Regulatory Frameworks and Enforcement

THE CHALLENGE:

Low compliance with road safety laws remains a major obstacle to achieving global road safety targets.

According to the 2023 World Health Organization Global Status Report on Road Safety, only seven countries⁶ have legislation aligned with international best practices on all five key risk factors: speed, drink-driving, helmet use, seatbelt use, and child restraints. Additionally, while 128 countries have ratified at least one of the seven core United Nations road safety-related legal instruments, only 16 comply with all seven. This inconsistency underscores the urgent need for legislative alignment and stronger enforcement mechanisms.

HOW UNRSF SUPPORTS CHANGE:

The UNRSF brings together technical and legislative expertise from the United Nations Economic Commission for Europe (UNECE) Working Party on Road Traffic Safety (WP.1) and the Working Party on Vehicle Regulations (WP.29),

along with guidance from the World Health Organization. By coordinating this knowledge, the Fund helps governments draft and implement evidence-based road safety regulations that reflect global standards.

⁶ France, Hungary, Italy, Greece, Luxembourg, Portugal and Sweden



GOVERNMENT PROGRESS:

Today, with UN Road Safety Fund support, there are 94 countries which are actively taking new steps to adopt road safety regulations and standards aligned with international best practice proven to enhance safety:



Strengthening In-Depth Crash Analysis for Policy Reform

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THE ISSUE:

With rising traffic volumes following the COVID-19 pandemic, Bosnia and Herzegovina and Serbia have reported significantly higher road death rates than the European Union average.

In 2021, Serbia recorded 75.82 deaths per million people, and Bosnia and Herzegovina 67, compared to the EU average of 44.6. Both countries lacked formal systems to investigate crashes in depth and apply findings to policy reform.

UNRSF ACTION:

The UN Road Safety Fund's "Better Road Safety System Based on In-depth Analysis" project supports the development of a national methodology for Multi-Disciplinary Collision Investigation (MDCI). Authorities, police forces, and transport experts received training on collecting and analysing crash data using best practices from the European Union. Workshops also built institutional understanding of MDCI's legal and operational components.



©UNECE



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GOVERNMENT PROGRESS:

- Both governments engaged national stakeholders, including the Prosecutor's Office and the Commissioners for Public Information and Personal Data Protection, to ensure that the Ministry of the Interior could share crash data responsibly. These steps established a foundation for evidence-based crash prevention.

NEXT STEPS:

- In 2025, planned MDCI pilot rounds in both countries will test and refine the methodology. A final workshop will then consolidate results to facilitate the integration of MDCI into national road safety legislation, shaping future road design and maintenance practices.

BRAZIL



Regulating a National Crash Data System for Safer Highways

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THE ISSUE:

Brazil's federal highway system lacked a unified crash data platform, making it difficult to identify high-risk areas, coordinate enforcement, and prioritise infrastructure investments. Data was fragmented across multiple agencies, limiting national oversight.

UNRSF ACTION:

The UN Road Safety Fund's "Improving Prevention by Having a Better Road Data System and Crash Investigation" project enhanced the abilities of institutions in Brazil by sharing knowledge and creating a common approach for road data collection. The team reviewed existing documents and methods used by different agencies. They developed a model for analysing road data, focusing on critical sections and risk factors.

The project produced a document on crash data collection, a manual for identifying important rural road sections, and acquired tools for future data collection.



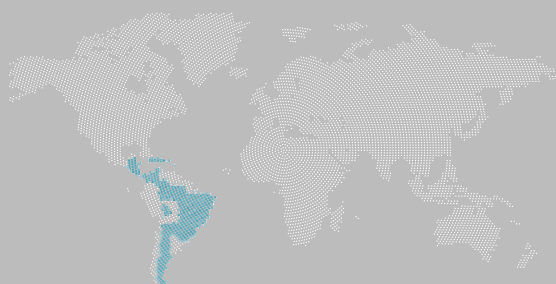
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GOVERNMENT PROGRESS:

- The National Department of Transport Infrastructure (DNIT) committed to funding the system's IT development. The National Highway Police (PRF) also led a field operation to identify crash risk factors. The government is preparing to officially adopt the standardised crash data collection methodology in 2025.

NEXT STEPS:

- The system for collecting and analysing road data for crash prevention will expand to new highway corridors in 2025. Manuals on risk factor identification and evaluating safety interventions will guide enforcement and investment decisions under Brazil's federal road safety strategy.



Strengthening Post-Crash Emergency Care Systems



THE ISSUE:

In many countries across the Americas, inadequate emergency response systems and a lack of trained healthcare workers lead to preventable road traffic deaths.

Emergency services often struggle with infrastructure, training, and data issues, which hinder their ability to deliver timely and effective post-crash care.

UNRSF ACTION:

The UN Road Safety Fund's "Strengthening Emergency Care Systems" project, covering seven countries (Belize, Bolivia, Costa Rica, Honduras, Jamaica, Mexico, and Paraguay), aims to strengthen Emergency Care Systems (ECS) by assessing current systems, implementing WHO's Emergency Care Toolkit, and increasing access to training in Basic Emergency Care (BEC) and Critical Care (CFAR/BCC). It also focuses on improving data collection through the WHO Clinical Registry, which helps countries plan effective interventions using real-time, standardised information.

So far, 389 professionals have been trained (65%) through seven BEC courses in Mexico, Costa Rica, Paraguay, and Bolivia, along with two Training of Trainers (ToT) sessions in Mexico and Costa Rica. Belize has successfully completed its first Basic Critical Care (BCC) course, increasing its ability to care for critically ill patients. Additionally, a regional training session in Bogotá brought together 50 emergency care experts from 20 countries to share knowledge. In Costa Rica, a dedicated BEC classroom has been established, and in Mexico, state-level governments have contributed funding for the training, demonstrating growing local support.



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GOVERNMENT PROGRESS:

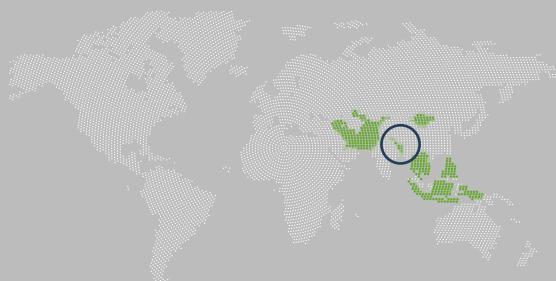
- The UNRSF's investment had a catalytic effect, motivating countries like Mexico and Costa Rica to co-finance and expand their own ECS programmes. This also drew interest from Colombia, Guatemala, and Paraguay. Strong coordination among Ministries of Health, PAHO/WHO focal points, and dedicated local trainers has ensured high-quality training.

- Governments are showing growing ownership: Costa Rica set up a BEC classroom, Mexico secured local co-funding, and Belize launched its first Basic Critical Care course. A regional training in Bogotá further advanced collaboration and supported the rollout of the WHO Clinical Registry in Colombia.

NEXT STEPS:

- By 2025, the project will finalise ECCSAs in Jamaica and Paraguay, broaden BEC and ToT programmes to additional countries, and accelerate the implementation of the WHO Emergency Care Toolkit and Clinical Registry. The goal is to train 600 government health professionals. Further regional workshops and follow-up evaluations will measure impact, while new partnerships and awareness campaigns will foster sustainability.

- Additionally, work will commence on institutionalising emergency care enhancements at national levels beyond 2025.



Strengthening Road Safety Management



THE ISSUE:

Nepal lacked a coordinated institutional framework for road safety. Gaps in interagency coordination, weak data systems, and outdated regulations stalled progress on reducing traffic injuries and deaths.

UNRSF ACTION:

The UN Road Safety Fund's "Road Safety Management in Nepal" project supported the development of a new national road safety policy. The project strengthened the role of the National Road Safety Council (NRSC), proposed a dedicated Road Safety Fund, and recommended updates to the Motor Vehicle and Transport Management Act to meet UN legal standards.

Additionally, the project trained 300 first responders and 169 rescue workers, distributed 102 first-aid kits to high-risk public buses, and raised awareness about safer mobility for nearly 700 people, including 261 women.



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GOVERNMENT PROGRESS:

- Nepal's Ministry of Physical Infrastructure and Transport is now leading the policy validation process. The National Road Safety Council has elevated road safety within national planning priorities.

NEXT STEPS:

- The government will establish a national Thematic Advisory Group to conduct a feasibility study for a Road Safety Centre of Excellence. Upcoming activities include school-based road safety education and further training for first responders and crash investigators.



Improving Trauma Care Through WHO Emergency Care Toolkit

UNRSF ACTION:

The UN Road Safety Fund's "Strengthening Post-Crash Care through the Implementation of WHO's Emergency Care Toolkit" (SPRINT) project aims to support the roll-out of WHO's Emergency Care Toolkit. This initiative includes standardised trauma training, prehospital care protocols, and the establishment of a trauma registry.

Training will benefit 400 community responders and 100 hospital staff.

GOVERNMENT PROGRESS:

- The government has begun planning for coordinated data collection and emergency response initiatives, including the selection of pilot facilities located along the A7 and B129 highways. And, the National Fire and Rescue Force has acquired 40 ambulances.

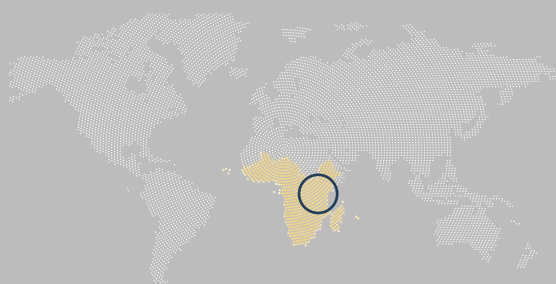
NEXT STEPS:

- The full implementation of training programmes and trauma data systems is scheduled for 2025, along with the deployment of supportive technology and a cost-effectiveness evaluation. Following the conclusion of the project, discussions on final dissemination and national scale-up will continue.



THE ISSUE:

Trauma care systems in Tanzania face challenges related to coordination, training, and real-time data to respond effectively to road traffic injuries, especially along high-risk corridors.



Strengthening Emergency Medical Services for Crash Response



THE ISSUE:

In Uganda, delays in emergency response and a lack of coordinated post-crash care lead to high death rates from road traffic injuries.

UNRSF ACTION:

The UN Road Safety Fund's "Strengthening Post-Crash Care in Uganda" project partners are working with the Ministry of Health to improve emergency medical services (EMS) and road safety in Mukono District. This includes providing equipment, enhancing coordination, and using data analysis to inform safety policies. Plans for early 2025 include training 1,200 first responders, such as teachers, police, boda-boda riders, and students, in Basic Emergency Care certification, trauma management for 32 staff, and training sessions for 15 healthcare workers.



GOVERNMENT PROGRESS:

- The Government of Uganda, through the Ministry of Health, has established a dedicated Emergency Medical Services committee in Mukono District to coordinate post-crash response efforts. Two ambulances have been procured to enhance rapid response capacity, and over 500 first aid kits have been distributed across key community points. A national toll-free emergency number (912) is currently under development, and EMS indicators have been formally integrated into the national Health Management Information System, ensuring that emergency care is monitored as a core health service.

NEXT STEPS:

- By mid-2025, Uganda will operationalise EMS legislation to institutionalise standards for emergency care nationwide. This includes scaling up ambulance deployment, expanding Basic Emergency Care training to additional first responders, and launching a national EMS digital dashboard to track response times, resources, and outcomes.

LESSONS LEARNED:

- ✓ **In Bosnia and Herzegovina and Serbia, experts from Sweden and Canada provided guidance on crash investigation and vehicle safety**, enriching local strategies and informing a planned global guide on MDCL.
- ✓ **In Brazil, the project established a unified team among infrastructure and enforcement agencies**, supported by a shared identity and visual branding. This collaborative approach helped to assess and align crash data systems and methodologies across sectors.
- ✓ **A speed management initiative in Brazil, led by a female technical coordinator**, highlighted the strength of gender inclusive leadership across federal agencies.
- ✓ **Evidence-based campaigns, like those promoting ABS, and baseline assessments, like in Uganda's EMS system**, enable targeted, effective interventions.
- ✓ **Uganda's Mukono District EMS Committee demonstrates how cross-sector collaboration between health, police, and transport agencies** leads to improved emergency response, resource allocation, and accountability.
- ✓ **Experiences in Jamaica and the LAC region underscored the need for early risk planning, cross-agency coordination**, and flexibility to manage procurement, ethical review processes, and system implementation.
- ✓ **Building networks of skilled professionals**, as seen in the LAC post-crash care initiative, creates sustainable systems and fosters regional ownership.



LOOKING AHEAD:

Building on current work, the new generation of UN Road Safety Fund projects, planned for Argentina, Belize, Colombia, Iran, Mexico, Oman⁷, Pakistan, Paraguay, Tunisia, will focus on motorcycle safety through mandatory Anti-lock Braking Systems (ABS), compliance with UN Regulation 78, and improvements in vehicle registration and enforcement systems.

Countries will also receive support to strengthen coordination between ministries, enhance crash data systems, and adopt standardized monitoring and evaluation tools to guide enforcement.

⁷ A collaborating, self-funded project.



PARTNERS TESTIMONIALS:



Mr. Branko Stamatovic,

Director of the Road Traffic Safety Agency of Serbia, highlighted the importance of using advanced tools like MDCI to strengthen Serbia's road safety framework.

"This year (2024), we've seen a particularly high number of road deaths in Serbia, with a 10% increase compared to last year. A [UN Road Safety Fund] project like this will help us understand the causes behind these tragic crashes. The Road Traffic Safety Agency, alongside the Ministry of Interior, Ministry of Transport, and other key stakeholders, is working to improve road safety by adhering to legislation, but the experiences shared today are invaluable. Learning what works in other countries will be key to shaping future strategies in Serbia."





PARTNERS TESTIMONIALS:



Dr. F Galbert Fedjo,
Team Lead, Universal Health Coverage.

"Improving road safety requires a coordinated, multi-sectoral approach. And this initiative has come at an opportune time. I extend gratitude to the UN Road Safety Fund, all stakeholders who have contributed to this critical initiative and look forward to the tangible impact."

Project Strengthening Post-Crash Care in Tanzania (SPRINT).



Er. Shankar Singh Dhami,
*Senior Divisional Engineer,
Ministry of Physical Infrastructure
& Transport (MOPIT).*

"The [UN Road Safety Fund] project has successfully contributed to strengthening the National Road Safety Council (NRSC) by supporting in drafting road safety policy, while also increasing public awareness and providing emergency response preparedness training to relevant stakeholders. Overall, the project has enhanced the capacity of key stakeholders and its actively contributing to achieving the goals outlined in the National Road Safety Action Plan (NRSAP) 2021 – 2030 of Nepal."





PARTNERS TESTIMONIALS:

Er. Saroj Kumar Pradhan,
*Technical Advisor, National Road Safety Council
of Nepal.*

"The [UN Road Safety Fund] project has strengthened NRSC's capacity, supported in drafting the road safety policy, and fostered multi-sectoral collaboration. Through awareness campaigns and emergency response training, we are building a safer and more resilient road transport system for all."





PARTNERS TESTIMONIALS:

Dr. Edith Cristina Callisaya Valencia,
*Technical professional of the National
Programme for Disaster Risk Management in
Health. Ministry of Health and Sports, Bolivia.*

"The [UN Road Safety Fund supported] BEC course was an enriching and highly recommended experience. Its dynamic approach allowed for a clear and practical understanding of the topics covered. The organization of the content facilitated progressive learning, ensuring that each concept was understood before moving forward. In addition, the quality and experience of the instructors was a key factor, as they were able to transmit their knowledge clearly and effectively. Without a doubt, it is essential training for those who wish to be prepared for emergency situations."



4.

Unlocking Domestic Financing for Road Safety

THE CHALLENGE:

In many low- and middle-income countries, road safety remains dangerously underfunded.

While 171 countries have a national agency for road safety, only 81 report receiving funding, and just 16 of those have full funding for their plans⁸. In many cases, the sources of road safety financing are unclear, reflecting deeper issues in establishing sustainable, transparent funding mechanisms.

The challenge is further exacerbated by competing national priorities. Investments in health, education, climate action, and humanitarian aid are often seen as separate from road safety. Safer roads are essential investment for all these goals. Road safety saves lives, improves health, supports access to education, and reduces the climate impact of transport systems.

HOW UNRSF SUPPORTS CHANGE:

UNRSF is addressing this funding gap by advocating for dedicated road safety funds, forming public-private partnerships such as with the African Road Maintenance Funds Association (ARMFA), and promoting the integration of road safety into national investment strategies such as through the first-ever Road Safety Investment Case.



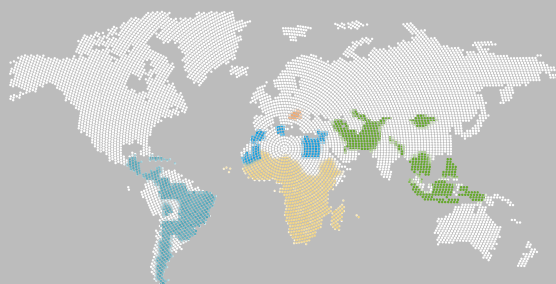
GOVERNMENT PROGRESS:

The projects supported by the Fund collaborate with governments to establish the financial and institutional foundations necessary for sustainable change. Specifically, governments are starting to bridge the road safety funding gap by incorporating safety into national plans and mobilising domestic resources. Below are some examples:



©Cecilia Mubambe/UNDP Zambia

⁸ Argentina, Bulgaria, Honduras, Hungary, India, Latvia, New Zealand, Nicaragua, Oman, Qatar, Russian Federation, Singapore, Switzerland, Trinidad and Tobago, United Arab Emirates, and United States of America. Source: Global Status Report on Road Safety 2023 and Global Status Report on Road Safety 2023: Country and Territory Profiles, World Health Organization.



The Global Alliance of Cities for Road Safety

©UN-Habitat. Ravenspinee photography



THE ISSUE:

Urban areas across Africa are experiencing rapid growth, but road infrastructure is not keeping pace.

Vulnerable road users, especially pedestrians and cyclists, face high crash risks due to poor road design, weak enforcement, and limited technical capacity. With lack of predictable funding being a key hurdle, local governments often struggle to access the skills, tools, or other vital resources needed to implement safer, more inclusive streets.

UNRSF ACTION:

The UN Road Safety Fund's Global Alliance of Cities for Road Safety (ACRoS) project offers a lifeline to address lack of road safety financing and other critical gaps. The ACRoS platform connects cities with experts, funds, and each other, making it easier to plan, budget and implement proven solutions. From street redesign to police training, ACRoS supports cities in aligning with the Safe System Approach and the goals of the UN Decade of Action for Road Safety.

So far, ACRoS has supported over 20 African cities, directly training 571 professionals in road safety planning and management. Additionally, trained 1,500 police officers in Rwanda through the "Stop the Bleeding" campaign. Launched an online knowledge-sharing platform and hosted the Road Safety Webinar Series with over 230 participants globally. It also introduced the Pan-African Action Plan for Active Mobility (PAAPAM) at the World Urban Forum. Secured USD 700,000 to implement PAAPAM in Kenya, Malawi, Morocco, Ghana, and Cameroon from 2025. Funded pilot projects through the "MyCityMyLife Innovation Challenge" in Gulu (Uganda), Kumasi (Ghana), and Nakuru (Kenya).



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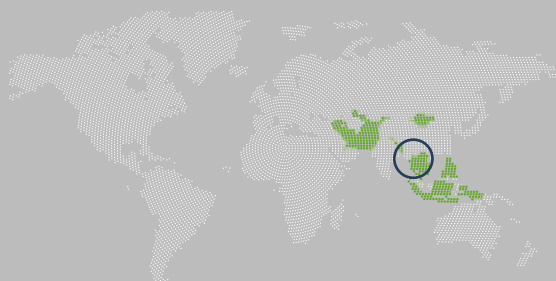
GOVERNMENT PROGRESS:

- At the national level, Kenya and Mozambique launched the National Road Safety Action Plan and the National Road Safety Masterplan in 2024, respectively. Nigeria has completed its national Cycling Policy and Strategy Document, while the government of Malawi committed to reducing road traffic crashes by 2030, following the roadmap and vision of the UN Second Decade of Action for Road Safety.

- At the city level, Nairobi began developing and budgeting its first Non-Motorised Transport (NMT) Masterplan, which is set to launch by 2026. Additionally, the municipality in Nairobi secured KES 300M (USD 2.3 millions) to implement a people-first street redesign with ACRoS support.

NEXT STEPS:

- In 2025, ACRoS will support resource mobilization for and the implementation of PAAPAM in five African countries, while continuing to scale up MyCityMyLife pilots. Nairobi's NMT Masterplan will launch by 2026. The initiative will expand online training, welcome new cities, and boost city-to-city collaboration on important topics including road safety financing and investment.



Empowering the National Road Safety Commission



THE ISSUE:

Iran is struggling with high rates of road crashes and injuries. A key obstacle is the lack of sustained domestic financing for road safety.

The National Road Safety Commission struggles to secure the resources needed to lead coordinated action, strengthen institutions, and build effective data systems. Without reliable funding, progress remains slow and fragmented.

UNRSF ACTION:

The UN Road Safety Fund's "Strengthening the Capacity of the Iranian National Road Safety Commission" project has helped Iran's National Road Safety Commission (NRSC) take significant steps to strengthen its role in national road safety governance. Specifically, the NRSC approved the establishment of proven tools like the World Bank's Road Safety Calculator and the DRIVER (Data for Road Incident Visualisation, Evaluation, and Reporting) data system and finalised agreements for data sharing across key agencies. This has enabled the Commission and its partners to begin collecting and integrating road safety performance data, laying the groundwork for evidence-based decision-making.

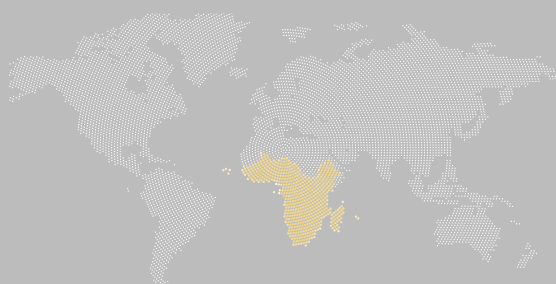
The NRSC has also adopted protocols for in-depth crash investigations and trained local teams in their application. Capacity-building efforts are enhancing the agency's ability to develop investment cases, engage in national budget discussions, and apply cost-effective tools to guide national road safety financing.

GOVERNMENT PROGRESS:

- Iran's NRSC has approved the DRIVER platform and the sharing of data across ministries, enabling more evidence-based decisions to keep road users safe. The NRSC is now equipped to collect and use real-time crash and performance data to inform budgeting and investment decisions.

NEXT STEPS:

- In 2025, the project will focus on expanding the use and accessibility of the DRIVER system by training officials to upload and manage data and apply standardized crash reporting protocols. Cost-effectiveness tools will guide budgeting decisions on the demonstration network, while new platforms and procedures will support data sharing with research institutions. These steps will strengthen evidence-based planning and help integrate road safety into national financing strategies.



Ten-Step Plan for Safer Road Infrastructure

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THE ISSUE:

Senegal's newly established National Road Safety Agency (ANASER) is still building the capacity needed to integrate safety into infrastructure development.

Despite growing political commitment, the lack of tools, training, and standards makes it difficult to ensure that new and existing roads are designed to prevent crashes and reduce fatalities. Without a strong institutional foundation, opportunities to secure development financing and mainstream road safety into infrastructure investments risk being missed.

UNRSF ACTION:

The UN Road Safety Fund's "Ten Step Plan for Safer Road Infrastructure" project is supporting Senegal in building the institutional and technical capacities needed to align its national strategy with international standards and attract investment for safety upgrades. The project focuses on equipping ANASER with the tools and skills to identify high-risk roads, apply cost-effective treatments, and incorporate road safety into infrastructure design from the outset. Central to this work is a capacity-building programme that strengthens the agency's ability to support a new national road safety strategy with regional relevance.



©UNRSF

GOVERNMENT PROGRESS:

- Senegal's government has formally committed to eliminating high-risk roads and has endorsed the development of a more ambitious national strategy. With UNRSF support, ANASER has begun to strengthen its institutional framework, setting the stage for more coordinated planning and targeted financing. The agency's engagement in the Ten Step Plan is helping position Senegal to access funding from development banks and other sources by demonstrating a structured, data-driven approach to infrastructure safety.

NEXT STEPS:

- Government and project partners will launch with a Steering Committee and national workshop, followed by a gap analysis, to align with ongoing initiatives and develop a coordination plan. The core phase will focus on creating national standards and delivering technical training to build lasting institutional capacity. The project will also catalyse investment by development banks through road risk mapping, the training of road safety auditors, and pilot upgrades on priority corridors, laying the foundation for long-term, financed improvements to Senegal's national road network.

LESSONS LEARNED:

- ✓ **Community-driven road safety initiatives, like the ACROS project, show that empowering local actors** through training, small grants, and peer networks can create sustainable, grassroots impact and strengthen national road safety systems from the bottom up.
- ✓ **In Senegal, equipping newly established agencies like ANASER** with technical tools, national standards, and road risk mapping methodologies helps unlock investment from development banks by demonstrating a structured and data-driven approach to infrastructure safety.
- ✓ **Strengthening institutional capacity and data systems, as seen in Iran's DRIVER platform,** is a critical first step toward enabling evidence-based planning, investment case development, and access to sustained national financing for road safety.
- ✓ **Broad safety financing interventions are needed to tackle the many related challenges.** This includes the lack of dedicated financing expertise from local road safety actors and the difficulty in attracting private sector capital investment due to limited understanding of the market. Moreover, while the lack of political will remains a significant barrier, the issue of multiple ministries being involved in the process, with no clear, dedicated financial framework, complicates efforts; in addition to competing development priorities require a strong business case to prove the investment's worth.



LOOKING AHEAD:

To support countries in overcoming chronic underfunding in road safety, the UNRSF is investing in innovative, sustainable financing mechanisms tailored to local contexts. New projects approved in 2024 include initiatives in Mongolia, India, Honduras, Mozambique, and the Philippines that focus on strengthening national coordination, establishing road safety financing frameworks, and unlocking new sources of domestic and blended finance. These projects will explore tools such as road safety bonds, result-based budgeting, and the renegotiation of public-private partnerships (PPPs), while also building the capacity of national stakeholders to manage funds effectively and use data-driven approaches to prioritise investments. Together, these efforts aim to embed road safety more deeply into national financing systems and development agendas.



PARTNERS TESTIMONIALS:



Mr. Ishtiaque Ahmed,
Economic Affairs Officer, UNESCAP.

"The UNRSF has not just only provided us funding. I believe it's a knowledge bank, and it shares experiences from all over the world. Through interaction with the UNRSF, we have learned how to implement and utilize the safe system approach."





UN General Assembly Resolution,
A/78/L.78 (2024).

"[The UN General Assembly] acknowledges the importance of adequate, predictable, sustainable and timely international financing without conditionalities in complementing the efforts of countries in mobilizing resources domestically, especially in low- and middle-income countries."



MINISTERIAL CONFERENCE ON SAFETY

– MOROCCO



Marrakech Declaration,
*Fourth Global Ministerial Conference on Road
Safety, 2025.*

"Road safety remains severely underfunded through both public and private financing. We call upon Member States to develop, finance, and implement national commitments for road safety and to establish sustainable domestic financing models, especially in low- and middle-income countries."



4th GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY MARRAKECH - MOROCCO

الرعاية السامية لصاحب الجلالة الملك محمد السادس نصره الله
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UNDER THE HIGH PATRONAGE OF HIS MAJESTY KING MOHAMMAD VI



Mr. Jean Todt,

*UN Secretary-General's Special Envoy for Road
Safety at the UNRSF High-Level Pledging Forum,
Marrakesh 2025.*

"Governments must allocate public funds, high-income countries should integrate road safety into official development assistance, and the private sector must leverage its supply chains to create a multiplier effect that accelerates progress."



Annex

UN ROAD SAFETY FUND ADVISORY BOARD (2024)

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International Labour Organization **(ILO)**

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United Nations Economic and Social Commission for Asia and the Pacific **(UNESCAP)**

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United Nations Economic Commission for Africa **(UNECA)**

United Nations Economic Commission for Europe **(UNECE)**

United Nations Economic Commission for Latin America and the Caribbean **(UNECLAC)**

United Nations Entity for Gender Equality and the Empowerment of Women **(UN Women)**

United Nations Environment Programme **(UNEP)**

United Nations Human Settlements Programme **(UN-HABITAT)**

United Nations Industrial Development Organization **(UNIDO)**

United Nations Office on Drugs and Crime **(UNODC)**

United Nations Office for Project Services **(UNOPS)**

World Health Organization **(WHO)**

UNRSF Global Framework Of Action

AREA PILLAR	LEGISLATION	ENFORCEMENT	EDUCATION	TECHNOLOGY	INTERNATIONAL REGULATORY SUPPORT
ROAD SAFETY MANAGEMENT – VERTICAL AND HORIZONTAL COORDINATION					
SAFE USER	Traffic rules drivers cyclists pedestrians	Lawful behaviour ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instrument and resolutions, WP.1, SC.1, WP.15
SAFE VEHICLE	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instrument and resolutions, WP.1, SC.1, WP.29
SAFE ROAD	Standards for design construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal instrument and resolutions, int. standards, WP.1, SC.1
EFFECTIVE POST- CRASH RESPONSE	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	UN RS legal instrument and resolutions, int. standards, WP.1, SC.1

Ten or more countries receive UNRSF support on the pillar/area.
 Less than ten countries receive support on the pillar/area.
 Limited or no support being provided to countries on the pillar/area (new funding can address this).

Glossary

ACP – African Caribbean and Pacific Group of States
AMU – Arab Maghreb Union
ANSV - National Road Safety Agency (Argentina)
ANSV – National Road Safety Agency (Colombia)
ANTSV – National Road Safety Agency (Paraguay)
ASEAN - Association of Southeast Asian Nations
CITA - International Motor Vehicle Inspection Committee
DETRAN-PA - Traffic Department of State – Pará (Brazil)
EAC – East African Community EC European Commission
ECCAS - Economic Community of Central African States
ECOWAS – Economic Community of West African States
EU - European Union
FIA - Fédération Internationale de l'Automobile
GGGI - Global Green Growth Institute
IKI – International Climate Initiative
ILO – International Labour Organisation
IRAP - International Road Assessment Programme
IRF – International Road Federation
ITDP – Institute for Transportation and Development Policy
ITF - International Transport Forum
ITU – International Telecommunication Union
LMICS – Low- and Middle-Income Countries
MPTFO – Multi-Partner Trust Fund Office
NGOS – Non-governmental organisations
NMT - Non-motorized transport
OACPS - Organisation of African, Caribbean and Pacific States

PAHO - Pan American Health Organization
PIARC – World Road Association
PUNOS - Participating UN Organizations
RBM - Results-based Management
SADC - Southern African Development Community
SDGS – Sustainable Development Goals
TARA – Tanzania Roads Association
UNCDF – United Nations Capital Development Fund
UNDP – United Nations Development Programme
UNECA - United Nations Economic Commission for Africa
UNECE – United Nations Economic Commission for Europe
UNECLAC – United Nations Economic Commission for Latin America and the Caribbean
UNEP – United Nations Environment Programme
UNESCAP - United Nations Economic and Social Commission for Asia & the Pacific
UNESCWA – United Nations Economic and Social Commission for Western Asia
UN-HABITAT – United Nations Human Settlements Programme
UNICEF – United Nations Children's Fund
UNIDO – United Nations Industrial Development Organization
UNODC – United Nations Office on Drugs and Crime
UNOPS - United Nations Office for Project Services
UNRSC - United Nations Road Safety Collaboration
UNRSF - United Nations Road Safety Fund
WHO - World Health Organization

	PROJECT TITLE	PROJECT LEAD(S)	PILLAR	START DATE	END DATE
1	Sustainable Financing for Road Safety in India: A Collaborative Approach	WHO	Pillar (1)	To be launched in 2025	Under development
2	Strengthening Legislative Frameworks to Address Behavioural Risk Factors aligned with UN legal instruments in Sub-Saharan Africa	WHO	Pillar (4)	To be launched in 2025	Under development
3	South-East Asia Motorcycle Assessment Program to Accelerate the Adoption of Road Safety Laws and UN Standards on another device	UNESCAP	Pillar (3)	To be launched in 2025	Under development
4	Advocating for the strengthening of legal and normative frameworks to improve the safety of motorcyclists in the Americas	WHO/PAHO	Pillar (4)	To be launched in 2025	Under development
5	Empowering Road Safety: Enhancing Legislative Frameworks for Powered 2/3 Wheelers in the Eastern Mediterranean Region with UN Legal Instruments	WHO	Pillar (4)	To be launched in 2025	Under development
6	Improving Motorized Two-wheeler Safety in Thailand	UNESCAP / WHO	Pillar (1)	1/03/2023	November 2027
7	Road Safety Cities Challenge to enable startup innovations under the Global Alliance of Cities for Road Safety (ACROS)	UN-Habitat	Pillars (1,2,3,4,5)	To be launched in 2025	Under development
8	Senegal Ten Step Plan for Safer Infrastructure	IRAP	Pillar (2)	5/09/2024	May 2027
9	Post-crash care: saving lives with strengthened emergency care systems in the Americas	WHO/PAHO	Pillar (5)	23.05.24	March 2027
10	Drive for Change: Financing Results to Lower Fatalities in Mongolia	UNDP WHO	Pillar (1)	To be launched in 2025	Under development
11	Localizing the Safe System Approach with Sustainable Domestic Financing via Public Private Partnerships	WHO/PAHO UNOPS	Pillar (1)	To be launched in 2025	Under development
12	Strengthening Post crash Care through Implementation of WHO emergency care tool kit in Tanzania	WHO	Pillar (5)	12/03/2024	February 2027
13	Improving prevention by having a better road data systems and crash investigation in Brazil	WHO/PAHO	Pillar (2)	20 May 2024	January 2027
14	Commuting Safety in Cambodia – A National, Industry-specific Intervention	ILO	Pillar (4)	27–11–2024	December 2026
15	Safer and Cleaner Used Vehicles for Latin America and the Caribbean	UNEP	Pillar (3)	2/09/2024	September 2026
16	Safe school zones in Viet Nam	UNESCAP	Pillar (2)	30–10–2024	August 2026
17	Strengthening post-crash care in Uganda, A pilot in an urban district, Mukono	UNICEF	Pillar (5)	12/03/2024	March 2026
18	A Safe Systems Approach for Safer Roads in Jamaica	WHO/PAHO	Pillar (1)	1/01/2023	January 2026
19	A model for building national capacity for road policing through the respective road safety mandates of United Nations Agencies	WHO	Pillar (4)	1/01/2023	December 2025
20	Road Safety Management in Nepal	UNDP	Pillar (1)	1/04/2023	October 2025
21	Safe and Inclusive Road Design in North and West Africa	UNESCWA	Pillar (2)	1/03/2023	September 2025

	PROJECT TITLE	PROJECT LEAD(S)	PILLAR	START DATE	END DATE
22	Safe and Inclusive Road Design in Central Asia	UNESCAP	Pillar (2)	1/03/2023	September 2025
23	The Global Alliance of Cities for Road Safety (ACROS) – A one-stop-shop for cities to save lives	UN-Habitat	Pillar (1)	1/01/2023	July 2025
24	Safer and Cleaner Used Vehicles for Africa and Asia	UNEP	Pillar (3)	1/01/2023	July 2025
25	Motorcycle Anti-Lock Braking System (ABS) Advocacy Campaign in the ASEAN countries	UNESCAP	Pillar (3)	1/01/2023	May 2025
26	Better Road Safety System based on in-depth analysis of road accidents in Bosnia and Herzegovina and Serbia	UNECE	Pillar (1)	1/03/2023	January 2025
27	Tuwurinde – Let's Protect the Head	UNECA	Pillar (4)	3/01/2022	December 2024
28	Safer Streets for Road Users in Nigeria	UN-Habitat	Pillar (2)	24/01/2023	July 2024
29	Reclaiming Streets for Pedestrians and Cyclists in Africa – Building on the global momentum to enhance road safety during and after COVID-19	UN-Habitat	Pillar (2)	September 2021	March 2024
30	People-friendly Streets in Afghan Cities	UN-Habitat	Pillar (2)	March 2022	February 2024
31	Safe and healthy cities for children and adolescents "Promoting road safety and sustainable mobility"	UNICEF	Pillar (4)	30 October 2021	October 2023
32	Expanding Safe School Zone Models in selected highly urbanized cities in the Philippines	UNICEF	Pillar (1)	1/10/2021	October 2023
33	Strengthening the capacity of the Iranian National Road Safety Commission (NRSC) as the lead national road safety agency in Iran	UNESCAP	Pillar (1)	1/10/2021	September 2023
34	Strengthening national capacity for the coordinated delivery of emergency medical services for victims of road traffic injuries in Azerbaijan	WHO	Pillar (5)	October 2020	September 2023
35	Re-framing Road Safety in Armenia: connecting data, people and policies on Armenian roads	UNDP	Pillar (1)	September 2021	September 2023
36	Strengthening evidence-based interventions for road safety in the Arab region through effective and reliable data recording, processing and analysis	UNESCWA	Pillar (1)	1/10/2021	July 2023
37	Safe Road Zambia – Creating cities for non-motorized transportation users	UNDP	Pillar (2)	1/04/2020	March 2023
38	We all build road safety: Participative interventions throughout Colombia's regions	UNECLAC	Pillar (2)	October 2021	March 2023
39	Transformative Actions for Safe Motorcycles in Tunisia	UNESCWA	Pillar (4)	1/01/2021	December 2022
40	Safer and Cleaner Used Vehicles for Africa	UNEP	Pillar (3)	1/06/2020	December 2022
41	Strengthen Road Safety Management for evidence-based intervention through reliable road crash data, building capacity in research and monitoring evaluation	UNECA	Pillar (1)	1/12/2020	December 2022

	PROJECT TITLE	PROJECT LEAD(S)	PILLAR	START DATE	END DATE
42	Strengthening the post-crash response in Bangladesh	WHO	Pillar (5)	1/10/2021	September 2022
43	Ten Step Plan for Safer Road Infrastructure	UNECA	Pillar (2)	24/08/2020	August 2022
44	Speed Management in Argentina	UNECLAC	Pillar (4)	8 July 2020	July 2022
45	Improvement of Driver Licensing System	UNESCAP	Pillar (4)	1/08/2020	January 2022
46	Reducing road deaths and injuries in Jordan through increasing restraint use	UNESCWA	Pillar (4)	1/07/2020	December 2021
47	Strengthening Road Traffic Enforcement in Brazil	UNECLAC	Pillar (4)	1/08/2020	August 2021
48	Improving Road Traffic Fatality Data in Cote d'Ivoire and Senegal	WHO	Pillar (1)	9/05/2019	May 2021
49	Strengthening Legal Frameworks for Road Safety in Countries	WHO	Pillar (1)	9/05/2019	May 2020
50	Strengthening speed management in the Philippines	UNESCAP	Pillar (1)	30/04/2019	April 2020
51	Scaling Up Safe Street Designs in Ethiopia	UN-HABITAT	Pillar (4)	30/04/2019	April 2020
52	Capacity development on child-responsive urban planning and sustainable urban transportation to enhance road safety	UNICEF	Pillar (2)	29/04/2019	April 2020



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The UN Road Safety Fund was established in 2018 and is hosted in Geneva by the UNECE. The Fund projects are implemented by 18 Participating UN Organisations. The Fund is administered by the Multi-Partner Trust Fund Office in New York.

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