



# RSF

UN ROAD SAFETY FUND

# The global multistakeholder partnership for safer roads

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## 2025 ANNUAL IMPACT REPORT

The Fund is administered by the United Nations Multi-Partner Trust Fund Office (MPTFO), with all member entities working under a shared results framework toward a common goal.

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# I. Introduction

## Foreword by the UN Secretary-General's Special Envoy for Road Safety



Jean Todt

In 2025, road safety gained renewed global momentum. Yet recognition alone will not save lives. As we approach the 2026 UN General Assembly High-Level Meeting on Road Safety, the message is clear: the solutions are known, but progress remains far too slow. This is the moment to scale up the resources and political will required to address this global crisis.

Every day, thousands of people die or suffer life-altering injuries on the world's roads — a silent pandemic that continues to claim lives on an unacceptable scale.

This report highlights the progress achieved through partnerships and country-led action. But it also serves as a reminder that the road ahead remains long. Without stronger commitments and increased investment, millions more lives will be lost. The upcoming UNRSF Partnership Pledging Conference will provide an opportunity for governments,

the private sector, and other partners to step forward and address the crisis on our roads. Both financial and non-financial contributions will be critical to strengthening the global response, from funding and investment to technical expertise, policy leadership, innovation, data sharing, and advocacy.

The time has come to move from recognition to action and ensure that road safety receives the sustained attention and resources this silent pandemic demands.

## Message by the Head of the UN Road Safety Fund Secretariat



Nneka Henry

The results presented in this report reflect a partnership that is demonstrably greater than the sum of its parts. By bringing together 21 United Nations entities alongside governments, civil society, and private-sector partners within a single, coordinated framework, the UN Road Safety Fund enables a breadth of geographic reach, technical expertise, and financial leverage that no single organization — regardless of mandate or capacity — could achieve independently.

I invite you to learn more about how UNRSF-supported initiatives reached 58 countries and 88 municipalities, mobilised USD 1.37 in co-financing for every USD 1 invested, and how the aligned action of UNRSF partners has delivered measurable results across five critical pathways to impact. These pathways — addressing high-risk factors, safer vehicles, strengthened national road safety systems, safer and greener streets, and emergency care systems — are essential to supporting Member States in achieving SDG target 3.6 to halve the number of road traffic deaths.

Looking ahead, the report also provides a clear outlook for UNRSF during the final five years of the 2030 Development Agenda. Building on results achieved to date, the Fund will continue to support Member States in mobilising sustainable domestic financing for road safety, aligning national road safety frameworks with UN legal instruments, and integrating road safety benefits across the broader Sustainable Development Goals.

Together, these efforts demonstrate what is possible when road safety is treated as a shared global responsibility.

## Acknowledging our Donors

The progress reflected in this impact report would not have been possible without the continued support of our donors. We extend our sincere appreciation to our 14 donor Member States, the European Union, and 16 private sector partners whose financial contributions and active partnership engagement directly support the UN Road Safety Fund's catalytic work.

These contributions go beyond funding, reflecting a shared commitment to addressing the preventable deaths and injuries that continue to occur on the world's roads. As we look ahead to the UNRSF Partnership Pledging Conference on the margins of the 2026 UN General Assembly (UNGA) High-Level Meeting on Road Safety, continued collaboration will be essential to accelerating progress and strengthening the global response to road safety.

### MEMBER STATES



### PRIVATE SECTOR DONORS



## II. UNRSF at a glance

### The Numbers behind UNRSF

#### Cumulative results since 2018



### Evidence of Impact: Selected Project Highlights 2025

Across all five impact pathways, UNRSF-supported projects are delivering measurable results — reaching millions of people through safer infrastructure and legislation, while enabling governments to mobilise domestic financing and scale interventions beyond the initial investment.

#### Scale – reach & cover



#### Leverage – unlocked funding and governments action



#### Reduction in Road Fatalities – Selected Outcomes

**10.39% reduction** along a pilot corridor  
**Kenya**

**SAFER & GREENER STREETS**

**17.97% reduction** in road collisions and a 14.12% decrease in fatalities in 2024 compared to 2023  
**Jamaica**

— progress driven by a combination of national road safety efforts, including UNRSF-supported strengthening of  
**EMERGENCY CARE SYSTEMS**

**18% reduction in repeat speed violations** in Yerevan after crash data reform  
**Armenia**

**ROAD SAFETY SYSTEMS**

# The Partners Behind UNRSF

**ILO** International Labour Organization  
**ITU**  
**PAHO** Pan American Health Organization World Health Organization Americas  
**UNCDF** Impact Capital for Development  
**ECA**  
**UN** UNITED NATIONS **ECLAC**  
**UNECE**  
**UN environment**  
**ESCWA**  
**ESCAP** MOVING FORWARD TOGETHER  
**UN HABITAT** FOR A BETTER URBAN FUTURE  
**unicef** for every child  
**unitar** United Nations Institute for Training and Research  
**UNIDO**  
**UNODC**  
**UN WOMEN**  
**UNDP**  
**UNOPS**  
**World Health Organization**

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**PARTICIPATING PARTNER ORGANISATIONS**

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**AIP** FOUNDATION SAFE ROADS FOR LIFE  
**iRAP**  
**Global Alliance of NGOs for Road Safety**  
**WORLD RESOURCES INSTITUTE**



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### III. Offering Unique Value

#### UNRSF Value Proposition

Partners who have worked with the Fund since its inception consistently highlight seven interrelated strengths.

Together, these elements define UNRSF’s value proposition as a mechanism designed to enable coordinated, high-impact action.

The 2025 project portfolio demonstrates how these strengths translate into practice, supporting governments in adopting policies, strengthening systems, and scaling road safety interventions across all five pathways.



## Reach and Scope

UNRSF functions as a global financing mechanism designed to address the full range of issues affecting all UN Member States.

### **Safer and Cleaner Used Vehicles**

**Africa Phase I**

**Africa & Asia Phase II**

**Latin America and the Caribbean Phase III**

A programme that began in Africa is now influencing European Union legislation and shaping how second-hand vehicles are regulated globally.

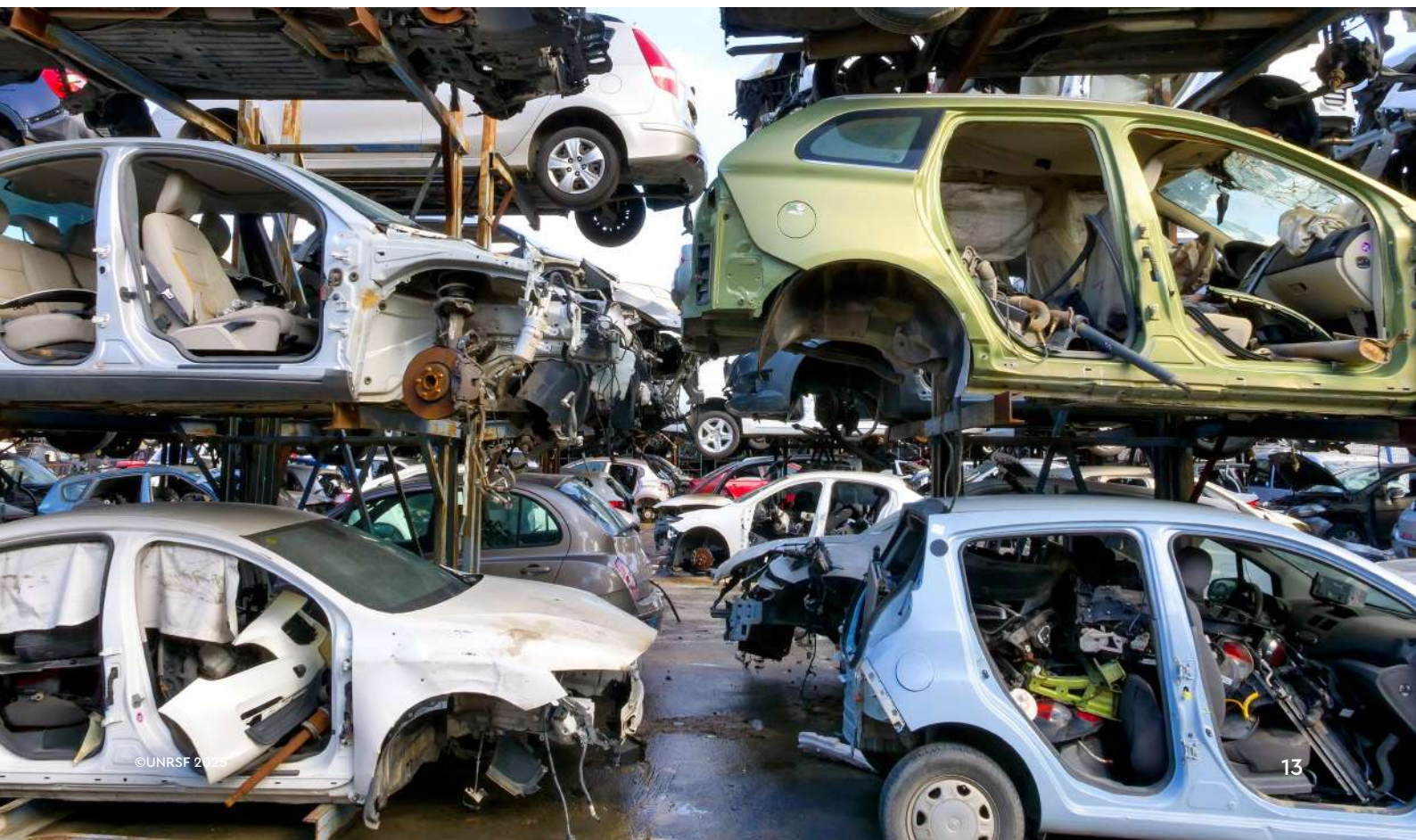
What began as a targeted intervention in West Africa — supporting ECOWAS Member States to harmonise vehicle standards and strengthen national regulations in countries such as Cameroon, Nigeria, The Gambia, and Togo — has evolved into a global programme influencing how second-hand vehicles are regulated across continents.

As the programme expanded, countries in Asia, including Cambodia and Mongolia, began taking legislative and enforcement action on used vehicle imports. In Latin America, ten countries are now participating in a coordinated,

data-driven regulatory approach, with Paraguay advancing emissions standards and Guatemala, through the SICA regional body, developing new import regulations. An interactive analytics platform now provides participating governments with a shared evidence base on vehicle flows, fleet composition, and safety outcomes, enabling more informed and aligned decision-making.

One notable feature of this initiative lies in its global reach. By engaging both importing and exporting countries, UNRSF contributed to a shift beyond national and regional action. This engagement supported the European Union's adoption of the End-of-Life Vehicles Directive in January 2026 — introducing, for the first time, mandatory quality standards for vehicles exported to developing markets. Discussions with other major exporters, including Japan, the United States, the United Kingdom, and the Republic of Korea, are now underway.

**This illustrates UNRSF's reach and scope: the ability to connect national regulatory action with regional and global policy processes, enabling local interventions to influence international standards, align markets, and drive systemic change beyond their original scope.**



## The Credibility and Legitimacy of the UN system

The UN is globally recognised for its credibility, neutrality, and authority — particularly in LMICs, where it is viewed as a trusted government partner.

### **Tuwurinde — “Let’s protect the head”**

**Country: Rwanda**

**Partners: UNECA, UNECE, FIA Foundation, Rwanda Standards Board**

A country visit by the UN Special Envoy identified a critical gap in motorcycle safety. Following this engagement, national authorities, supported by UNRSF and partners, came together in a coordinated effort to establish mandatory helmet safety standards for all riders. This, in turn, created the conditions for the FIA Foundation to provide additional funding to establish Africa's first helmet testing and certification laboratory, ensuring that the new standards could be effectively implemented.

None of these actors could have delivered the result alone. Together, enabled by the UN system, this collaboration delivered a major step forward in motorcycle safety within just 25 months.

While motorcycle helmet use in Rwanda was close to universal, the quality of the helmets in circulation offered limited protection. The country lacked quality standards, testing capacity, and certification systems, meaning high use was not translating into improved safety outcomes. Of the 11 helmet models tested, only one met the required standard, a finding that directly informed regulatory enforcement and market control.

Through UNRSF, a broad coalition was brought together, including UNECA and UNECE, the Rwanda Standards Board and Rwanda Inspectorate and Consumer Protection Authority (RICA), relevant ministries, the University of Rwanda, the Rwanda National Police, and civil society partners, such as the FIA Foundation and the Healthy People Rwanda.

The programme connected actors that would not typically operate within a single implementation framework — from regulatory authorities and ministries to academia, law enforcement, and community organisations.

The coordinated approach enabled a system-level solution, funded through UNRSF and co-financing from the FIA Foundation:

- Rwanda adopted national helmet standard RS 576, aligned with UN Regulation No. 22.05.
- Africa's first helmet testing and certification laboratory is now operational at the Rwanda Standards Board
- New import regulations aligned with UN standards now require certification of all helmets entering the market.

Beyond Rwanda, the impact is already extending regionally. The laboratory is open for research, and Rwanda is actively sharing its experience to support similar efforts across Africa.

**This illustrates the credibility and legitimacy of the UNRSF as part of the UN system: the ability to bring together diverse actors under a trusted and neutral platform, align political will with technical expertise, and translate high-level commitment into coordinated, tangible results for everyday road users.**





## Country Presence

UNRSF draws on a network with extensive in-country presence, working through UN Resident Coordinator's Offices, UN Country Teams, and the UN Regional Commissions to engage directly with governments in LMICs at the highest levels.

### **Thailand Motorcyclist Safety Master Plan**

**Country: Thailand**

**Partners: WHO Thailand, UNESCAP, UN-Habitat Thailand**

A motorcycle safety Master Plan is not just a document — it is a negotiated agreement across all institutions responsible for keeping motorcyclists safe.

WHO Thailand, UNESCAP, and UN-Habitat Thailand were able to convene that negotiation because they are embedded in the country, with established relationships and sustained engagement across government institutions. Their efforts were further supported by the UN Resident Coordinator and the UN Secretary-General's Special Envoy for Road Safety, including engagement with media and senior government leaders, such as the Prime Minister of Thailand.

UNRSF provided the programme mandate and catalytic funding. The UN's country presence made implementation possible, enabling the right actors to come together, align, and commit to action.

Motorcycles account for 74% of road fatalities in Thailand — one of the highest proportions globally. Addressing this challenge requires coordinated action across multiple systems, from vehicle standards and road design to rider behaviour, enforcement, and emergency response — and

critically, the trust of institutions built over years, not months. This is where country presence becomes vital.

Through UNRSF, three UN agencies with long-standing engagement in Thailand — WHO, UNESCAP, and UN-Habitat — were brought together to support the development of Thailand's National Motorcyclist Safety Master Plan. Each contributed distinct and complementary expertise: WHO provided public health data and direct engagement with the Ministry of Public Health's Department of Disease Control; UNESCAP brought regional transport policy expertise and links with the National Road Safety Directing Committee (NRSDC); and UN-Habitat connected motorcycle safety to the design of the urban environments where most crashes occur.

Working through their established relationships, these agencies convened a broad group of national stakeholders, including the Ministry of Public Health, the Department of Empowerment of Persons with Disabilities, the Ministry of Transport, the Department of Land Transport, the Royal Thai Police, the NRSDC, and national research institutions. This is the level of coordination required not only to develop a plan, but to ensure that it can be implemented, enforced, and sustained over time.

The NRSDC formally approved the development of the Master Plan and committed to integrating it into Thailand's national road safety strategy, with future domestic budget allocation. This represents a concrete political outcome, made possible by the credibility and embedded presence of UN agencies working from within the country.

**This illustrates what UNRSF's country presence enables: sustained engagement, trusted relationships, and the ability to translate technical support into government-owned action.**



## Convening Power

UNRSF serves as a central hub for coordination among UN agencies and partners working across the road safety ecosystem. It ensures alignment, reduces duplication, facilitates partnerships, and maximizes efficiency across existing UN entities and bodies of work.

### **Re-framing Road Safety in Armenia**

**Country: Armenia**

**Partners: UNDP, UNICEF, Ministry of Territorial Administration and Infrastructure, Ministry of Internal Affairs, Yerevan Municipality**

Road safety responsibilities in Armenia were distributed across multiple institutions, each operating independently and without a shared platform for road safety data coordination. While the data, technology, expertise, and institutional mandates required to address road safety were already in place, they remained fragmented.

UNRSF supported the establishment of a coordinated inter-ministerial mechanism that brought these elements together, enabling institutions to align road safety data collection and sharing modalities, and operate within a common framework.

Road safety governance in Armenia was affected by institutional fragmentation prior to UNRSF engagement. Responsibilities were distributed across multiple ministries and local authorities, with limited mechanisms for coordination or shared decision-making.

Through UNRSF, a coordinated platform was established to bring these actors together around a common evidence base and policy agenda.

UNDP, through its SDG Innovation Lab, developed a Black Spot Analysis Dashboard linking crash data from the Patrol Service with road infrastructure mapping. The platform was integrated across institutions through structured access arrangements, enabling multiple ministries and agencies to work from a shared dataset. Additional contributions, including the World Bank Lifeline Roads Project, technical methodology from SweRoad, and tools developed through UNDP police reform

program, further strengthened the system. Behavioural interventions targeting over 21,000 drivers were also designed using data generated through the platform.

In parallel, UNICEF contributed to expanding the scope of engagement beyond institutional coordination. The road safety and injury prevention education curriculum was piloted across 25 kindergartens in Tavush, Lori, and Yerevan, reaching over 500 children and approximately 800 parents.

A project governance structure was established, bringing together ministries, UN agencies, Yerevan Municipality, local communities, academia, and private sector under a shared framework. This coordinated approach enabled alignment across institutions that had previously operated independently.

At the close of the project, the Ministry of Interior retained responsibility for the platform for future upgrades and data collection.

**This illustrates the convening power of UNRSF: the ability to create structured platforms for coordination, align diverse stakeholders around shared evidence, and support the development of integrated responses to complex road safety challenges.**



## Capacity-Building Support

UNRSF's approach to capacity building is rooted in partnership. Rather than implementing projects for countries, it works alongside them, providing tools, knowledge, and resources during implementation.

### **Multi-Disciplinary Collision Investigations**

**Countries: Bosnia and Herzegovina, Serbia**

**Partners: UNECE, WHO, Swedish Transport Administration**

Strengthening road safety systems requires more than technical training; it requires the capacity to systematically analyse crashes and translate evidence into policy and practice.

With UNRSF support, over 100 professionals in Bosnia and Herzegovina and Serbia were trained through a structured, hands-on approach, embedding national capacity to generate and apply crash data beyond the life of the project.

In Bosnia and Herzegovina and Serbia, road safety systems lacked a structured approach to learning from crashes. While relevant data, expertise, and institutional mandates existed across agencies, they were not connected in a way that could systematically inform prevention policy. As a result, critical insights from crashes were not consistently translated into legislative, enforcement, or infrastructure improvements.

Through UNRSF, this gap was addressed by establishing a structured approach to collision investigation as a core component of national road safety systems.

The introduction of Multi-Disciplinary Collision Investigation (MDCI) has brought together police, health, infrastructure, and transport professionals to jointly analyse crashes, identify underlying systemic risks, and generate actionable evidence. UNECE and WHO, in collaboration with the Swedish Transport Administration and national authorities, supported the development of country-specific MDCI methodologies, a structured crash data framework, and a roadmap for legislative uptake. This approach moved beyond technical assistance. By combining global standards

with real-case investigations, the project demonstrated how evidence can directly inform policy and practice. More than 100 professionals were trained, and pilot investigations provided concrete examples of how MDCI findings can shape road design, strengthen legislation, and improve the protection of vulnerable road users.

The result is a shift from fragmented analysis to institutionalised learning. Bosnia and Herzegovina and Serbia now have the capacity to generate, interpret, and apply crash data within their own systems, enabling continuous improvement in road safety policies and interventions.

**This illustrates the value of UNRSF's capacity-building support: not only strengthening technical skills but embedding processes that enable governments to convert evidence into sustained, system-level action.**



## Provision of Catalytic Funding

UNRSF grants act as seed funding, enabling partners to pilot innovations, attract co-financing, and mobilise additional resources from governments, donors, and public-private partnerships.

### **Ten-Step Plan for Safer Road Infrastructure**

**Country: Tanzania**

**Partners: UNECA, IRAP, IRF**

Road infrastructure investment is shaped upstream — at the level of standards, capacity, and design processes — rather than at the point of construction. UNRSF's investment in Tanzania's national road safety system influenced over USD 1 billion in development bank-financed transport corridor investments by ensuring that safety is embedded at the design stage.

In Tanzania, road infrastructure investments were not consistently guided by safety standards aligned with international best practice. While significant financing for transport infrastructure was available through development banks, safety considerations were not systematically integrated at the design stage.

Through UNRSF, targeted support was provided to strengthen national standards and institutional capacity, enabling the adoption of the United

Nations Road Safety Collaboration group Ten-Steps approach for Safer Road Infrastructure, making Tanzania the first country to formally implement this framework at national level.

The project supported the alignment of national road design practices with global road safety targets, including through a national workshop that brought together key institutions, and the development of training programmes for both public and private sector engineers, iRAP assessments, and road safety audits.

This support proved catalytic. By influencing how infrastructure projects are planned and evaluated, the intervention contributed to improving the safety performance of over USD 1 billion in development bank-financed transport investments.

Rather than funding infrastructure directly, UNRSF shaped the conditions under which large-scale investments are designed, ensuring that safety is integrated before construction begins. Tanzania now has the standards, institutional framework, and technical capacity to sustain this approach across future infrastructure projects.

**This illustrates the catalytic strength of UNRSF: using relatively small, targeted investments to influence significantly larger financing flows and deliver systemic improvements in road safety outcomes.**



## Production of Public Goods

Given UNRSF partners' diverse technical expertise, they can develop public goods—such as toolkits, methodologies, model laws, and case studies—based on UN frameworks to support multiple countries at scale.

### Road Safety Investment Case

Country: Zambia

Partners: UNDP, [Zambian Ministry of Health](#), [Zambian Road Transport and Safety Agency](#)

Road safety investment is often constrained not by a lack of solutions, but by a lack of evidence to prioritise them.

UNRSF supported the development of the first road safety investment case — a tool launched in Zambia that has since been replicated in seven countries, each self-financed, extending its impact beyond the original UNRSF grant.

In Zambia, limited data on the economic impact of road crashes constrained the ability to prioritise and finance effective interventions. While evidence existed, it was not structured in a way that could inform investment decisions at scale.

Through UNRSF, UNDP supported the development of the country's first Road Safety

Investment Case, a tool designed to quantify the economic burden of road crashes and model the impact of targeted interventions, including safer crossings, speed management, and post-crash care.

The analysis identified five priority interventions capable of **saving 1,600 lives and preventing 4,000 permanent disabilities each year, while generating an estimated USD 420 million in annual economic savings.** By translating complex data into clear, decision-oriented analysis, the tool enables governments to prioritise investments, align budgets, and engage development partners.

From the outset, the Investment Case was designed as a public good: open, evidence-based, and adaptable to different national contexts.

This design has enabled replication across multiple countries. Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, Tunisia, and the United Arab Emirates have each developed their own investment cases — self-financed and without additional UNRSF support.

**This illustrates the value of UNRSF's production of public goods: an initial grant generates tools that can be applied independently by governments, extending impact across countries and over time.**



## IV. Delivering Systemic Results

### A multi-stakeholder partnership delivering results

Since 2018, UNRSF has worked where the gaps are greatest: providing upstream technical assistance to policymakers, mobilising catalytic financing, and connecting governments with the expertise needed to translate evidence into legislation, policy, and institutional reform.

These efforts have translated into concrete government action and sustained progress across five impact pathways:

1. Addressing High-Risk Factors
2. Safer Vehicles
3. National Road Safety Systems
4. Safer and Greener Streets
5. Emergency Care Systems



## Addressing High-Risk factors

Governments are strengthening legislation and enforcement to address the key risk factors and behaviors that contribute most to road traffic fatalities.

Country/Region	Policy or system change supported by UNRSF	Year
Jordan	Child restraint requirements adopted in national traffic law, supported by awareness campaigns that contributed to a 10% increase in child restraint use.	2022-23
Rwanda	New national regulation aligned with UN R22.05 adopted, alongside the FIA Foundation-funded establishment of Africa's first helmet testing and certification laboratory.	2022-24
Tunisia	Draft helmet law aligned with UN R22 submitted for cabinet approval, marking progress toward strengthening national helmet safety standards.	2025
Senegal	Draft road safety law under revision by WHO to incorporate speed limits and other key risk factors, strengthening the foundation for future legislative reform.	2025
Zambia	The Zambian government passed legislation to implement 30 km speed limits around schools and high pedestrian presence areas.	2024



## PROJECT: **Safe factory transport for garment workers in Cambodia**

**Country: Cambodia**

**Implementing partners: ILO, AIP Foundation**

**National partners: NSSF, NRSC**

**Private sector partners: Honda Cambodia, FIA Foundation**

### **100,439 workers benefited by road safety policy**

100% workforce coverage across 29 factories

### **Government-led transition to safer worker transport launched**

Pilot initiated by National Social Security Fund, scaling to 4 provinces in 2026

Every day, hundreds of thousands of garment workers in Cambodia commute on cargo flatbed trucks — standing, unrestrained, on vehicles designed for goods rather than people. Road crashes are the leading cause of occupational injury in the sector, yet commuting safety has historically fallen between transport and labour mandates.

UNRSF and its partners addressed this gap by working through the workplace.

- Road Safety Working Groups were established across 29 factories, with 488 members trained (53% women).
- A factory-level Road Safety Policy was adopted, covering 100,439 workers — 100% of the workforce.
- Baseline data (33,200 observations) revealed that only 22% of passengers wore helmets, and 61% of collective vehicles were high-risk standing trucks. This evidence informed government action.

- The National Social Security Fund (NSSF) launched a pilot in Svay Rieng Province and Kampong Chhnang Province to transition workers to safer, properly seated vehicles.
- The Ministry of Labour and Vocational Training strengthened oversight of factory transport conditions.
- The pilot is expected to expand to three additional provinces in 2026.

This approach demonstrates how workplace-based interventions can bridge policy gaps and trigger government-led action to improve transport safety at scale.



**PROJECT: *Building a regional legislative framework for motorcycle safety in Latin America***

**Countries: Argentina, Belize, Colombia, Mexico, Paraguay**

**Implementing partners: PAHO/WHO and relevant national authorities of participating countries**

**Regional partners: OISEVI, Bloomberg Philanthropies, GHAI, FICVI, WRI, GRSP, VS.**

**5 countries aligned on motorcycle safety reform**

First-ever coordinated regional effort to develop national legislative roadmaps for motorcycle safety under development.

**USD 30K co-financing mobilised**

Supporting regional coordination and policy dialogue

Motorcyclists across Latin America face inconsistent helmet standards, licensing requirements, and insurance rules — often within the same region. Without regional alignment, national reforms remain fragmented and difficult to implement.

UNRSF supported five countries to jointly assess legal gaps and develop coordinated legislative roadmaps, representing the first coordinated regional effort to advance legislative reforms in this area.

- A regional workshop held in Cancún in March 2026 convened 43 government officials and technical experts from Argentina, Belize, Colombia, Mexico, and Paraguay.

- Participants reviewed national frameworks against international best practices and identified priority measures, including helmet legislation, licensing systems, passenger restrictions, mandatory insurance, and enforcement mechanisms.

- Five governments committed to developing national legislative roadmaps and conducting stakeholders consultation on a shared timeline.

While legislative reforms are still underway, national roadmaps are expected by mid- 2026. The alignment of five governments around a common reform agenda represents a significant political milestone in a region where motorcycle safety regulation has historically been fragmented.



## Safer vehicles

Governments are strengthening vehicle safety standards and regulatory frameworks to ensure that vehicles entering and circulating in markets meet minimum safety requirements and better protect all road users.

Country/Region	System change supported by UNRSF	Year
Africa (17 countries)	Euro 6/VI vehicle emission and safety standards adopted for used vehicle imports across 17 African countries, improving vehicle safety and environmental performance for over 200 million people.	2020–24
European Union	End-of-Life Vehicles Directive adopted, introducing for the first time mandatory quality standards for vehicle exports to developing countries, following UNRSF-supported contributed to related UN global advocacy.	2025
Thailand	National Master Plan on motorcycle safety approved, with a government commitment to allocate domestic funding for implementation.	2025



Countries: **Malaysia, Philippines, Viet Nam**

Implementing partners: **ESCAP, UNECE**

Other partners: **MIROS, Towards Zero Foundation, FIA Foundation**

### **3 countries taking action to adopt life-saving ABS technology**

Policy and regulatory steps initiated in 2025

### **Technical pathways developed for national legislation**

UN R78 and GTR No. 3 recommendations for Malaysia and Viet Nam for national legislation

In ASEAN countries, motorcyclists account for up to 74% of road fatalities. Anti-Lock Braking Systems (ABS) can reduce fatal motorcycle crashes by around 31%, yet adoption has been limited by legislative gaps, low awareness, and limited technical capacity.

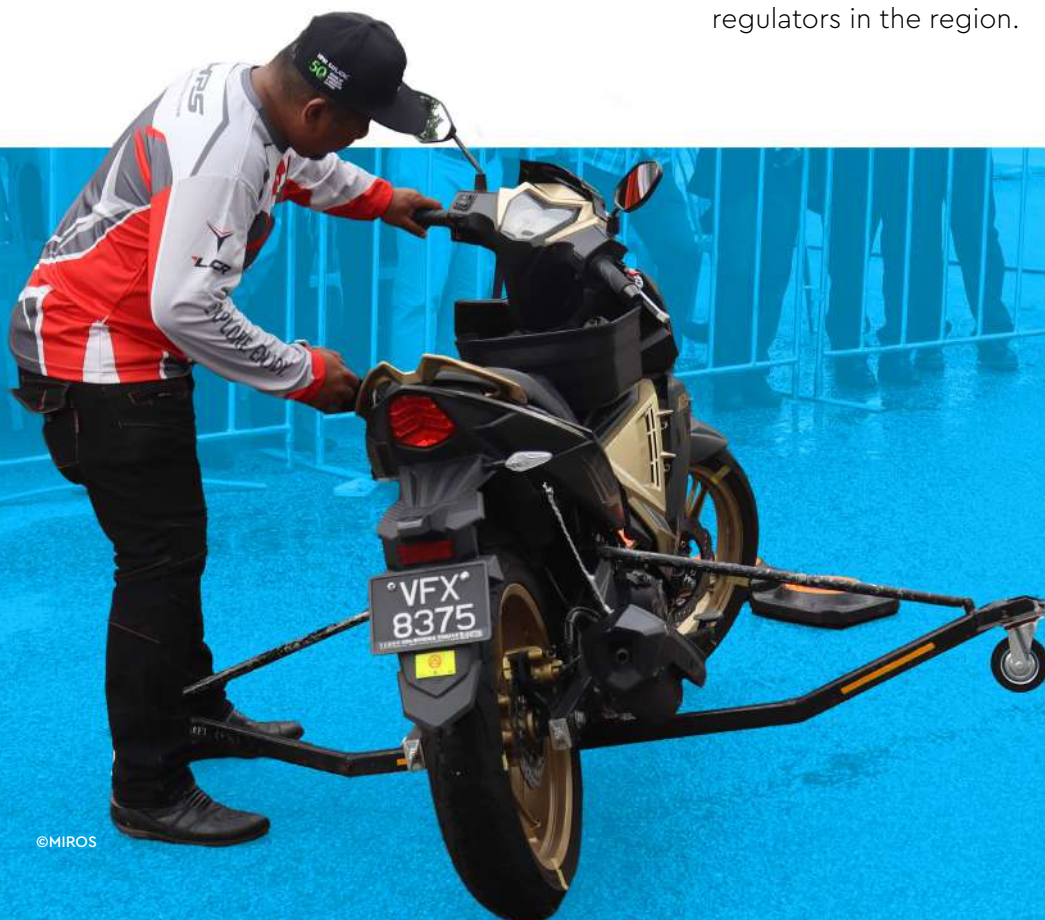
UNRSF supported four countries to address this gap by strengthening the technical and institutional foundations required for ABS adoption.

- Regional workshops, live demonstrations, and policy engagement-built understanding of ABS as a life-saving intervention across ASEAN Member States.

- Practical recommendations for applying UN Regulation No. 78 and Global Technical Regulation No. 3 were developed for Malaysia and Viet Nam, providing clear pathways for national legislation.

- Malaysia demonstrated early policy movement toward motorcycle ABS adoption, while Viet Nam and other ASEAN countries engaged in technical discussions and capacity-building activities.

Led jointly by ESCAP and UNECE, the initiative combined regional reach and international technical expertise, elevating motorcycle ABS from a technical issue to a recognized policy priority across transport ministries and vehicle regulators in the region.



## PROJECT: *Star-rating for Safer Motorcycles in Southeast Asia*

**Countries:** Malaysia, Viet Nam, Indonesia, Thailand

**Implementing partners:** ESCAP

**Technical partners:** MIROS, GRSF, Autoliv

### **4 countries preparing to establish regional motorcycle safety rating system**

Joint development of a Southeast Asia Motorcycle Assessment Programme

### **Regional framework under development to make vehicle safety transparent**

Supporting consumer, regulation, and safer markets

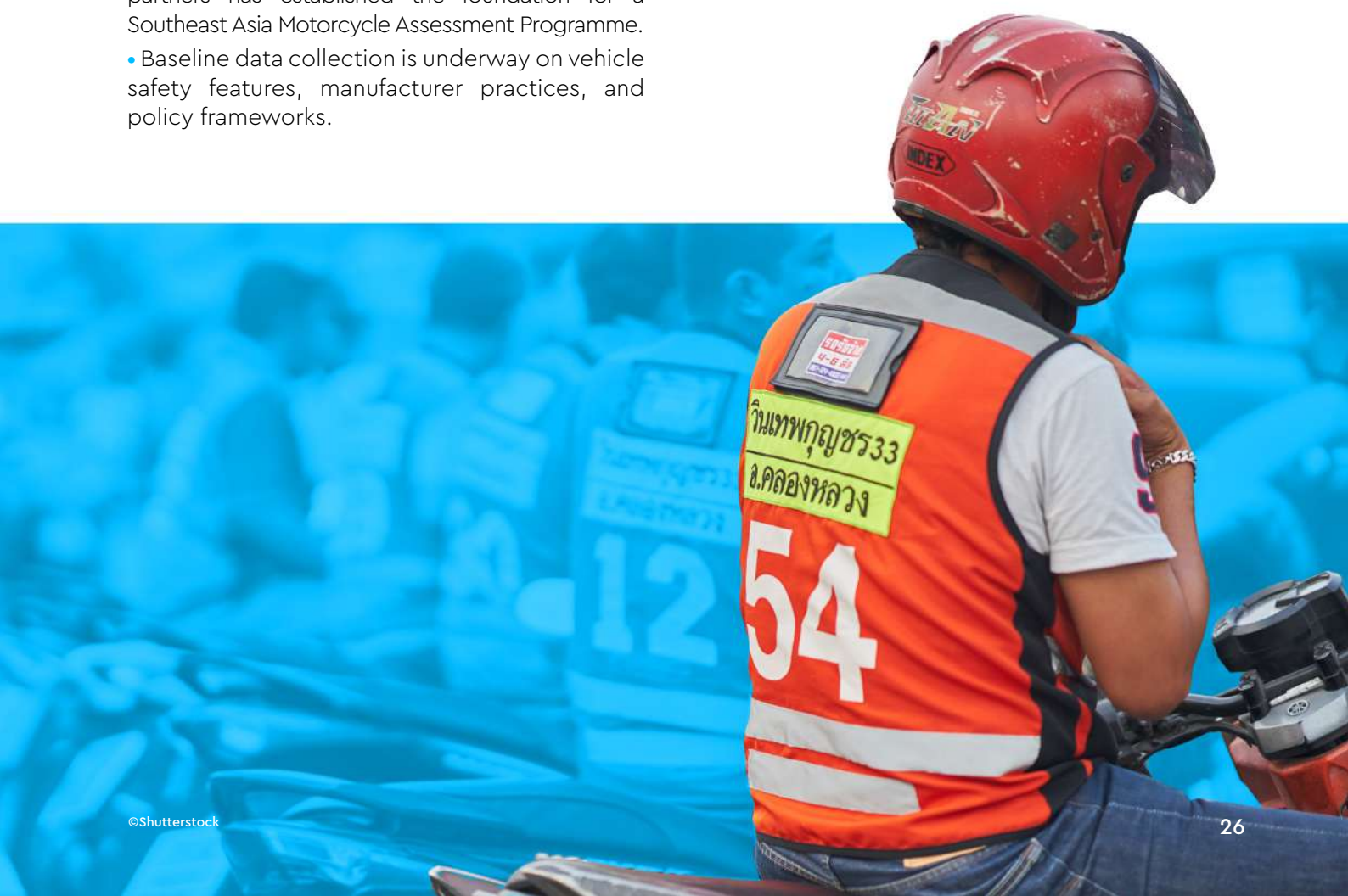
Motorcycle safety in Southeast Asia remains a critical challenge, with limited consumer information and uneven adoption of proven safety technologies such as ABS. While safety standards exist, there is not a widely adopted system to guide consumers, manufacturers, and policymakers toward safer choices.

The UNRSF is supporting the development of a regional motorcycle star rating system to address this gap.

- Initial coordination with national and regional partners has established the foundation for a Southeast Asia Motorcycle Assessment Programme.
- Baseline data collection is underway on vehicle safety features, manufacturer practices, and policy frameworks.

Work is ongoing to develop a standardized rating methodology and establish a regional working group to support implementation. While still at an early stage, four countries, Malaysia, Indonesia, Viet Nam and Thailand, are actively engaged and preparing for adoption.

This initiative is laying the groundwork for a scalable regional model that can make vehicle safety more transparent, influence consumer demand, and support the uptake of life-saving technologies across Southeast Asia.



## PROJECT: *Protecting Riders in MENA & Beyond – Strengthening Motorcycle Safety Laws*

**Countries:** Iran, Oman, Pakistan, Saudi Arabia, Tunisia, Yemen

**Implementing partners:** WHO, UNDP, UNECE, SSATP, ADB, ARSO

**National partners:** Iran's National Road Safety Commission; Royal Oman Police, Social Research & Development Organization (Pakistan); National Transport Research Centre (Pakistan); National Council on Road Safety (Tunisia); General Secretariat of Ministerial Committee for Traffic Safety (Saudi Arabia); and Ministry of Health (Yemen).

### **First regional platform for motorcycle safety alignment established across MENA and beyond**

### **Tunisia submitted helmet law aligned with UN R22 for cabinet approval**

Prior to this initiative, motorcycle safety across participating countries was characterised by fragmented national frameworks and inconsistent helmet standards, with no shared platform for cross-country coordination. Without regional alignment, national reforms risked remaining isolated and difficult to enforce across markets where vehicles and safety equipment circulate freely.

Through UNRSF, a multi-country, multi-partner platform was established to support the development of helmet legislation aligned with UN Regulation No. 22 and WHO best practices.

Across the MENA region, UNRSF-supported work is translating coordination into concrete legislative and institutional progress:

- A regional coordination platform established, enabling alignment of helmet safety legislation across six countries.

- National readiness assessment completed, providing a baseline for strengthening helmet standards (UNECE).
- A crash data improvement strategy developed, aligned with international standards (WHO, ADB, SSATP, ARSO and UNDP).
- A regional monitoring tool piloted, enabling shared tracking of progress and accountability.
- Tunisia submitted a legislative proposal to align its helmet law with UN R22, currently under cabinet review, with discussions underway on establishing a national testing laboratory.
- Oman and Saudi Arabia are self-financing their participation, demonstrating sustained national commitment beyond external funding.

The initiative combined international technical expertise with strong national ownership, elevating motorcycle helmet safety from a fragmented national concern to a coordinated regional policy priority.



## National Road Safety Systems

Governments are strengthening national road safety systems by improving data, coordination, and institutional capacity, enabling more effective decision-making, sustained action, and the scaling of road safety interventions.

Country/Region	System change supported by UNRSF	Year
Armenia	First-ever legislative mandate for cross-ministry crash data integration, leading to the establishment of a unified national crash database and an 18% reduction in repeat speed violations in Yerevan.	2022–24
Brazil	Enforcement reforms across 52 cities in Pará, supported by a fivefold increase in government budget allocation.	2022–25
Zambia + 7 countries	A road safety investment case methodology developed in Zambia was independently replicated by seven countries, Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, Tunisia, and UAE, demonstrating the scalability of UNRSF-supported approaches without additional funding.	2022–25
India	Four state governments formally endorsed District Road Safety Action Plans covering 233 million people, strengthening the link between planning, financing, and implementation at scale.	2025–26



## PROJECT: *Strengthening national crash data systems to unlock road safety investment in Brazil*

Country: **Brazil**

Implementing partners: **PAHO**

National partners: **PRF, DNIT, SENATRAN, University of Brasília**

### **Catalytic funding: USD 163K leveraged into USD 1.5B government-funded programme**

PRISMA is embedded in Brazil's national road safety investment

### **3 agencies connected through a unified crash data system**

Enabling coordinated, data-driven road safety action

Decisions on road safety are only as effective as the data that support them. In Brazil, although road crash records existed, data on infrastructure conditions and environmental risk factors were fragmented among institutions, making a preventive and integrated view for large-scale decision-making impossible.

The UNRSF supported the development of PRISMA, a national interoperable road data management system that connects the Federal Highway Police (PRF), infrastructure authorities, and transportation agencies. Unlike traditional accident registration systems, PRISMA focuses on identifying and analyzing pre-accident data, allowing agencies to proactively diagnose risks across more than 75,000 km of federal highways.

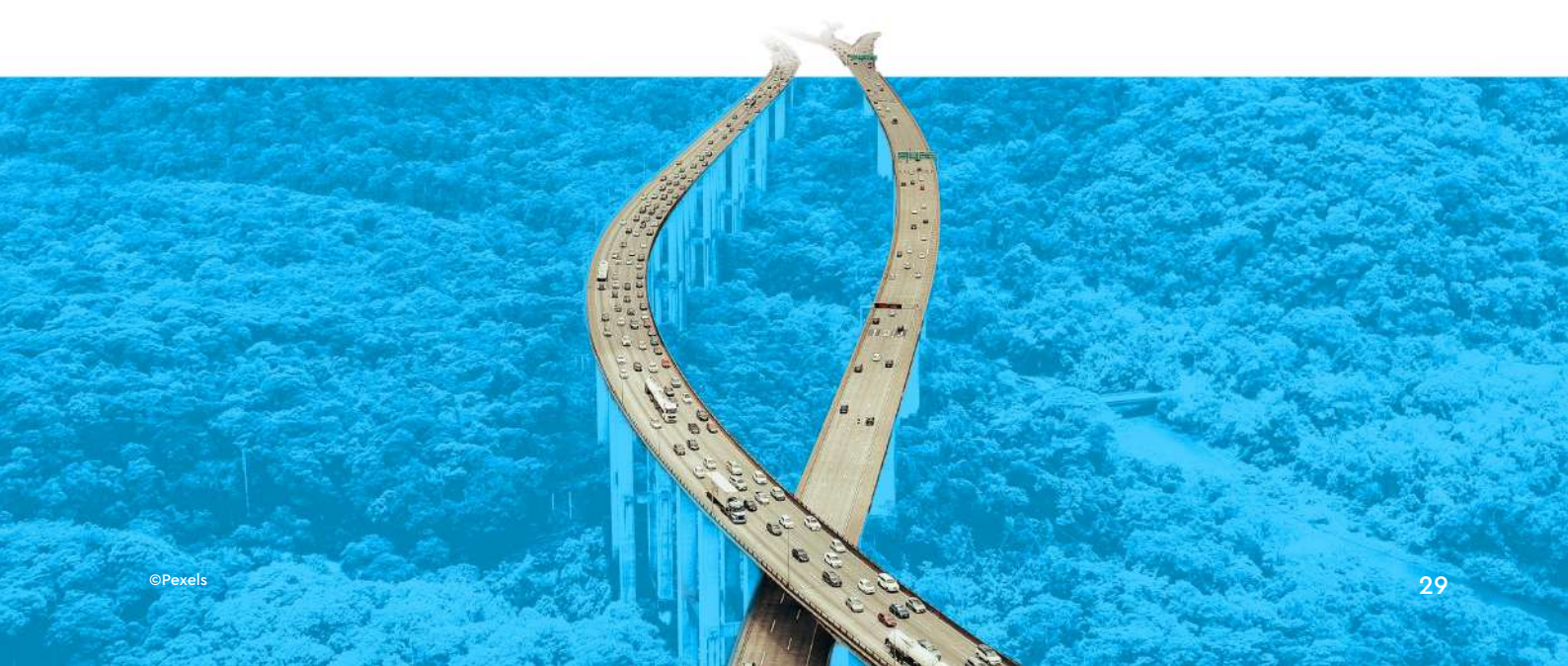
- PRISMA integrates operational databases (such as traffic volumes and incidents) with field surveys, creating a multi-layered analytical dashboard to guide engineering and enforcement interventions.
- A new unified taxonomy of risk factors was established, aligning the methodologies of the

PRF (Federal Highway Police) and DNIT (National Department of Transport Infrastructure) with international standards such as iRAP and PIARC.

- The PRISMA-Mobile module allows PRF agents to report infrastructure risks and road defects in real time directly from the site, with offline data collection capability for remote areas.
- The system strengthened collaborative governance between institutions that previously operated in isolation, establishing a common scientific basis for the sustainable management of road safety in the Safe System model.

This cutting-edge approach also unlocked significant national investments to ensure its scalability:

- DNIT allocated US\$163,000 to support the technological development of PRISMA.
- The PRF's total investment is projected to reach US\$330,000, including training, personnel mobilization, and system implementation.
- The system is integrated into the Brazilian federal road safety program, budgeted at US\$1.5 billion.



**PROJECT: *Embedding road safety financing in sub-national governance in India***

**Country: India**

**Implementing partners: WHO India, UNICEF India**

**Other partners: UNESCAP, SaveLIFE Foundation, The George Institute**

## **4 States in India**

Covering 233 million people through the implemented District Road Safety Action Plans

## **41 districts institutionalizing road safety planning and accountability**

Rajasthan adopting DRSAP and monthly review system

India records one of the highest road traffic death tolls globally, yet road safety financing at state level has often fragmented, lacking planning, data, and accountability mechanisms.

UNRSF is supporting four states, Kerala, Tamil Nadu, Assam, and Rajasthan, to address this gap through the development of District Road Safety Action Plans aligned with the Safe System approach.

- All four states formally nominated senior nodal officers, signaling political commitment at the level where implementation takes place.
- Rajasthan adopted the District Road Safety Action Plan (DRSAP) template and Monthly DRSC Review Format across all 41 districts,

institutionalizing a continuous, domestic funded accountability mechanism.

- The model establishes a direct link between planning, data, and financing at sub-national level.

The national launch in February 2026, held at UN House in New Delhi with the UN Special Envoy for Road Safety, generated over 600 million media impressions, bringing sub-national road safety financing onto the national policy agenda. The approach is now being considered for replication across India, with potential to scale across states.



## Safer & Greener Streets

Governments are improving the safety and design of road infrastructure to better protect all users, particularly pedestrians and cyclists, while enabling safer, more sustainable, and inclusive urban mobility.

Country/Region	System change supported by UNRSF	Year
Ethiopia	Non-Motorized Transport Strategy adopted, with a government commitment to deliver 3,000 km of walking and cycling infrastructure across 69 cities in its 10-Year Transport Plan.	2020–21
Colombia, Ethiopia, Kenya, Rwanda	Governments implemented over 100 km of safe walking and cycling infrastructure, including 40 km of cycle tracks in Addis Ababa and new segregated pathways in Nairobi and Kigali, improving safety for pedestrians and cyclists in urban areas.	2022–25
Kyrgyzstan	In February 2026, the Ministry of Transport and Communications formally adopted the Road Safety Design Guidance as official national policy.	2026
Kenya, Mozambique, Nigeria, Malawi	Sustainable Urban Mobility Plan frameworks adopted, with governments mobilising over USD 3 million in 2025 to support implementation across five countries.	2024–25
Tanzania	10,000+ km of roads assessed through the Tanzania Road Assessment Programme, leading to the adoption of a New National Road Infrastructure Safety Strategy.	2022–25



**PROJECT: *Global Alliance of Cities for Road Safety (ACROS)***

**Regions: Africa and Middle East**

**Implementing partners: UN-Habitat, UNEP, ECA, ITDP**

**Measured impact:  
fatalities reduced and  
safer streets delivered**

10.39% fatality reduction in Kenya;  
500,000 People reached in Nairobi  
through street redesign

**Cities mobilising  
financing to scale road  
safety solutions**

Over USD 5 Million unlocked across urban  
programmes additional co-financing  
mobilised by Nairobi City

The Global Alliance of Cities for Road Safety (ACROS), funded by the UNRSF since 2023, approaches urban road safety as a governance challenge — strengthening institutional capacity, data systems, and cross-city collaboration to enable sustained action.

Working across 22 cities in 15 countries, including Kenya, Mozambique, Nigeria, Rwanda, and Morocco, the initiative supports governments to move from pilot interventions to scaled implementation.

- In Kenya, fatalities decreased by 10.39% along a pilot corridor.

- In Nairobi, street redesign efforts reached over 500,000 indirect beneficiaries.
- Cities mobilised additional financing, including USD 2.3 million in Nairobi and over USD 3 million across African cities to implement Sustainable Urban Mobility Plans.

Governments across the programme have taken formal action.

- Kenya adopted a Road Safety Action Plan; Mozambique a Masterplan; Nigeria a Cycling Strategy; and Rwanda new Design Standards.
- Seven cities were supported to access international financing mechanisms.



**PROJECT: Improving road standards with Safe System principles in Central Asia**

**Countries: Kyrgyzstan, Tajikistan, Uzbekistan**

**Implementing partners: ESCAP**

**Other Partners: IRAP, ADB, EBRD, EIB.**

## Safe and Inclusive Road Design Guidance adopted in Kyrgyzstan

Ministerial Order No. 43 approved in February 2026

## 3 countries aligning road design standards with Safe System principles

Reform recommendations endorsed and applied to future infrastructure planning

Across Central Asia, road design standards (GOST-SNiP) have not kept pace with modern Safe System principles — contributing to high fatality rates and significant economic losses. The gap between existing standards and international safety requirements is primarily a policy and regulatory challenge.

UNRSF supported Kyrgyzstan, Tajikistan, and Uzbekistan to review their national standards, develop reform recommendations, and strengthen institutional capacity to integrate Safe System principles into infrastructure planning.

- Comprehensive technical reviews of GOST-SNiP standards were conducted across the three countries.

- A regional Steering Committee and Technical Working Group enabled cross-country peer learning and coordination with development banks.
- Governments formally endorsed the update of road design standard recommendations.

Kyrgyzstan moved ahead of schedule, approving Safe and Inclusive Road Design Guidance through Ministerial Order No. 43 in February 2026 — demonstrating strong national ownership of the reform process.

Engagement with development banks, including ADB, EBRD, and EIB, has contributed to ongoing dialogue on aligning infrastructure financing with road safety considerations, indicating potential for broader integration of safety performance standards.



## Emergency Care Systems

Governments are strengthening emergency care systems to ensure that people injured in road crashes receive timely, high-quality care, reducing fatalities and preventing long-term disabilities.

Country/Region	System change supported by UNRSF	Year
Bangladesh	Bangladesh's emergency call improved to operate 24/7, including location tracking for a more effective emergency response. The government also linked this emergency call number with the National Emergency Service (999) set-up with UNRSF support.	2024
Costa Rica, Mexico, Colombia	Governments committed domestic funding to sustain Basic Emergency Care training beyond the project period, supporting the long-term strengthening of emergency care systems.	2025
Honduras	A national prehospital care framework was developed to harmonise emergency response across institutions, strengthening coordination and quality of care, and reviewed in collaboration with WHO's Emergency Care Department.	2025
Uganda	Mukono municipality has advanced the drafting of a district ordinance on post-crash response and designated budget for the 2025-2026 plan.	2025 - 26



## PROJECT: *Enhancing emergency care capacity in the Americas*

**Countries:** Bolivia, Belize, Colombia, Costa Rica, Honduras, Jamaica, Mexico, Paraguay, Guatemala

**Implementing partners:** PAHO/WHO and Ministries of Health and other authorities of participating countries.

**Other partners:** World Bank, Laerdal Foundation, ACAN members including: WHO/PAHO CC at UC, WHO/PAHO CC at UCSF, WHO/PAHO CC at JHU, ICRC, IFEM (and its regional and national societies), Bloomberg Philanthropies.

### **Building emergency care at scale**

665 trained in 2025; 816 total with a 136% of target achieved

### **Governments embedding emergency care into national systems**

Policy adoption, workforce integration, and sustained financing.

Surviving a road traffic crash depends not only on the initial impact, but also on the quality, timeliness, and effective coordination of emergency care.

Across nine countries in the Americas, financial support from UNRSF is strengthening emergency care systems by building the capacity of health workers and first responders.

- In 2025, 665 individuals were trained, including 412 BEC providers, 70 trainers (ToT) to support the sustainable expansion of the program, and 183 community members through the 9 CFAR courses implemented.
- A total of 816 individuals have been reached cumulatively, exceeding the original by 136%.
- Knowledge levels among certified providers increased by an average of 18.6% following training.

Government uptake has been strong across the region.

- Bolivia identified 26 priority actions through its Emergency and Critical Care System Assessment (ECCSA).

- Honduras advanced a national prehospital care framework, reviewed in collaboration with WHO's Emergency Care Department.
- Costa Rica integrated BEC into formal doctor recertification processes, while Paraguay declared BEC of institutional interest.
- Colombia and Mexico are incorporating BEC into national workforce strategies, and Guatemala is developing a national roadmap after conducting ECCSA.

The programme has also mobilised additional resources to sustain impact.

- Governments in Costa Rica, Mexico, and Colombia committed domestic funding to continue training.
- The World Bank provided co-financing to conduct ECCSA in Bolivia; and BIGRS co-funded part of the work in Colombia.
- The Laerdal Foundation supported through equipment donations for six countries, with a commitment of donating 40 more emergency care learning labs to priority countries; and by funding University of Colorado to support rolling out of CFAR in Belize.



## PROJECT: *Strengthening post-crash care systems through trauma data in Tanzania*

Country: Tanzania

Implementing partners: WHO Tanzania

National partners: Ministry of Health, PMO-RALG, Tanzania Police Force, Muhimbili University of Health and Allied Sciences, National Road Safety Council, National Medical Research, Muhimbili National Hospital, and Muhimbili Orthopedic Hospital

**2,002 trauma cases captured through new national system**

1,300 road traffic injuries recorded

**First national trauma data system established across 11 sites**

Supporting coordinated post-crash care and system planning

In Tanzania, road traffic injuries are a leading cause of death and disability, yet the data systems needed to understand and respond to them have been limited. Without standardized, high-quality trauma data, emergency care cannot be effectively planned, resourced, or improved.

UNRSF is supporting the establishment of a national trauma data system to address this gap.

- A WHO-standardised digital trauma registry has been implemented across 11 sites, covering both intervention and control facilities.
- In 2025, 2,002 trauma cases were recorded, including 1,300 road traffic injuries.

- The system is already informing resource allocation and strengthening coordination between police, health, and transport authorities.

This initiative is building the institutional foundation for post-crash care reform.

- Governance structures, including a Technical Advisory Committee, are now operational.
- Post-crash care has gained increased visibility in national policy discussions.

The system is creating the conditions for future policy development and domestic investment in emergency care.



## V. Looking Ahead Strategically

### Our strategy for the next five years

UNRSF's vision is clear: a world where roads are safe for every road user, everywhere. In this next strategic period, the focus shifts from demonstrating impact to scaling it.

As the Decade of Action for Road Safety 2021–2030 enters its final phase, the need to accelerate progress becomes more urgent. The 2026–2030 strategy draws on the results and lessons documented throughout this report, as well as the independent evaluation conducted in 2025 — marking a transition from proof of concept to system-level transformation at scale.

This strategy is anchored in the evolving UN reform agenda. As the UN system moves toward greater coherence, efficiency, and coordination, UNRSF is uniquely positioned to translate these reforms into tangible results on road safety. By bringing together 21 UN member organizations under a single, coordinated framework, the Fund exemplifies the spirit of UN reform — reducing fragmentation, aligning mandates, and mobilising collective action around a shared goal. In this sense, UNRSF is not only responsive to the reform agenda but also serves as a model for how the UN system can work more effectively together to address complex, multi-sectoral global challenges.

Over the next five years, UNRSF will focus its resources where they can deliver the greatest and most sustained impact — supporting system-level changes in low- and middle-income countries. This means directing funding

upstream, toward the policies, institutions, and financing systems that enable road safety to be embedded in national governance over the long term, rather than addressed through fragmented, short-term interventions.

At the same time, the Fund recognises that we are in the midst of a fundamental transformation in how people and goods move. New technologies, shifting mobility patterns, and the growing urgency of the climate crisis are reshaping the transport landscape at a pace and scale not seen since the advent of the automobile. That first mobility revolution came at an enormous human cost — one we are still paying today. UNRSF is committed to ensuring that this new transformation does not repeat those mistakes.

The Fund serves as an incubator for forward-looking approaches to road safety — monitoring the evolution of mobility and technology, anticipating emerging risks, and equipping policymakers with the evidence, tools, and partnerships needed to stay ahead. From electric vehicles and autonomous transport to climate-resilient infrastructure and inclusive mobility, UNRSF ensures that innovation and safety advance together, and that no country is left behind in navigating these changes.

## Three Core Areas of Work



### **Targeted advocacy and high-level engagement for sustainable financing**

Road safety remains significantly underfunded relative to the scale of its burden. UNRSF will address this by engaging parliamentarians, finance ministries, and senior decision-makers to strengthen the economic and political case for sustained domestic investment.

Building on demonstrated results — including the replication of Zambia’s road safety investment case across seven countries, and the alignment of sub-national budgets with road safety action plans in four Indian states — UNRSF will support governments in translating political commitment to concrete budget allocations.

Over time, this approach aims to embed road safety financing within national and local budgets as a strategic public investment priority.



### **Implementation of the Safe System approach in national policies and plans**

The Safe System approach, including emerging mobility issues, requires coordinated action across government. UNRSF will support countries in integrating this approach into national policies and plans, across ministries, road authorities, and enforcement agencies to advance legislation, regulations, and enforcement aligned with UN road safety standards.

This builds directly on demonstrated results, including increased driver seat belt use in Jordan, the establishment of Africa’s first helmet testing laboratory in Rwanda, and large-scale domestic investment in road safety in Brazil’s State of Pará. Particular attention will be given to ensuring that the needs of women, children and youth, persons with disabilities, and other vulnerable road users are reflected in policy and planning processes.

By 2030, UNRSF aims to support the implementation of sustainable national road safety programmes that apply the Safe System approach across all five pillars of the Global Plan.



### **Embedding Road Safety within Broader SDG Initiatives**

Road safety is both a development outcome and an enabler for sustainable development. When integrated into areas such as sustainable transport, urban mobility, climate action, and public health, it strengthens the overall impact of investments.

UNRSF will work with governments to integrate road safety into SDG-related frameworks and financing mechanisms, ensuring road safety is systematically integrated across sectors rather than addressed in isolation. This approach builds on initiatives such as Safer and Cleaner Vehicles, which advanced road safety, environmental standards, and trade policy across more than 30 countries.

Over the next five years, UNRSF will further develop public goods and policy frameworks that demonstrate the co-benefits of integration and provide practical, replicable guidance for countries at all levels of capacity.

## Scaling results through shared knowledge

Across all three core areas, UNRSF will invest in the generation and sharing of knowledge. Toolkits, investment cases, model laws, and lessons from funded projects will be developed as global public goods — open, evidence-based, and designed for adaptation across diverse national contexts.

This approach has already demonstrated a

multiplier effect: methodologies developed in one country are replicated in others; regional regulations influence broader frameworks; and local interventions inform national policy. Over the period 2026–2030, UNRSF will strengthen this approach further, ensuring that investments in individual countries generate knowledge that can be applied and scaled across countries, accelerating impact beyond national borders.

## What Success Looks Like by 2030

By 2030, UNRSF aims to demonstrate measurable progress across its three priority areas. Under targeted advocacy and financing, road safety priorities are integrated into national and local budget processes across multiple countries, supported by inter-ministerial coordination mechanisms and stronger domestic investment.

Under Safe System implementation, progress includes draft legislation aligned with UN road safety conventions advancing through approval processes, strengthened national data and monitoring systems, and sustained government engagement in policy reform.

On SDG integration, road safety is increasingly embedded in sustainable development frameworks and investment plans, recognized by governments as a cross-cutting development priority rather than a stand-alone transport concern.

Together, these outcomes reflect a single ambition: a road safety ecosystem where governments lead, systems endure, and no

country faces this challenge alone. Progress between 2026 and 2030 will be measured not only in policies adopted or budgets allocated — **but ultimately in the lives saved.**

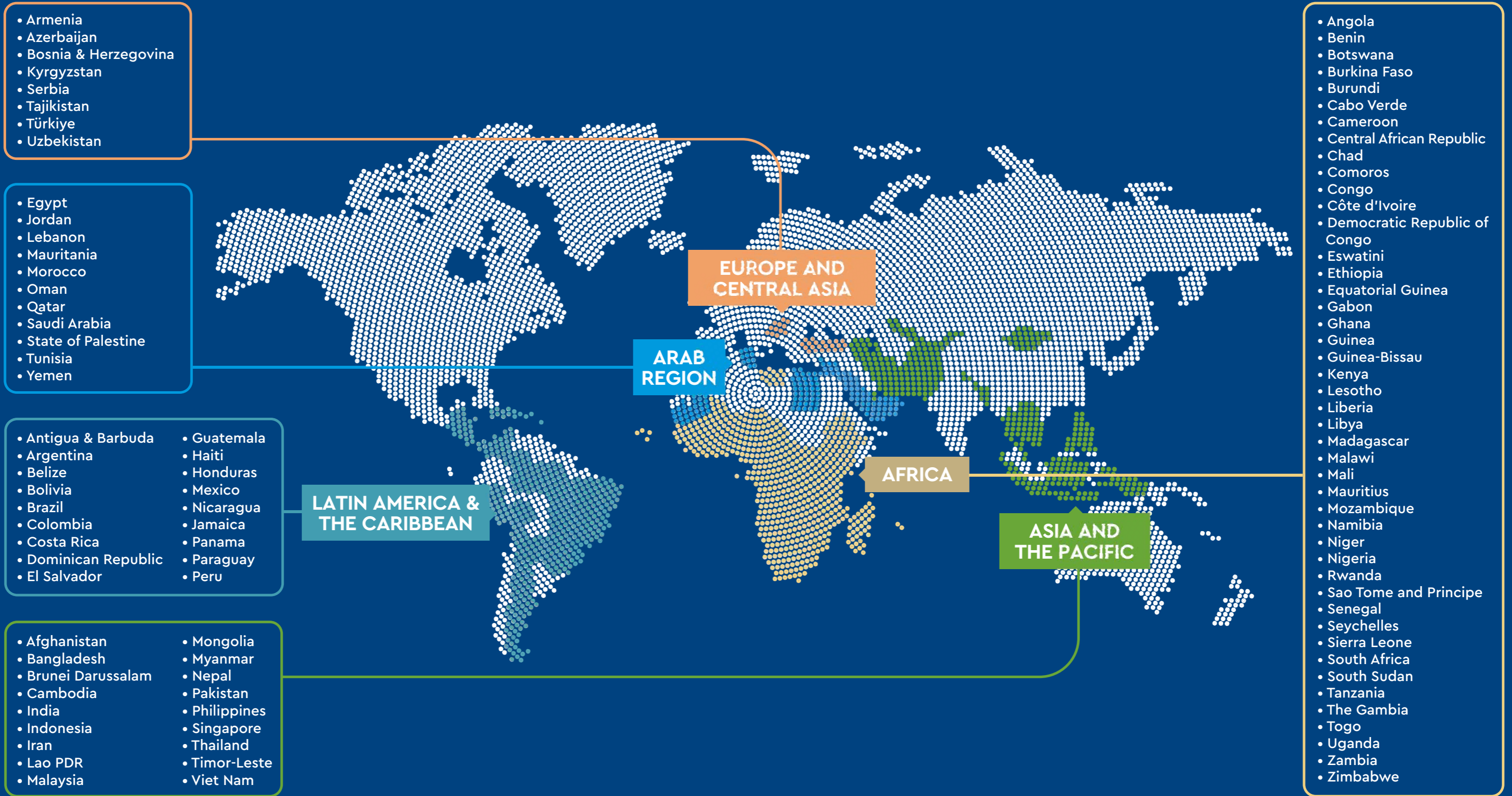
The challenge is no longer identifying solutions, but delivering them at the scale required to save lives. UNRSF enters the next strategic period with the partnerships, evidence and experience needed to do so. With sustained commitment and investment, the Fund will continue to translate global ambition into national action, ensuring that road traffic deaths and injuries are no longer accepted as inevitable, but prevented through coordinated and sustained action, and that safer mobility becomes a reality for all.



### Glossary

- ABS** – Anti-lock Braking Systems
- ACROS** – Global Alliance of Cities for Road Safety
- ADB** – Asian Development Bank
- AIP Foundation** – Asia Injury Prevention Foundation
- ARSO** – African Organisation for Standardisation
- BEC** – Basic Emergency Care
- DNIT** – National Department of Transport Infrastructure (Brazil)
- DRSAP** – District Road Safety Action Plan
- DRSC** – District Road Safety Committee
- ECA** – United Nations Economic Commission for Africa
- EBRD** – European Bank for Reconstruction and Development
- EIB** – European Investment Bank
- FIA Foundation** – Fédération Internationale de l'Automobile Foundation
- FICVI** – Ibero-American Road Safety Victims Federation
- GHAI** – Global Health Advocacy Incubator
- GRSF** – Global Road Safety Facility (World Bank)
- ILO** – International Labour Organization
- ITDP** – Institute for Transportation and Development Policy
- iRAP** – International Road Assessment Programme
- LMIC** – Low and Middle Income Countries
- MIROS** – Malaysian Institute of Road Safety Research
- MUHAS** – Muhimbili University of Health and Allied Sciences
- NSSF** – National Social Security Fund
- NRSC** – National Road Safety Committee
- OISEVI** – Ibero-American Road Safety Observatory
- PAHO** – Pan American Health Organization
- PMO-RALG** – President's Office – Regional Administration and Local Government (Tanzania)
- PRF** – Federal Highway Police (Brazil)
- PRISMA** – Police Rodoviária Federal Information System for Monitoring Accidents
- RICA** – Rwanda Inspectorate, Competition and Consumer Protection Authority
- SDG** – Sustainable Development Goals
- SENATRAN** – National Traffic Secretariat (Brazil)
- SSATP** – Sub-Saharan Africa Transport Policy Program
- UNEP** – United Nations Environment Programme
- UNESCAP** – United Nations Economic and Social Commission for Asia and the Pacific
- UNGA** – United Nations General Assembly
- UN-Habitat** – United Nations Human Settlements Programme
- UNICEF** – United Nations Children's Fund
- UNRSF** – United Nations Road Safety Fund
- WHO** – World Health Organization

# Where we work



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

## Global Engagement in Action

In 2025, UNRSF actively engaged in key global and regional platforms to advance road safety priorities, mobilize partnerships, and strengthen coordination across stakeholders.

### 4th Global Ministerial Conference on Road Safety, Marrakech (February)

- Advanced discussions on road safety financing (ABC for financing) ▼



- Promoted public-private partnerships (PPPs) for safe and sustainable mobility ▼



### UNRSF Call for Proposals

- Presentation of Projects approved under Call for Proposals 2024, Marrakech (February)
- Projects information sessions (March)
- Launch of 2025 Call for Proposals (September)
- Open Door Sessions (September)

### Partnerships Outreach

- UNRSF High-Level Pledging Forum at the 4th Global Ministerial Conference (February) ▼



- Arab European Cities Dialogue, Riyadh (May)
- UN Road Safety Fund: A Global Call to Invest in Road Safety, International Transport Forum, Leipzig (May) ▼



- UNESCAP Road Safety Week, Bangkok (June)
- Strategic dialogue on road safety financing, New York (October) ▼



- GCC Secretariat Transport Committee Briefing

- Post Marrakech reflections – Turning Global Commitment into Regional Action, Transport Expo Asia, Kuala Lumpur (November) ▼



- Bahrain Road Safety Symposium – Advancing road safety partnerships, Manama (November)
- IOGP Land Transport Sub Committee Meeting, Riyadh (November)
- UN Road Safety Retreat, Geneva (December)
- 9th UN Partnership Meeting, Geneva (December)

### Knowledge sharing

- Inland Transport Committee, Geneva, (February)
- 2024 Annual Impact Report Launch, Bangkok (June) ▼



- UNRSF informal multistakeholder consultation on child passenger safety on Power Two Wheelers, Geneva (May and June) ▼



- FIA Safe and Affordable Helmet Initiative, Nairobi (July)
- UNRSF Open Day -online- (December)

[UNRSF Publications](#)  
[UNRSF Newsletters](#)  
[Technical Edition](#)  
[Catalytic Series](#)

### Recognition

- Recipient of the first Mohammed VI International Prize for Road Safety, Marrakech, February

### Governance

- Advisory Board Meeting, Geneva (May) ▼



- Steering Committee Meeting, Geneva (June and December) ▼



- 2021-2024 UNRSF Independent Evaluation (July-November)
- Stakeholders' engagement for Strategic Plan (July-December)



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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.

For more information, visit:  
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