

# UN Road Safety Fund 2024 Call for Proposals

23 July PAHO Workshop: Regional initiatives to support countries  
advancing on the implementation of the Recommendations of the Global  
Plan: opportunities for synergies

# Introduction

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# The UN Road Safety Fund



- Launched in 2018 by the UN Secretary General's Special Envoy for Road Safety
- UNRSF is the UN fund solely dedicated to mobilizing, coordinating and distributing financial resources to support government actions towards achieving the SDG 3.6 target to reduce deaths on the road by 50%
- Housed in the UN Economic Commission for Europe
- 19 Partnering United Nations Organizations:
  - ✓ ILO, ITU, UNCDF, UNICEF, UNDP, UNESCAP, UNESCWA, UNECA, UNECE, UNECLAC, UNESCO, UNEP, UN-HABITAT, UNIDO, UNOPS, WHO, UNODC, UN WOMEN, PAHO
- 5 Civil Society Partners
  - ✓ iRAP, Global Alliance of NGOs for Road Safety, YOURS - Youth for Road Safety, WRI Colombia, AIP Foundation

# UNRSF in 88 Countries

## WHERE WE WORK

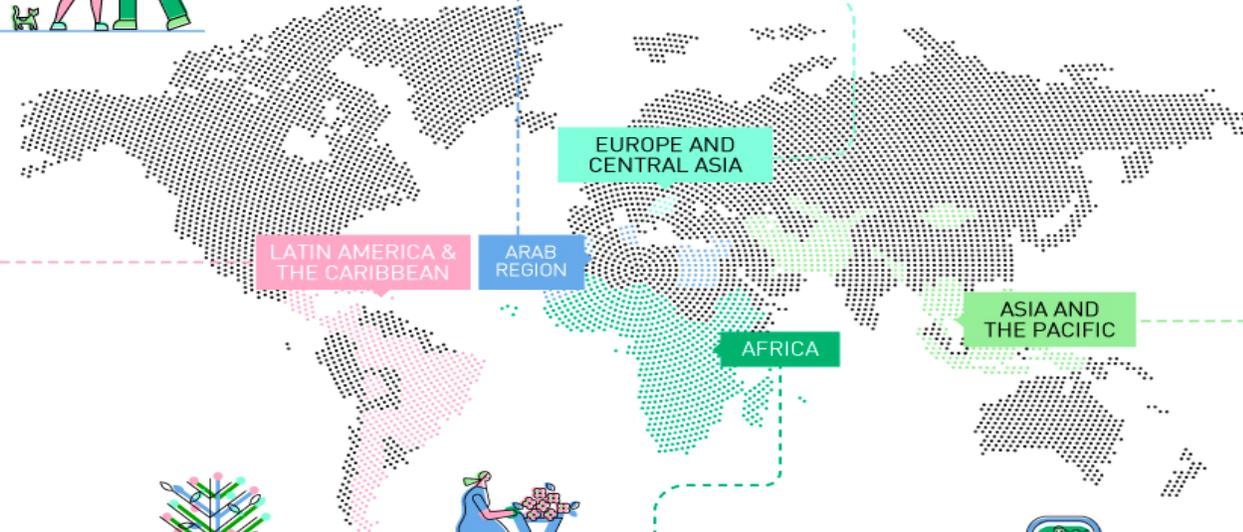


- Antigua & Barbuda
- Argentina
- Belize
- Bolivia
- Brazil
- Colombia
- Costa Rica
- Dominican Republic
- El Salvador
- Guatemala
- Haiti
- Honduras
- Nicaragua
- Jamaica
- Panama
- Paraguay

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

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

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



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

# PAHO as UNRSF PUNO

- The UNRSF is a Global Partnership comprised of mainly UN regional commissions and specialized UN agencies
- Partner Organizations of UNRSF can apply to the Call for Proposals and receive funding for project addressing the funding priorities set by UNRSF
- As of the 14th UNRSF Steering Committee session on 28 June 2024, PAHO becoming a Partnering United Nations Organizations (PUNO) to UNRSF
- Government partners can work with PAHO then to receive funding for road safety
- Next opportunity is the 2024 Call for Proposal

# Application Guidelines

Open for submission 1 September 2024 to 31 October 2024 (23:59 CET)  
Total Funding Awarded US\$ 4 Million – divided equally between the two priorities

## Eligibility Criteria:

- a) Only submissions by eligible Participating Organizations Focal Points accepted
- b) by PUNO focal point, via email to the secretariat ([unrsf\\_secretariat@un.org](mailto:unrsf_secretariat@un.org))
- c) Support to low- and middle-income countries
- d) Meeting one of the funding priorities as described in application guidelines
- e) Supporting one of the five road safety pillars
- f) UN Resident Coordinator informed about the project

Budgetary Limit US\$ 100,000/PUNO - US\$ 500,000 upper limit/project

Timeframe 18 Months – 3 Years

# UNRSF Priorities

- The funding priorities ensure that the UNRSF remains relevant and responsive to the changing global and local contexts in which it operates.
- UNRSF is keen to see proposals that showcase UN strengths, expertise, and partnerships which could not be easily replicated by other road safety actors.
- Funding priorities based on:
  - ✓ 2023 Global Status Report on Road Safety
  - ✓ Proof that road fatality reduction is possible – 10 countries have already met SDG 3.6 target 50% reduction
  - ✓ Careful analysis of road safety data and trends
  - ✓ Country demands, regional strategies, and best practices
  - ✓ Comprised of mainly UN regional commissions and specialized UN agencies, UNRSF has a unique capacity to support “upstream” regional harmonization of national or municipal road safety systems
  - ✓ The UNRSF governing body members

# A lot to do to achieve remaining 45% ...

Only **17** countries



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



Only **6** countries

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

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



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



Only **55** countries

have laws mandating periodic road maintenance and inspection.

Only **35** countries



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



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

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

With **74%** reduction



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



**49** countries

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

Only **16** countries



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



**28%** of global road deaths

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

**40%** of global



work-related fatalities are attributed to transportation related incidents.



Only **45** countries

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

# UNRSF Funding Priorities

## Priority 1 - Regional programmes that implement road safety laws and standards aligned with UN legal instruments, wherever applicable as follows:

Provide support, to at least 3 countries, at country or city levels, to address key gaps identified in the 2023 Global Status Report on Road Safety (GSRRS), focused on adopting and or implementing laws and standards aligned with UN legal instruments, wherever applicable, through regional programmes.

### Proposals may include:

- National Road Safety System. Elements of Powered Two Wheelers (PTW) and their users.
- Laws or standards on all five key risk factors of speeding, drink-driving, motorcycle helmets, safety belts and child restraint.
- Laws mandating all five core areas of safety equipment and related UN Regulations/Global Technical Regulations (GTR).
- International standards for vehicle inspections, UN Regulations/GTR related to motorcycle safety, etc. as set out in international conventions.
- Laws or standards requiring periodic maintenance or inspection for roads.
- WHO best practices on effective emergency care.

## Priority 2 - Domestic road safety financing as follows:

Provide support, at country or city levels, to identify and unlock sources of general or targeted road safety financing. Proposals that satisfy (a) or (b) will be considered:

- (a)** Engages directly with governments to explore their existing public financing, budgeting and management arrangements concerning road, policing and emergency health providers, etc. in order to find ways of bringing related safety financing requirements more directly and more substantially into the government's general budgetary allocation and expenditure processes; or
- (b)** Specifies strategies to strengthen the enabling environment for private investment, which may include engaging with national or municipal governments to adopt specific policy changes or supporting targeted mediating mechanisms like incubators and accelerators.

# Funding Priority 1

1. Regional programmes that implement road safety laws and standards aligned with UN legal instruments
  - ✓ At least 3 countries, at country or city levels
  - ✓ Address key gaps identified in the 2023 Global Status Report on Road Safety (GSRRS)
  - ✓ Focused on adopting and or implementing laws and standards aligned with UN legal instruments
  - ✓ Transpose conventions into national or regional legislation: although many countries have such laws, those laws do not always meet WHO best practice and are not consistently implemented through regulations or enforced
  
2. Possible actions and application of relevant UN road safety related legal instruments
  - ✓ Specified in the ITC [Recommendations in ECE/TRANS/2020/9](#)
  - ✓ Inland Transport Committee (ITC) Recommendations for Enhancing National Road Safety Systems:
  - ✓ Adopted at its eighty-second session
  - ✓ Provide a comprehensive picture of national road safety systems that includes all key elements at the national level with international support – 5 pillars and 5 focus areas
  
3. Possible actions and application to fill the legislative gaps and/or to improve legislation quality
  - ✓ To align country laws with UN legal instruments (e.g on WHO best practice on the five key risk factors)
  - ✓ To support convention- or regulation-signatory countries that do not have national legislation in place

# Regional and global programmes implementing Laws and Standards aligned with UN Legal Instruments



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



Laws mandating all five core areas of safety equipment



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



Laws requiring periodic maintenance or inspection for roads



Address key gaps identified in the 2023 Global Status Report on motorcycle safety

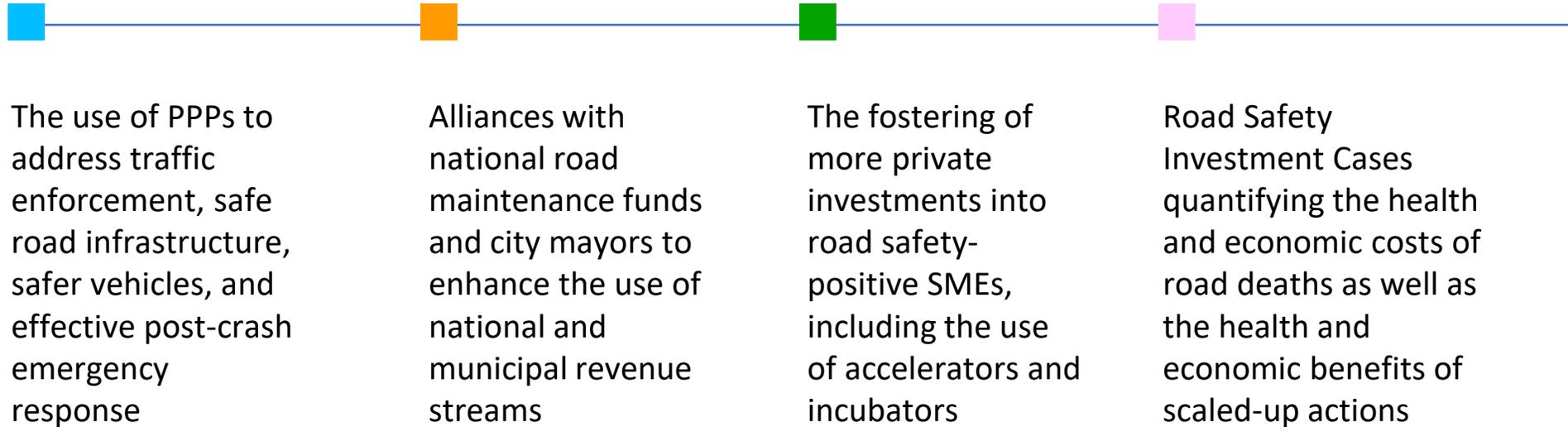


WHO best practices on effective emergency care

## Funding Priority 2: Unlocking Domestic Road Safety Financing

1. Provide support, at country or city levels, to identify and unlock sources of general or targeted road safety financing
  - ✓ Evidence-based country analysis which specifies the economic and financial problems related to road safety
  - ✓ Using cost reduction methods, such as joint projects between neighboring cities and districts
  - ✓ Sustainable sources of funding are likely those that are: home-grown; clearly linked to the activity that is to be funded; driven by a solid business case that shows strong economic benefits; easy to collect and manage; and acceptable to the public and politicians.
  
2. (a) Possible revenue sources for increasing private financing of road safety
  - ✓ Earmarked public budgets; redirecting existing public budgeting
  - ✓ Corporate funding: vehicles or medical insurers, fleet operators, commodities companies, CSR activities
  - ✓ Taxes and levies: toll revenue, fees for vehicles technical inspections, and levies on private sector insurance
  - ✓ Direct user revenue sources: penalties infringements, registration and licensing fees
  
3. (b) Possible interventions with strong potential for private sector Involvement
  - ✓ Developing or upgrading vehicle inspection center/network
  - ✓ Upgrading road for vulnerable users
  - ✓ Developing or upgrading emergency medical services

# Unlocking Domestic Road Safety Financing



# Project Result Chain

Result chain: is included in the Concept note template

- Purpose:
  - ✓ Planning tool to sequence activities to be done in order to achieve impact
  - ✓ Showing visually what the project is doing and the pathway of change

How to articulate the key activities and changes:

Impact - the overall purpose/intent of the project – change of living conditions of people

Outcome - what will be achieved by the project – change of ways of action of people

Output - specific results/deliverables generated by the project – project products, services

Activities - key tasks undertaken by the project to generate the specific outputs

\*The project to have one main outcome to contribute to one Outcome/Pillar of the UNRSF Logical Framework

# Secretariat Support for Project Development



## UNRSF series of Webinar:

- ✓ Roundtable: Autoliv and UN Road Safety Fund - Strengthening Motorcycle Safety Globally
- ✓ Webinar “2024 Call for Proposals”
- ✓ Webinar "Leveraging opportunities in Africa for safe corridors"

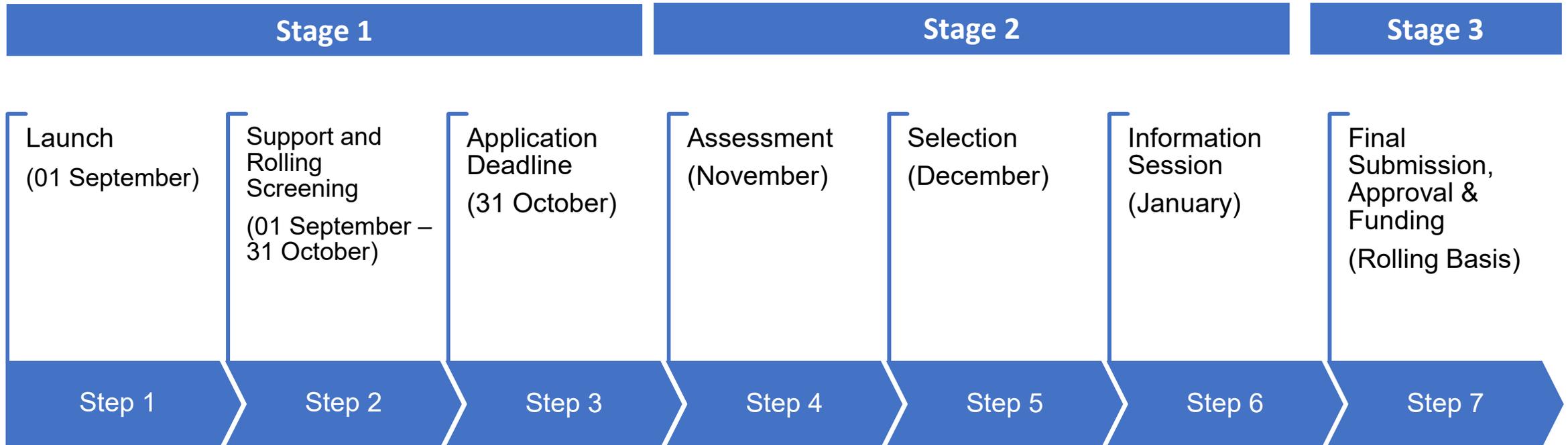
The webinars recordings and summary notes provided to PUNOs via email

## Open Door hours

- ✓ Thursday, 25 July, 14:00 – 15:00 CET
- ✓ Thursday, 15 August, 14:00 – 15:00 CET
- ✓ Thursday, 29 August, 14:00 – 15:00 CET
- ✓ [Meeting URL](#)
- ✓ Meeting ID: 375 699 539 832
- ✓ Passcode: SJvfyc

For questions and feedback, if requested by PUNOs

# Timeline



**Thank you!**