



ANNUAL REPORT 2024



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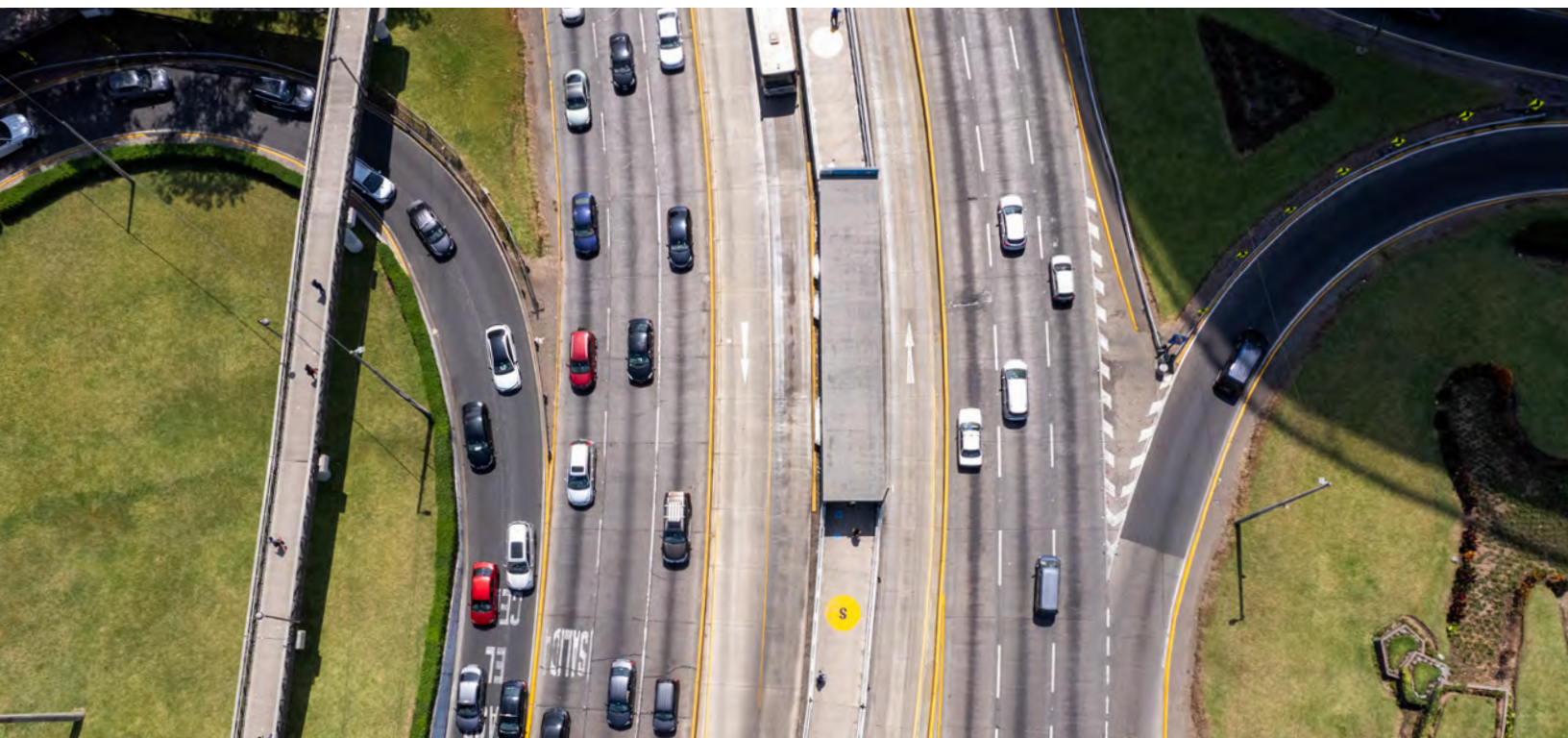
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The Global Road Safety Facility (GRSF) is a global multi-donor trust fund managed by the World Bank that supports efforts in low and middle-income countries to halve their road traffic fatalities and serious injuries.

GRSF is supported by Bloomberg Philanthropies Initiative for Global Road Safety; TotalEnergies Foundation; and the United Kingdom of Great Britain and Northern Ireland, acting through the Foreign, Commonwealth and Development Office and the Department of Health and Social Care.

GRSF Partners



ACRONYMS

ANSV Agencia Nacional de Seguridad Vial/
National Road Safety Agency (Colombia)

ASE Automated Speed Enforcement

AVIS Assessment of Vehicle Inspection Systems

EMS Emergency Medical Service

FAQ Frequently Asked Question

FY Fiscal Year

GDCI Global Designing Cities Initiative

GDP Gross Domestic Product

GRSF Global Road Safety Facility

GRSP Global Road Safety Partnership

iRAP International Road Assessment Programme

LMICs Low and Middle-Income Countries

MDB Multilateral Development Bank

MeRRCoP Mekong Regional Resilient
Connectivity Project

MoRTH Ministry of Road Transport and Highways
(India)

NTSA National Transport and Safety Authority
(Kenya)

RSSAT Road Safety Screening and Appraisal Tool

RTI Road Traffic Injury

SSZ School Safety Zone

TRACER Transport Corridors for Economic
Resilience

TRB Transport Research Board

UN United Nations

WB World Bank

WHO World Health Organization

WRI World Resources Institute



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FOREWORD

This past fiscal year saw crucial progress in global road safety. The WHO's latest Global Status Report revealed a slight decline in road fatalities—from 1.35 million in 2016 to 1.19 million in 2021—showing that safety efforts are making a difference, even as global travel rises.

Yet, road crashes remain the top cause of death for young people aged 5–29. We are nearly halfway through the UN's Second Decade of Action for Road Safety, and if we are to achieve the goal of halving road traffic fatalities and injuries by 2030, faster progress is urgently needed. Now is the time to realign our focus and significantly increase financing and support for road safety initiatives. The upcoming 4th Global Ministerial Conference to take place in Marrakech in 2025 will be an important milestone for these efforts.

Against this backdrop, GRSF underwent structural changes in FY24 to better position itself to deliver results. First of all, in line with the trust fund reform agenda across the World Bank Group, GRSF transitioned to an Umbrella Trust Fund structure at the beginning of 2024, which will help consolidate and streamline its functions and activities. To coincide with this change, GRSF launched a new business plan for the period FY24–27, which includes a new strategy with measurable results around three pillars of action and four cross-cutting themes. I am also pleased to announce that GRSF will become a standalone unit of the World Bank Transport Global Department at the beginning of FY25. Finally, we launched a new website with a new logo to reflect this new phase of GRSF. Internally, we are calling these collective changes “GRSF 2.0”, and this is the first annual report of the new phase of GRSF.

In terms of results, I am happy to report that GRSF's active portfolio in FY24 reached \$6.9 million, with 50 activities spanning 26 countries. In addition, GRSF informed \$315 million in new World Bank road safety financing, representing 10.6 percent of the World Bank's total financing of road and urban transport projects approved during the fiscal year.

Looking ahead, GRSF's work program in FY25 will continue to focus on catalyzing road safety financing, while strengthening road safety knowledge and expertise. We will launch a Motorcyclists Safety Platform, establish a country-focused leadership and management program called Leaders in Road Safety Management, and publish a Road Safety Calculator tool designed to help policymakers select the most effective strategies to improve road safety.

As GRSF continues to grow and evolve, we thank you for your continued support on our common journey toward safer roads for all.



Said Dahdah
Program Manager, GRSF



ABOUT GRSF

The Global Road Safety Facility (GRSF), established in 2006, is a multi-donor trust fund managed by the World Bank (WB) that supports efforts in low and middle-income countries (LMICs) to halve their road traffic fatalities and serious injuries.

To achieve its objectives, GRSF:

- Provides **grant funding and technical assistance** to scale-up road safety efforts in LMICs.
- Catalyzes and informs **multisectoral road safety investments** financed by the World Bank and other multilateral development banks (MDBs).
- Delivers global road safety **knowledge products and capacity enhancement** initiatives.

GRSF is supported by Bloomberg Philanthropies Initiative for Global Road Safety; TotalEnergies Foundation; and the United Kingdom of Great Britain and Northern Ireland, acting through the Foreign, Commonwealth and Development Office and the Department of Health and Social Care.

GRSF Achievements

Since inception in 2006, GRSF has achieved the following milestones:



65 million people

with access to safer roads from 2018 to 2023 due to GRSF-informed World Bank investments.



75,000+ km

roads surveyed and assessed for safety.



\$4+ billion

in World Bank-financed road safety investments catalyzed and informed by GRSF.



25,000+ professionals

trained in road safety topics.



80+ countries

received technical assistance, funding, or other support.



\$80+ million

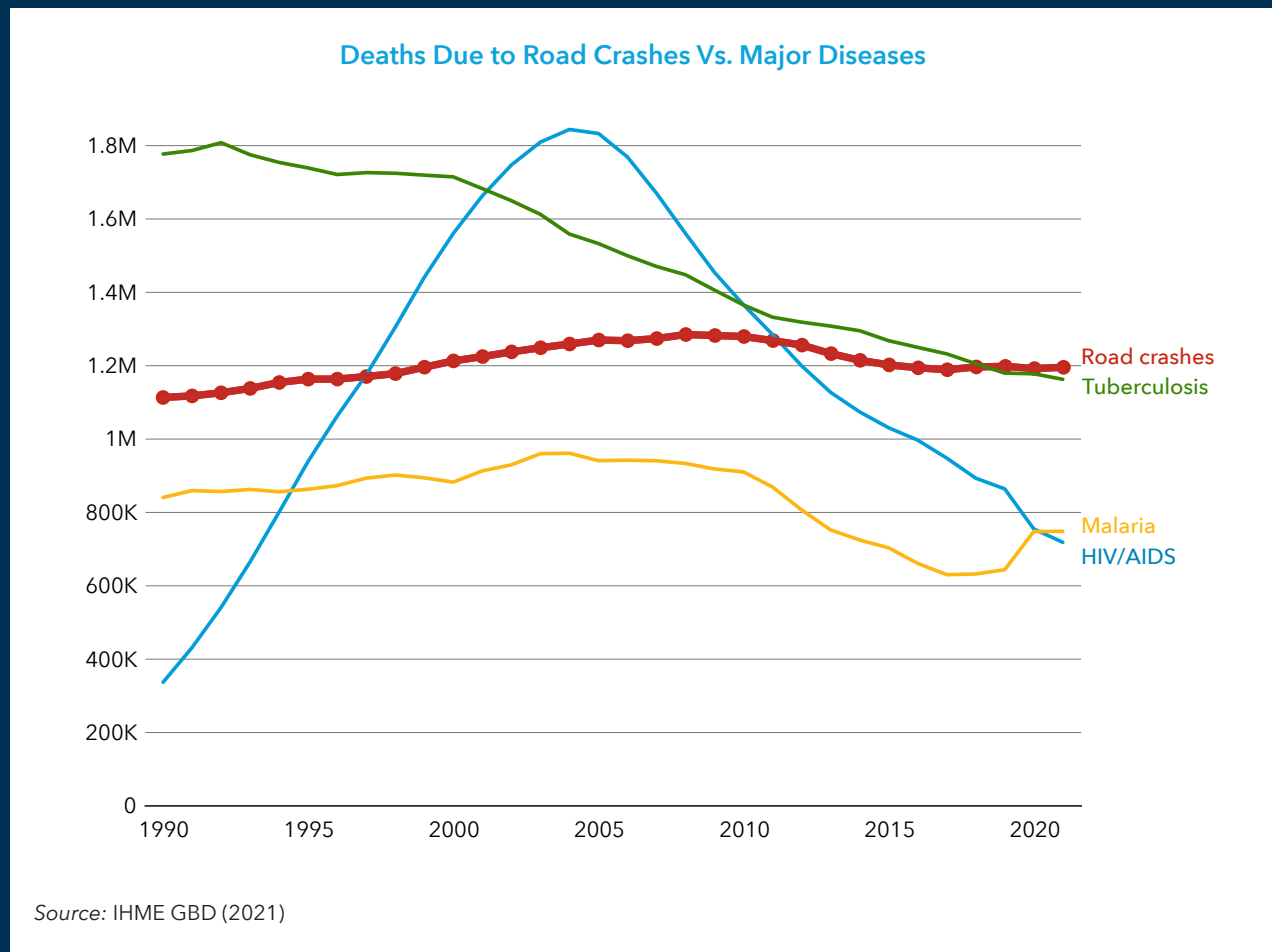
disbursed grant funding for road safety initiatives.

ROAD SAFETY: A GLOBAL CRISIS

Globally, road crashes kill an estimated 1.19 million people and cause countless serious injuries and disabilities each year. Road crashes are the leading cause of death for children and young adults aged 5–29, and rank as the 12th leading cause of death for people of all ages, surpassing HIV/AIDS, tuberculosis, and malaria.

Road traffic fatalities and injuries impose high costs on society, especially on the poor and the working-age population. In addition to the loss of life and toll on human health, they result in lost productivity, property damage, legal and judicial costs, out-of-pocket expenses, and public healthcare expenditures. Road crashes cost low and middle-income economies the equivalent of 2–6 percent of their GDP each year.

Without urgent action, road traffic crashes will keep rising as the demand for mobility in low and middle-income countries grows.

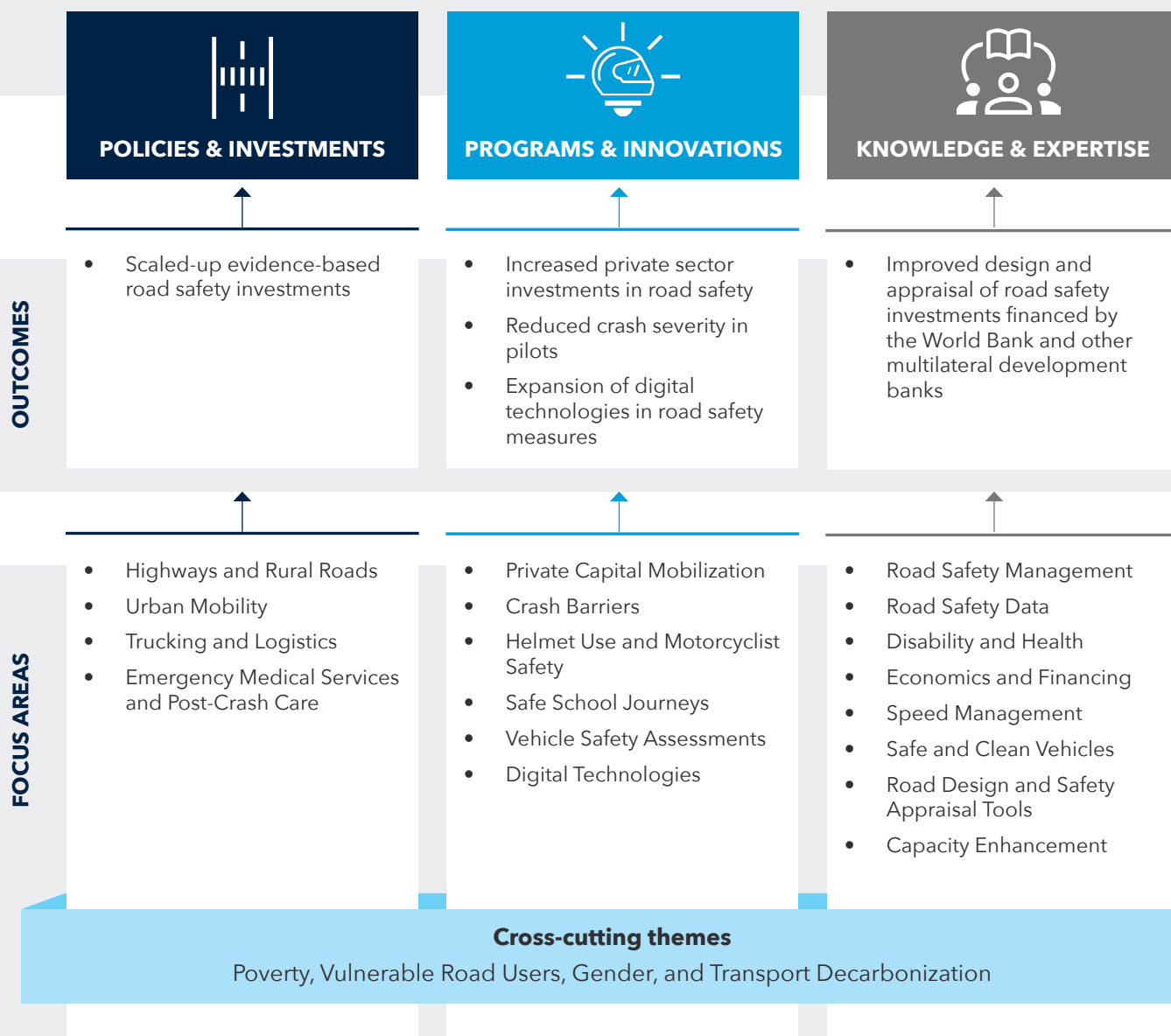


PILLARS & FOCUS AREAS

GRSF's work revolves around three interrelated pillars of action, which underpin our overall objective to support road safety efforts in LMICs. Four cross-cutting themes span and permeate the three pillars: 1) poverty, 2) vulnerable road users, 3) gender, and 4) transport decarbonization.

Development Objective

Support efforts in low and middle-income countries to halve their road traffic fatalities and serious injuries.





1 FY24 RESULTS AND IMPACT

Results at a Glance

In fiscal year 2024 ("FY24")—which covers the period from July 1, 2023 to June 30, 2024—GRSF achieved the following results:



2,000 km

Roads financed by the WB achieving low safety risk

23,684 km

Roads assessed for safety risk



13

WB road projects using GRSF appraisal tools



5 million

People benefiting from WB road safety investments



26

Countries receiving GRSF support



9

Countries benefiting from the GRSF health research program



876

Officials receiving technical training



17

Senior officials receiving management and leadership training

Catalyzing Road Safety Financing

In FY24, the World Bank approved \$2.98 billion in new lending for road and urban transport projects in LMICs. Of this amount, \$315 million (10.6 percent) was allocated specifically to road safety, which was catalyzed and informed by GRSF.





2

FY24 PORTFOLIO AND FINANCES

PORTFOLIO OVERVIEW

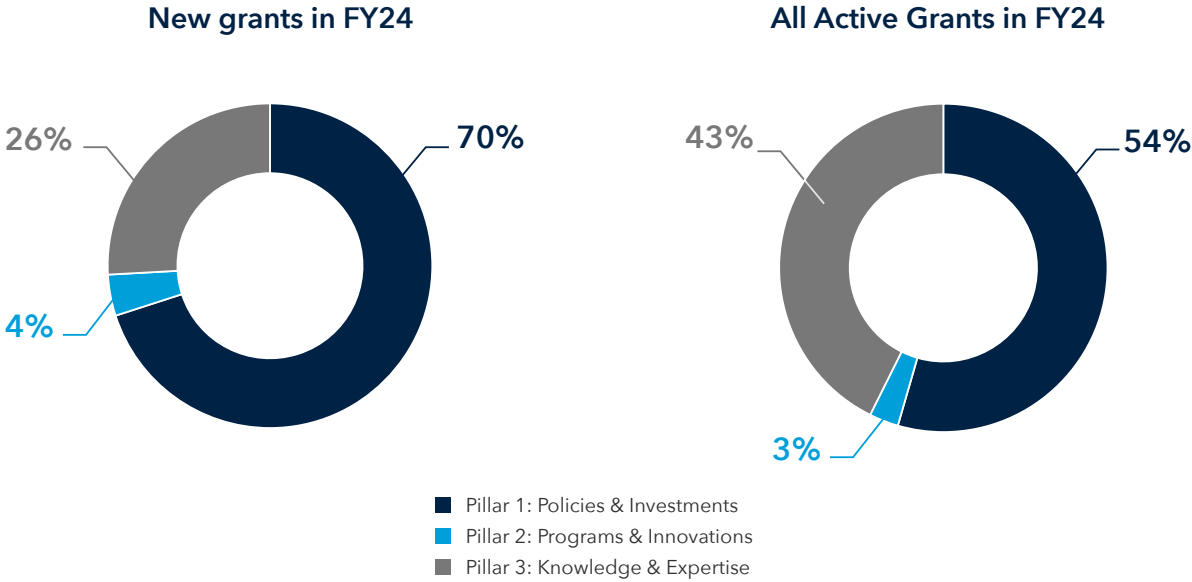
In FY24, GRSF approved \$2.5 million in grant funding for 18 new activities (see [Appendix](#) for FY24 grant details), bringing the active portfolio to \$6.9 million across 50 activities.

New Grants in FY24		All Active Grants in FY24	
\$2.5 million	Funding approved for new grants across 18 activities	\$6.9 million	Total active portfolio across 50 activities
14	Country-level activities	40	Country-level activities
1	Regional activity	1	Regional activity
3	Global activities	9	Global activities

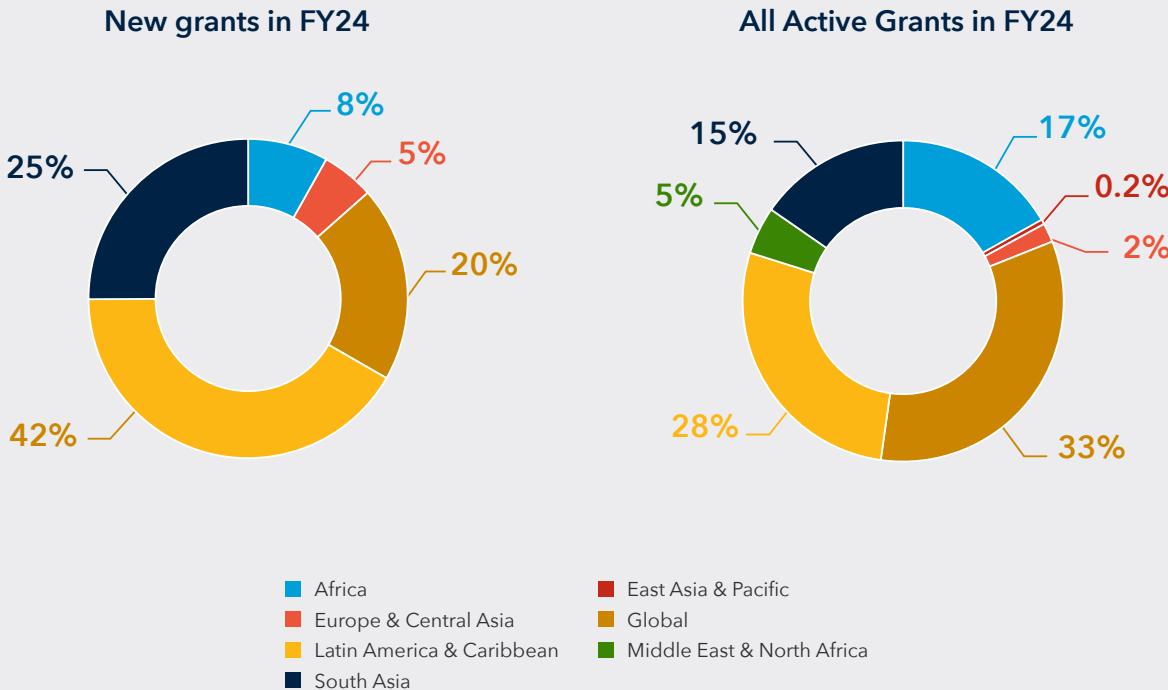


PORTFOLIO BREAKDOWN

Portfolio by Pillar



Portfolio by Region



Portfolio by Country

In FY24, GRSF approved funding for new activities in 12 countries, bringing the number of countries with active GRSF grants to 26.

Europe and Central Asia

- Tajikistan*
- Uzbekistan*

Middle East & North Africa

- Jordan
- West Bank and Gaza

South Asia

- Bangladesh*
- India*
- Sri Lanka*

East Asia and Pacific

- Viet Nam

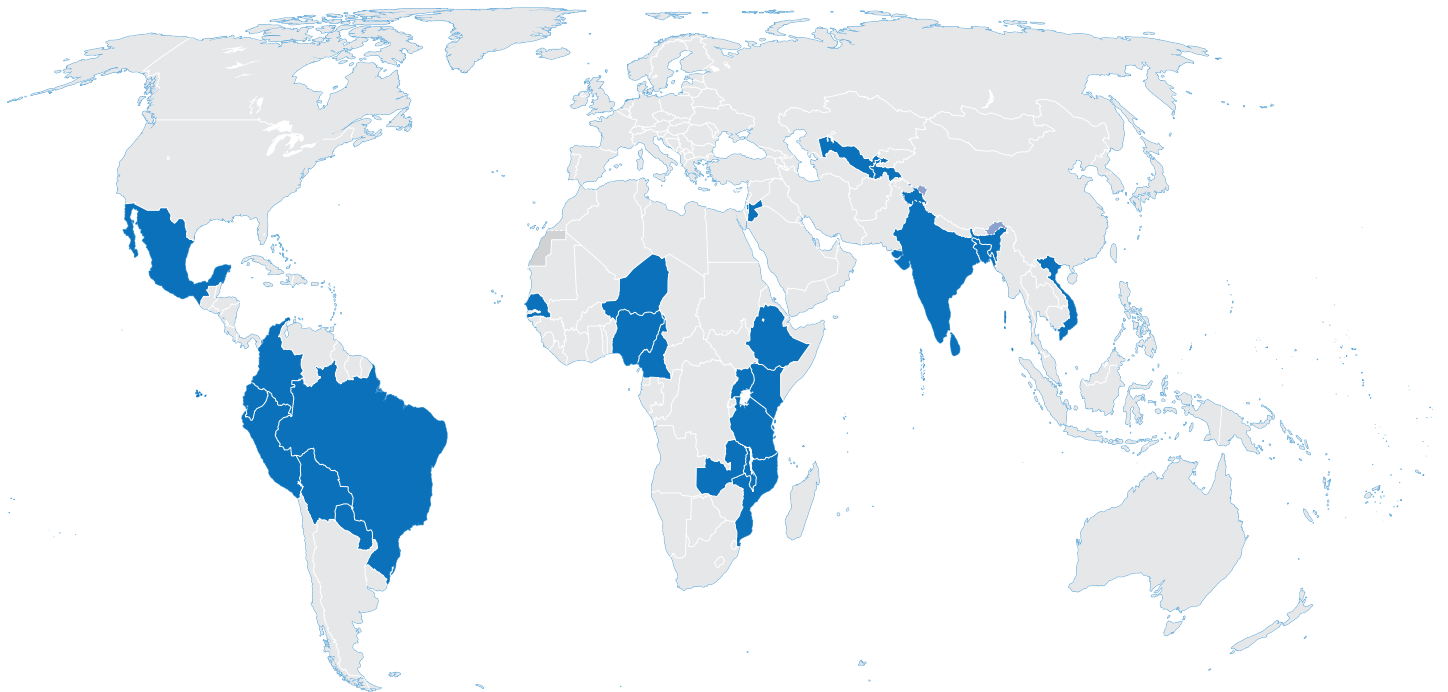
Latin America & Caribbean

- Bolivia*
- Brazil*
- Colombia
- Ecuador
- Mexico*
- Paraguay*
- Peru*

Africa

- Cameroon
- Ethiopia
- Kenya
- Malawi
- Mozambique
- Niger
- Nigeria
- Senegal
- Tanzania
- Uganda*
- Zambia*

* Countries where new grants were approved in FY24

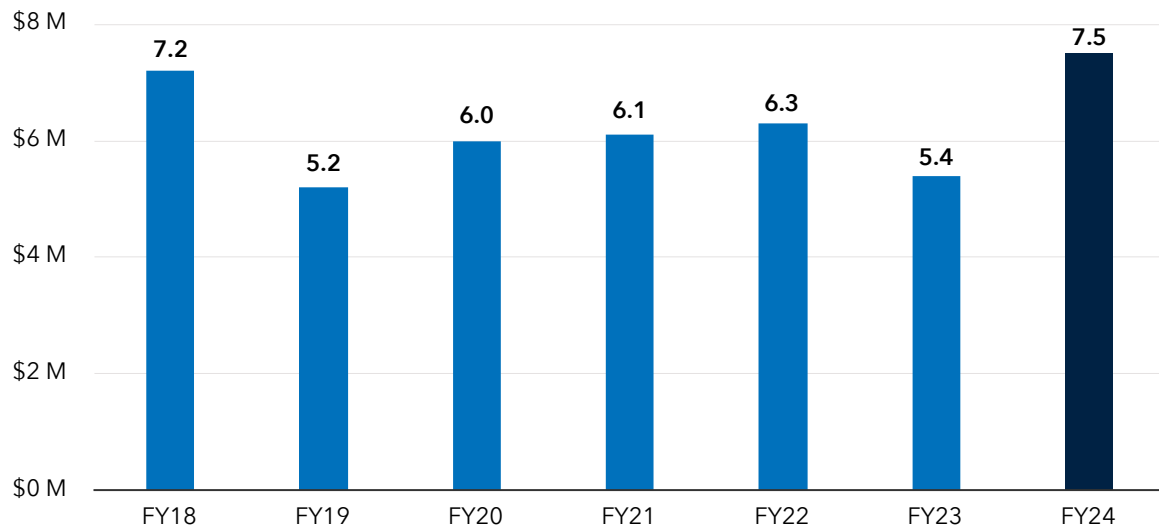


■ Countries with active grants in FY24

CONTRIBUTIONS AND DISBURSEMENTS

In FY24, GRSF received \$4.6 million in contributions and disbursed \$7.5 million. Global, regional, and country-level activities accounted for 92.8 percent of disbursements, while GRSF's program management and administration expenditures accounted for the remaining 7.2 percent.

Total Disbursements by Fiscal Year





3

FY24 HIGHLIGHTS

GRSF TRANSITIONS TO NEW STRUCTURE AND LAUNCHES NEW BUSINESS PLAN

New GRSF Structure

In January 2024, GRSF transitioned to an “Umbrella” trust fund program—a powerful financing instrument designed to catalyze road safety financing from the World Bank and other development partners.

In addition, the World Bank [announced](#) the establishment of a dedicated road safety unit that will become operational in July 2024 (FY25). The new unit, which will house GRSF and be embedded in the World Bank Transport Global Department, underscores the World Bank's unwavering commitment to addressing the global road safety crisis.

The establishment of the unit marks the fourth major milestone in the World Bank's increasing commitment to road safety over the past two decades—it follows the establishment of GRSF in 2006, the inclusion of road safety in the World Bank's Environmental and Social Framework in 2018, and the adoption of a road safety requirement for all World Bank road and urban transport projects in 2020.

New GRSF Business Plan

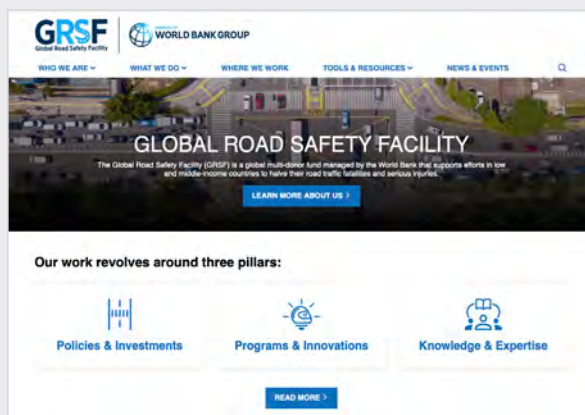
To coincide with this new structure, GRSF launched a new [Business Plan](#) for fiscal years 2024 through 2027. The business plan organizes GRSF's work around three pillars of action, and details strategic initiatives to catalyze increased financing, foster road safety innovation, and amplify road safety research and knowledge. It also introduces a new methodology and framework for measuring GRSF's results and impacts.

The new business plan outlines GRSF's renewed commitment to work toward the United Nations (UN) goal of halving road traffic fatalities by 2030, and positions GRSF as a key mechanism for boosting much-needed road safety financing in LMICs.

In line with these changes, GRSF launched a [new website](#), adopted a new logo, and launched a [LinkedIn page](#) in the first half of 2024 to reflect the evolution of GRSF's work program and structure.



Business Plan FY2024-2027



New GRSF Website



New GRSF Logo

GRSF ESTABLISHES HART SCHAFER ROAD SAFETY AWARD



To honor the late Hart Schafer and his passion for road safety, the [Hart Schafer Road Safety Award](#) was established in late 2023 to recognize excellence in advancing road safety financing and innovation.

The award, managed by GRSF, is presented to a World Bank task team and government counterpart agency each year.

About Hart Schafer

A German national, Hartwig ("Hart") Schafer had a distinguished career and held numerous technical and managerial positions in the World Bank as well as the European Commission for over 35 years. In his most recent role, Hart served as the World Bank's Vice President for the South Asia Region from 2018 to 2022.

Throughout his career, Hart demonstrated an unwavering commitment to global road safety. Under his leadership, he championed the implementation of comprehensive road safety programs in South Asia, leveraging the World Bank's influence to prioritize infrastructure enhancements, public awareness campaigns, and policy reforms.

Through his strategic vision and hands-on approach, the World Bank made significant strides in advancing the cause of global road safety, leaving a tangible and positive impact on communities throughout the South Asia region and beyond.

Hart tragically passed away in May 2023.



Inaugural Award Ceremony



In April 2024, the inaugural Hart Schafer Road Safety Award was presented to the World Bank-financed Bangladesh Road Safety Project at a [ceremony](#) during the World Bank's Transport Learning Week.

World Bank Senior Managing Director, Axel van Trotsenburg, presented the inaugural award to the 2024 winner. Guangzhe Chen, World Bank Vice President for Infrastructure, and Martin Raiser, World Bank Regional Vice President for South Asia, also provided remarks at the ceremony, reflecting on Hart's legacy and emphasizing the need to increase investment in road safety.

2024 Winner: Bangladesh Road Safety Project

Crashes on Bangladesh's roads claim the lives of about 25,000 people and disable another 200,000 each year. Over the past three decades, the increase in Bangladesh's crash fatality rate has been roughly three times that of the broader region. Recognizing this growing problem, the Government of Bangladesh committed itself to improving the dire situation on the country's roads.

The \$358 million [Bangladesh Road Safety Project](#), approved in mid-2023, is the World Bank's first stand-alone and multisectoral road safety project in South Asia, and the largest that the World Bank has ever approved. The investment is specifically designed to support Bangladesh with a comprehensive and long-term national program to improve road safety.

As the World Bank Regional Vice President for South Asia, Hart Schafer was instrumental in preparing the investment, and the project is already serving as a model for other World Bank-financed road safety investments.



THE WORLD BANK HIGHLIGHTS A DECADE OF ROAD SAFETY RESULTS

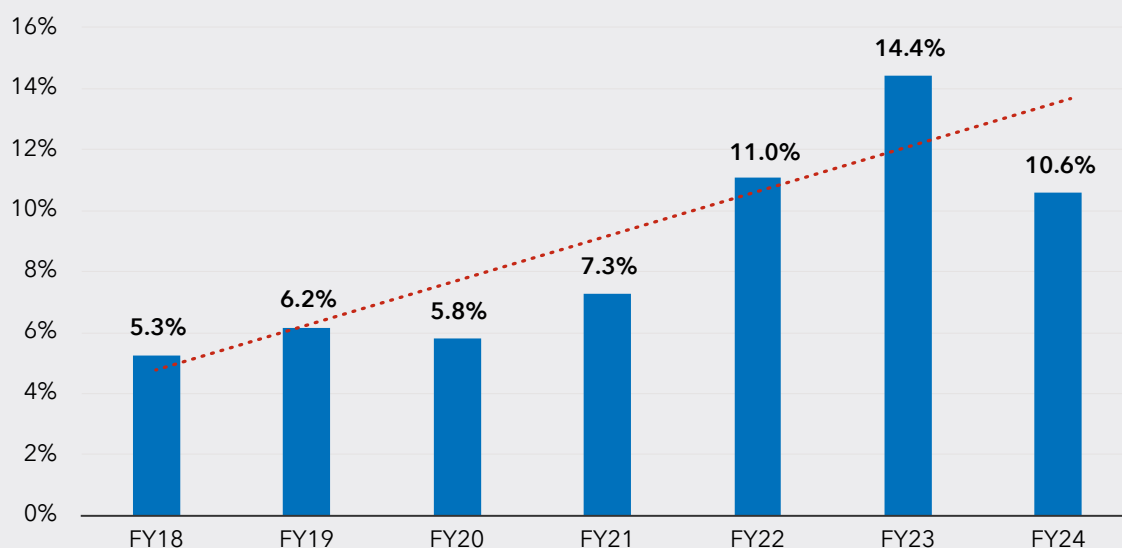
In March 2024, the World Bank published a Results Brief showcasing the institution's road safety achievements. Titled *A Decade of Saving Lives Through Road Safety Investments*, the results brief highlights the tangible results of the World Bank's various road safety engagements across the globe over the past decade, most of which were catalyzed or informed by GRSF.

Some of the key results mentioned in the brief include providing 65 million people with access to safer roads between mid-2018 and mid-2023 (equivalent to the entire population of the United Kingdom or South Africa); 10,000 kilometers of roads rehabilitated, rebuilt, and rendered safer via GRSF-funded road safety assessments between 2010 and 2019; and thousands of fatalities and serious injuries prevented through various investment projects.

The brief also highlights the growing percentage of World Bank road and urban transport financing that is dedicated specifically to road safety improvements—a figure that has been above 10 percent for the past three fiscal years.

World Bank [Results Briefs](#) focus on concrete development results achieved with World Bank support, highlighting the World Bank's increasing emphasis on measurable outcomes that help the poorest and most vulnerable people realize their full potential.

**Dedicated Road Safety Financing as % of
Total World Bank Road and Urban Transport Financing**





4 FY24 ACTIVITIES BY PILLAR



PILLAR 1: **POLICIES AND INVESTMENTS**

Pillar 1 funds technical assistance activities that support the identification, preparation, and implementation of evidence-based road safety investment projects in LMICs financed by the World Bank and other MDBs. Pillar 1 activities also co-finance road safety investment projects.

The road safety financing gap and inadequate institutional capacity have been widely recognized as barriers to improving road safety performance in LMICs. Pillar 1 activities are designed to maximize the investment opportunities presented by the transport, health, education, and urban development portfolios of the World Bank and other MDBs and strengthen country-level road safety management.

The World Bank, as one of the largest financiers of transport projects in LMICs, provides a unique leverage position for GRSF initiatives to catalyze a significant amount of road safety investment.



PILLAR 1 FOCUS AREAS:

- Highways and Rural Roads
- Urban Mobility
- Trucking and Logistics
- Emergency Medical Services and Post-Crash Care



Informing World Bank Road Safety Investments

GRSF plays a central role in catalyzing World Bank financing for road safety investments. Through grant funding and facility staff, GRSF contributes to the preparation and implementation of World Bank projects by providing technical assistance, training, and expert advice to World Bank regional teams and policymakers in client countries.



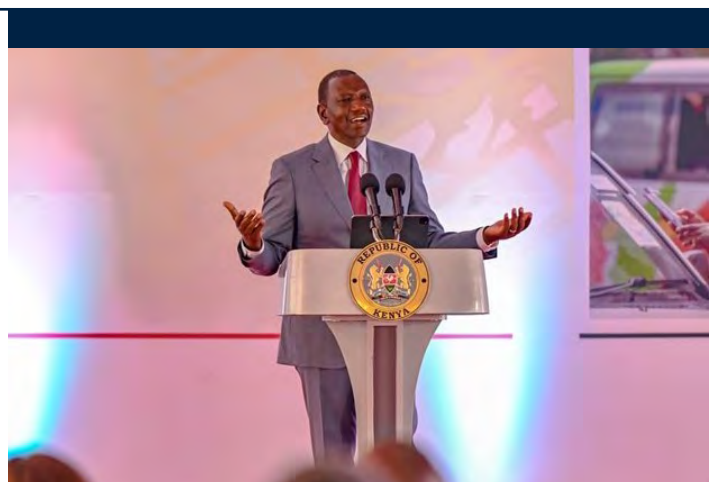
In FY24, \$2.98 billion of newly approved World Bank financing for road and urban transport investments—spanning 21 projects in 21 countries—were informed by GRSF with respect to road safety. This included \$315 million in financing dedicated specifically to road safety initiatives, representing 10.6 percent of the total.

In addition to benefiting from GRSF grant funding and expertise, applicable projects used the Road Safety Screening and Appraisal Tool (RSSAT), developed by GRSF, to a) ensure that road safety is included within the economic analysis of the project, and b) estimate the expected reduction in road traffic fatalities. Both are World Bank requirements for road sector projects.

In FY24, RSSAT was used by World Bank project teams to estimate the safety impacts of planned upgrades along 49 road sections, equivalent to 874 km. The expected reduction in annual fatalities and serious injuries along these road sections averaged 81 percent, which should yield an economic benefit of over \$170 million over 20 years.

Supporting the Development of a Road Safety National Action Plan in Kenya

In April 2024, Kenyan President Dr. William Ruto launched the country's new *National Road Safety Action Plan 2024-28*, setting an ambitious national target to reduce road fatalities by 50 percent by 2030. The plan outlines eight national priorities for road safety and is based on a multisectoral and results-oriented approach. In his remarks, President Ruto stressed the importance of collaborative engagement across government agencies to drive impactful outcomes.



President Ruto launches the National Road Safety Action Plan 2024-28; April, 2024

GRSF supported this landmark national road safety plan by providing technical expertise and financial support. Notably, GRSF collaborated with Kenya's National Transport and Safety Authority (NTSA) in organizing a two-day national workshop in October 2023 that drew around 200 participants to discuss and refine the plan's core elements. Moving forward, GRSF will continue to work closely with NTSA, government ministries, road agencies, and the World Bank Kenya transport team to support the implementation of the action plan, aiming to catalyze additional road safety investment in the country.

Improving Road Infrastructure Through Safety Assessments

To increase countries' capacity to improve the safety of their road networks, GRSF funds extensive road infrastructure assessments and audits across the world. These assessments and audits are typically conducted by World Bank country teams, who work closely with domestic road authorities to identify corridors for analysis and to collect data from various domestic sources.

After data collection—which primarily uses the iRAP methodology pioneered by the International Road Assessment Programme (iRAP)—workshops are arranged to disseminate the findings. These assessments are typically used to inform World Bank and government-financed transport investment projects.

In FY24, GRSF funded road safety assessments or audits in six countries, with a combined road length of over 23,500 km. Highlights are below:

Colombia

In partnership with the Inter-American Development Bank, GRSF supported Colombia's National Road Safety Agency (ANSV) to assess ~22,000 km of primary and secondary roads throughout the country. In 2023, surveying and coding of the identified network was completed using the iRAP methodology. A detailed report, which included analysis on the "star ratings" and Safer Road Investment Plans for the assessed roads—which are components of the iRAP methodology—was drafted in FY24.

Throughout FY24, the GRSF team organized multiple in-person and virtual workshops to share assessment findings with officials from ANSV and other government agencies including UPIT (Unidad de Planeación de Infraestructura de Transporte), INVÍAS (Instituto Nacional de Vías), ANI (Agencia Nacional de Infraestructura) and the Ministerio de Transporte. The report's findings and recommendations—highlighting road safety risk levels along the assessed network and proposing tailored interventions to enhance safety for all road users—are expected to significantly advance the government's efforts to design safer road infrastructure nationwide.



*Workshop on iRAP assessment results for Colombia;
August, 2023*

Ecuador

In July 2023, GRSF followed up on a request from the Government of Ecuador to fund a 55 km road safety inspection of the Simon Bolivar Highway in Quito—a major road that has witnessed a large number of fatal crashes in recent years. Critical safety risks were identified, and recommendations to minimize road users' exposure to those risks were presented to the government. The recommendations are expected to form the basis of interventions designed to improve safety on the major thoroughfare.

India

In FY24, GRSF funded post-construction iRAP assessments on 562 km of roads in the Indian states of Tamil Nadu and Uttar Pradesh that were upgraded in World Bank-financed investment projects. These roads were previously evaluated by iRAP during the project preparation phase, allowing for direct pre- and post-construction comparisons.

The assessments confirmed the effectiveness of the project's design improvements on the ground, showing significant advancements in road safety. In Tamil Nadu, the proportion of roads rated 3 stars or better for vehicle occupants rose from 22 percent to 89 percent, while in Uttar Pradesh, this rating improved from 29 percent to 91 percent, highlighting substantial gains in design quality and road user safety.

Kenya

Partnering with the Kenya Highway Authority, Kenya Urban Roads Authority, and Kenya Rural Roads Authority, GRSF funded a 697 km baseline road network assessment throughout Kenya. A dissemination workshop was conducted in November 2023. The assessment directly informed the *National Road Safety Action Plan 2024-2028*, which was launched in April 2024.

Supporting Road Safety Investments in South Asia

With rising incomes, vehicle ownership is growing rapidly across South Asia, leading to more frequent and severe crashes. The region faces some of the world's most alarming road safety statistics, highlighting an urgent need for improvements.

Against this backdrop, GRSF provided ongoing technical support to World Bank road investments in South Asia throughout FY24, ensuring that safety is a cornerstone of these projects.

Bangladesh

In FY22, GRSF helped catalyze the World Bank's first stand-alone, multisectoral road safety project in South Asia—the \$358 million [Bangladesh Road Safety Project](#)—which is supporting the Government of Bangladesh in establishing a national program to enhance road safety management and reduce traffic-related deaths.

The project, now under implementation, includes:

- Pilot initiatives on national highways, urban areas, and selected districts to enhance coordination among road agencies, Bangladesh Police, health services, and civil society.
- Critical interventions such as intersection safety improvements, the development of a national crash data system, and the strengthening of emergency response services.
- Technical assistance and capacity building activities.

In FY24, GRSF provided extensive technical advisory support to all government departments engaged in the project. With GRSF's input and guidance, the World Bank is procuring a firm to advance safety measures across 5,000 km of high-risk national highways, ensuring that road safety design and infrastructure align with international best practices. In addition, the Bangladesh Police, the Director General of Health Services, and the Bangladesh Road Transport Authority are managing further road safety components informed by GRSF's expertise.



India

Despite slight improvement during the Covid-19 pandemic, India's road safety situation continues to worsen as its population grows. According to India's National Crime Records Bureau, the country recorded around 155,000 fatalities in 2019, which fell to approximately 133,000 in 2020 during the pandemic, only to rebound to over 171,000 in 2022—the highest absolute number of annual road crash fatalities in the world. To help improve road safety conditions in the world's most populous country, GRSF is providing support to two World Bank-financed road projects in India: the [Green National Highways Corridor Project](#), and the Assam Disaster Resilient Hill Roads Development Project.

The Green National Highways Corridor Project, under implementation, aims to develop safe and green highways in select Indian states while also enhancing the Ministry of Road Transport and Highways' (MoRTH) capacity with respect to road safety and climate resilience. In FY24, GRSF was engaged in improving road safety throughout the project, including by conducting assessments during and after construction in the Indian state of Rajasthan, with additional evaluations ongoing through December 2024.

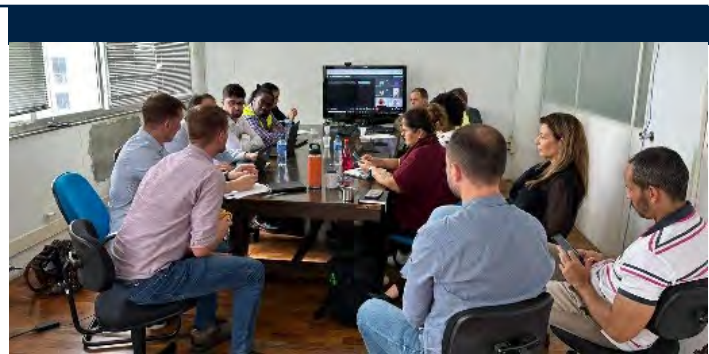
Additional tasks will include preparing road safety assessment reports; reviewing MoRTH compliance reports; analyzing crash data; and recommending enhancements for safeguards and safety systems. In June 2024, a study tour for MoRTH officials to the U.S. Federal and State Highway Agencies further supported capacity building.

The Assam Disaster Resilient Hill Roads Development Project, under preparation, will rehabilitate 765 km of roads and create climate-resilient infrastructure across Assam, enhancing connectivity for smallholding farmers and tribal communities to South and Southeast Asian markets and supporting economic integration. In FY24, GRSF organized a meeting with the Lead Road Safety Agency in Assam to support the implementation of two training programs—one on post-crash investigations and another on construction site and work zone safety—for road safety practitioners identified from all 34 districts in Assam. The district-level training programs will be delivered in early FY25.

Building Institutional Capacity for Road Safety in Brazil

In FY24, GRSF provided technical assistance for the World Bank-financed Proactive Safe and Resilient Road Asset Management Project, aimed at fostering sustainable, resilient, and safe transport infrastructure in selected Brazilian states. With GRSF support, road safety management reviews are being conducted to help stakeholders—such as transport agencies, road authorities, and police—map out roles, responsibilities, and accountabilities for each organization that are aligned with their state's road safety targets.

The management reviews have highlighted the importance of institutionalizing a lead road safety agency role at the state level and empowering municipalities to manage road safety locally. By outlining a roadmap to strengthen each state's road safety management capacity—which includes investment decision-making, resource management, and cross-agency coordination—the reviews contribute directly



GRSF technical mission to Santa Catarina state, Brazil; April, 2024.

to the investment project's road safety objectives. The management reviews will also provide a foundation for developing a multisectoral framework to coordinate road safety actions among key partners.

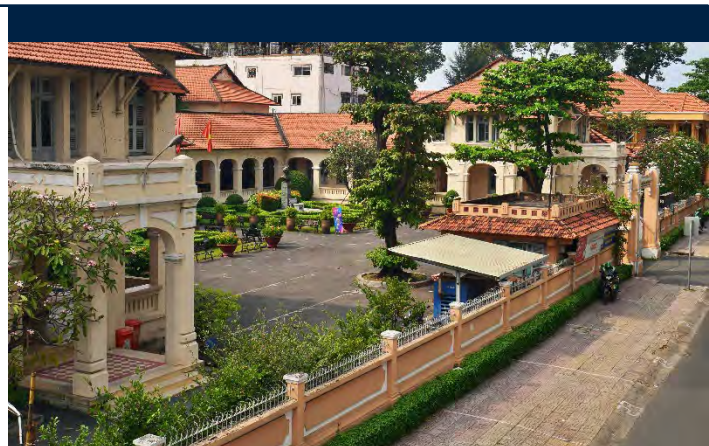
In addition, GRSF is providing capacity-building and training to state-level officials, sharing international best practices on road safety management with state-level infrastructure agencies, roads and highways departments, transit authorities, police departments, and municipal leaders.

Advancing Highway and School Zone Safety in Viet Nam

In FY24, GRSF provided technical support regarding the road safety aspects of the World Bank-financed Mekong Regional Resilient Connectivity Project (MeRRCoP) in Viet Nam. The project involves the widening, upgrading, and rehabilitation of three national highways in the Mekong Delta Region to improve connectivity, road safety, and climate resilience. These highways form part of the main artery for freight transport that links agricultural production centers and industrial parks to cities and seaports.

To ensure high safety standards, GRSF has been collaborating with Viet Nam's Ministry of Transport on key project elements, including the design of safe road infrastructure and speed management strategies.

In addition, GRSF has been supporting the development of a national basic standard for school safety zones (SSZs) to enhance road safety around schools. The main goal is to support both the World Bank project team and the Department for Roads of Viet Nam in making SSZs a norm in the country. GRSF is also consulting with potential partners such as the Asia Injury Prevention Foundation to collaborate on the development and future adoption of the national standard for SSZs.



Strengthening Road Safety Engineering and Capacity in Niger

Road safety is an ongoing issue in Niger, where fatalities and injuries remain high partly due to insufficient knowledge of effective road safety practices and inadequate road infrastructure. In FY24, GRSF delivered a comprehensive road safety engineering and capacity building program in Niger, addressing critical knowledge gaps and institutional challenges. The program supported two World Bank-financed road projects—the [Rural Mobility and Connectivity Project](#) and the [Connectivity Improvement Project](#) in the Northeast—through a series of assessments, practical recommendations, and in-depth training sessions, despite security challenges.

A selection of high-risk rural road sections along the project corridors underwent road safety inspections and audits. The findings from these assessments were compiled into a technical note, which also provided



*Workshop on conducting road safety audits;
October, 2023*

an innovative framework for prioritizing road safety improvements across Niger’s entire road network. The note includes tailored recommendations for mitigating specific road safety hazards, categorized into short, medium, and long-term priorities.

Additionally, GRSF delivered a three-day in-person training in October 2023 for officials from Niger (held in Tunis due to security concerns). The training targeted various technical staff from Niger’s lead road safety agency, the Ministry of Transport, and infrastructure specialists from the World Bank Project Implementation Unit, all of whom are involved in project implementation and supervision. The training focused on international best practices for conducting road safety audits and inspections.

Through these efforts, GRSF is enhancing Niger’s institutional capacity to adopt international road safety standards, contributing to the development of a safer road network across the country.

Appraising Road Safety Investments in Zambia

In Zambia, GRSF conducted two assessments to determine readiness for specific road safety interventions, tailored to the local context: one on Emergency Medical Services (EMS), and another on Automated Speed Enforcement (ASE).

Both assessments were completed in line with the “SMART” (Safety, Mobility, Automated, Real-time Traffic Management) corridor concept on the 1,030 km Lusaka to Nakonde road section, planned under the World Bank-financed Transport Corridors for Economic Resilience (TRACER) Project.

The EMS assessment evaluated Zambia’s national pre-hospital emergency care system and proposed implementation interventions to deliver a trauma care pilot project. The assessment recommended establishing a national EMS system and outlined a phased approach based on short, medium, and long-term priorities.

The ASE assessment, conducted in collaboration with the Zambia Police Service and the Road Transport and Safety Agency, evaluated the country’s readiness to pilot ASE initiatives such as a speed camera network. The assessment’s findings highlighted critical gaps and recommended measures to support a robust ASE pilot.

As a next step, GRSF is working closely with government stakeholders and the World Bank TRACER project team to integrate the key findings and implementation strategies from the assessments.



ASE Assessment: World Bank team with Zambia Traffic Police; May, 2024



PILLAR 2: PROGRAMS AND INNOVATIONS

Pillar 2 funds innovative and scalable programs in LMICs designed to improve road safety performance.

Road safety interventions that are effective in reducing the severity of road traffic crashes, such as crash barrier initiatives, motorcycle helmet safety programs, and other mass actions, must be scaled up. These programs significantly contribute to improved road safety performance in LMICs and complement the multisectoral investment projects supported by GRSF under Pillar 1.

Innovations in the transport and health sectors also show great promise for improved road safety outcomes in LMICs. For example, the uptake of transformative technologies in the transport, health, and urban development sectors—such as automated speed management and digitized emergency medical response systems—can greatly improve road safety performance.

In addition, there is growing potential for the development of financing instruments and viable business models that mobilize private sector road safety investment in LMICs.



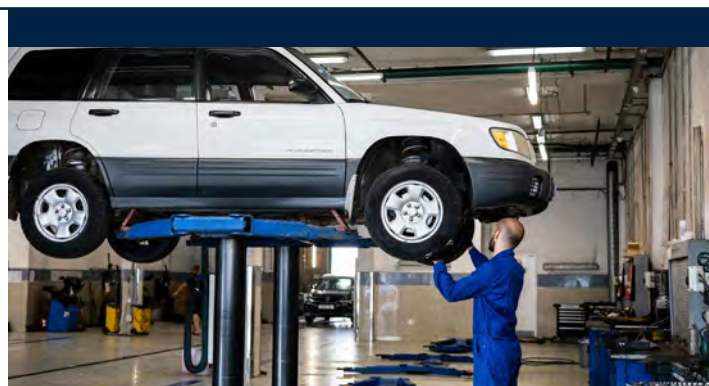
PILLAR 2 FOCUS AREAS:

- Private Capital Mobilization
- Crash Barriers
- Helmet Use and Motorcyclist Safety
- Safe School Journeys
- Vehicle Safety Assessments
- Digital Technologies



Enhancing Vehicle Safety Through Better Inspection Systems

High vehicle performance and safety standards directly correlate to fewer crashes and less severe crash outcomes, ultimately reducing road crash-related fatalities and injuries over time. Assessing vehicle safety performance is best achieved through robust and transparent vehicle inspection systems designed to ensure vehicles meet established safety, pollution, and fuel emission standards.



Good vehicle assessment practices include (a) inspections at points of vehicle entry, (b) periodic technical inspections to monitor adherence to standards, (c) strong enforcement measures to incentivize compliance, and (d) routine determination of inspection program effectiveness using data analytics. While these core elements of vehicle inspections are typically institutionalized in high-income countries, they are yet to gain traction in most LMICs.

In FY24, GRSF continued to support several LMICs seeking to strengthen their vehicle inspection systems. GRSF support in FY24 built upon prior GRSF-funded Assessments of Vehicle Inspection Systems (AVISes) in these countries. AVISes assess the effectiveness and efficiency of a country's vehicle inspection programs by examining the entire lifecycle of vehicle inspection—from regulatory frameworks and enforcement to the technical capabilities and operations of inspection facilities.

Findings from these AVISes showed that low inspection rates—with a high share of eligible vehicles bypassing inspections—undermine safety and emission benefits and fail to provide authorities with an accurate picture of the condition of a country's vehicle stock. Reasons for this include a lack of standardized inspection procedures, insufficient regulatory oversight of periodic inspections, and weak monitoring and enforcement systems. Further challenges include data management deficiencies; human, financial, and technical resource constraints; and issues with fraud such as the falsification of compliance stickers and certificates.

In recognizing these persistent challenges and embracing recommendations from previous GRSF-funded AVISes, countries like Bangladesh took concrete steps in FY24 to improve their vehicle inspection systems, with guidance from GRSF. For example, recommendations from the Bangladesh AVIS directly informed vehicle safety activities in the design of the World Bank-financed Bangladesh Road Safety Project.

Based on these recommendations, the following vehicle inspection elements have been included in the investment project:

- Integration of information systems and databases related to vehicle registration, driver licensing, and payments.
- Technical assistance, including a review of current driver licensing, vehicle registration, and inspection regimes; the development of sub-national legislation for the Transport Act; and the development of guidelines for the establishment of new vehicle inspection centers.

These advancements toward more robust vehicle inspection systems will improve the performance and safety of a country's vehicle stock over the long run.

Improving School Zone Safety in Maharashtra, India

School zone safety is critical to protecting young pedestrians and creating safer routes for children traveling to and from school. In FY23, GRSF funded iRAP safety assessments for 660 km of roads around the city of Nashik in the Indian state of Maharashtra. The assessments found a high level of risk on the entire road network for all road users and especially for pedestrians, mainly due to high vehicle speeds, poor road delineation, and lack of facilities for vulnerable road users such as pedestrian crossings.



Lack of pedestrian crossings make it challenging for students to cross the road in Nashik, India

Following the iRAP assessment, GRSF partnered with the Global Designing Cities Initiative (GDCI) in FY24 to undertake road safety assessments around specific school zones in Nashik. Assessments on two pilot schools were conducted, with the intention to recommend a comprehensive set of road safety improvements for 10 selected schools in Nashik. The final report, containing key findings, full assessment results, and design recommendations, will be submitted to the Commissioner of the Nashik Municipal Corporation in early FY25.

The next step is to work with GDCI on the implementation of the safety recommendations based on the assessments of the two pilot schools, with local authorities planning to scale up this effort to the eight remaining schools. This initiative is a significant step toward creating a safer environment for children, and contributes to broader efforts to enhance pedestrian safety in urban areas.

Reviewing Helmet Safety Standards in Bangladesh and Kenya

Helmets are a crucial line of defense for motorcyclists, significantly reducing the risk of fatal head injuries in crashes. Establishing and enforcing rigorous helmet safety standards is essential to ensure riders have access to protective equipment that meets high safety benchmarks. In FY24, GRSF reviewed helmet standards in Bangladesh and Kenya.



Bangladesh

GRSF presented the findings from its review of Bangladesh's new national helmet safety standard (BDS 1136:2022) at a World Bank-hosted workshop in October 2023. Following the workshop, GRSF began working with the Bangladesh Road Transport Authority, Bangladesh Standard Testing Institute, and development partners to determine next steps for implementing and enforcing the new helmet safety standards. In parallel, the team plans to collaborate with BRAC—a large non-profit organization in Bangladesh—to deliver safety training for women motorcyclists and to promote their participation in the labor force through motorcycle-based commercial roles, such as food and package delivery.

Kenya

GRSF's review of the Kenya Helmet Standard (KS 77: 2012) compared it with the UN Standard and identified areas for improvement. Currently, GRSF is working closely with the Kenya National Transport and Safety Authority and the Kenya Bureau of Standards, along with other development partners, to enhance Kenya's helmet standards. A dissemination workshop is planned for early FY25 to discuss findings and outline next steps for strengthening helmet safety regulations in Kenya.

Launching the GRSF Motorcycle Safety Platform

In FY24, GRSF initiated the Motorcycle Safety Platform, a pioneering program designed to improve the safety of commercial motorcyclists and their passengers in LMICs. Motorcycles are vital in LMICs due to their affordability, flexibility, and ability to fill critical transport gaps where public transit and other transport options are limited.

Increasingly, motorcycles support millions of young workers in delivery, transport, and other services. However, this growing commercial use of motorcycles comes with elevated safety risks, with motorcyclists accounting for a large share of road traffic injuries and fatalities in LMICs.

The GRSF Motorcycle Safety Platform aims to address these risks by providing advisory services across ten countries. These services include tailored project support and two new guidelines to strengthen the safety and regulatory environment for commercial motorcycles.

The platform's core activities cover four key areas:

1. Promoting affordable, standardized helmets, as proper helmet use can reduce the risk of death and severe injury by up to 74 percent.
2. Advancing compulsory motor vehicle insurance schemes to protect commercial motorcyclists and improve post-crash care.
3. Establishing motorcycle-specific driver permits and safety training to ensure riders possess essential skills and knowledge.
4. Utilizing mobile app technology to track driver behavior and assess the effectiveness of targeted interventions.

By addressing these critical elements, the Motorcycle Safety Platform seeks to improve helmet accessibility, bolster legal frameworks, enhance post-crash care, and introduce data-driven enforcement measures. These efforts not only aim to make motorcycling safer in LMICs, but also support broader road safety and public health goals.





PILLAR 3: KNOWLEDGE AND EXPERTISE

Pillar 3 funds activities that support global research, capacity building, and knowledge production and transfer initiatives designed to enhance road safety performance in LMICs.

LMICs face unique challenges related to their mixed traffic road environments and road safety institutional structures and management capacity. Building road safety knowledge and expertise that capture the LMIC context is vital for ensuring the effectiveness of road safety investment.

Focus areas include researching the true health, socioeconomic and poverty burden of road traffic injuries; strengthening the leadership capacity of senior-level decision makers with road safety policy, planning, funding, and management responsibilities; and developing new knowledge to improve speed management in the LMIC context.



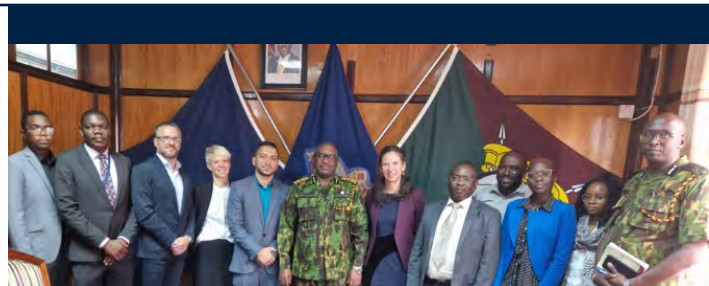
PILLAR 3 FOCUS AREAS:

- Road Safety Management
- Road Safety Data
- Disability and Health
- Economics and Financing
- Speed Management
- Safe and Clean Vehicles
- Road Design and Safety Appraisal Tools
- Capacity Enhancement



Conducting Road Safety Data Reviews

In many countries, insufficient or poor-quality data about road crashes can impair evidence-based road safety policymaking. Further, many countries are often unaware of data gaps in their systems, preventing them from understanding the full extent of their road safety problems. It is therefore crucial that countries invest in improving their road safety data collection methods and systems.



*GRSF team with counterparts in Kenya;
September, 2023*

In FY24, GRSF collaborated with Cameroon, Kenya, and Sri Lanka to enhance their road crash data systems, which will enable these countries to implement effective road safety interventions grounded in accurate and reliable crash data.

Cameroon

In Cameroon, GRSF conducted a comprehensive review of the country's road safety data management system to identify problem areas and recommend pathways for improvement. Coordinating with stakeholders including the Ministry of Transport, the police, health facilities, and the National Advanced School of Public Works, GRSF informed the development of the Road Safety Database and Monitoring System to be deployed across Cameroon's 10 regions.

Activities included a technical and institutional assessment, field visits, and a dissemination workshop to share findings. The final report presented the current situation and outlined recommendations to improve overall road safety data management, including by standardizing procedures, creating a roadmap for system deployment, and adopting open-access data publication guidelines.

Kenya

In Kenya, GRSF led a national road safety data review to enhance data coordination and reporting across government agencies. Partnering with the World Bank's Development Impact Evaluation team, the review informed Kenya's national data improvement initiative under the World Bank-financed Horn of Africa Gateway Development Project.

The review was initiated in September 2023 and involved consultations with the National Police Service, National Transport and Safety Authority, three domestic road authorities, and ministries of roads and health. During the mission, the team conducted observational studies at police stations and hospitals, noting key issues such as reliance on manual data collection and the absence of an operational crash database. Concluding with a virtual inter-ministerial meeting, the team shared preliminary findings and identified areas for intervention.

The full set of recommendations, expected in late 2024, will include detailed strategies to improve data systems and foster coordination across key road safety institutions. The team will organize an inter-ministerial workshop to disseminate findings in early FY25.

Sri Lanka

In Sri Lanka, GRSF supported a road safety data review to streamline and strengthen data coordination across government agencies. The review found that Sri Lanka's crash data system, which involves multiple agencies like police and health departments, is fragmented, manual, and lacks integration.

Recommendations from GRSF's review emphasized the need to upgrade to a centralized and digitized data management system. Specific proposals included integrating data from diverse sources, establishing data collection protocols, and implementing digital tools to improve reliability and timeliness.

Training for Safer Speeds in Latin America and Africa

GRSF led four in-person speed management training sessions in FY24, a continuation of a global training series that began in FY23. The multi-day training sessions—held in Quito, Ecuador and Brasilia, Brazil in July 2023, and in Accra, Ghana, and Addis Ababa, Ethiopia in November 2023—focused on the fundamentals of speed management and practical approaches tailored to local needs.

In delivering these trainings, GRSF collaborated closely with Bloomberg Philanthropies Initiative for Global Road Safety partners—including the Global Road Safety Partnership (GRSP), the Global Health Advocacy Incubator, Vital Strategies, and the World Resources Institute (WRI)—to enhance the program through a multi-partner approach.

In the Quito training, more than 70 stakeholders from the transport ministry, municipalities, and police participated, while Brasilia's training attracted federal, state, and municipal representatives. In Africa, similar three-day training sessions were conducted in Accra and Addis Ababa, attended by 28 and 24 participants, respectively.

The sessions leveraged new insights and frameworks from the GRSF-authored [Guide for Safe Speeds](#) handbook, ensuring participants received up-to-date and globally recognized guidance on speed management strategies.

Each training event opened with a high-level meeting involving senior government officials, civil society, and key stakeholders to outline the critical need for effective speed management interventions in improving road safety. This was followed by two and a half days of intensive training for technical staff from local, regional, and national government agencies as well as police and academia. Alongside classroom-based learning on topics like appropriate speed-setting, traffic calming measures, and enforcement strategies, participants took part in field activities to design interventions aimed at reducing traffic speeds at specific locations within their city.



Team activity during the training in Addis Ababa, Ethiopia; November, 2023

A significant outcome from each training course was the creation of action plans that could be undertaken in each participating agency in the short and medium term to support speed management, which provided a concrete roadmap for implementing speed management policies at local and national levels. These action plans are now the subject of further discussion with World Bank country teams, with potential links to investment project development.

Through these hands-on courses, GRSF is not only helping reduce road traffic injuries but also building sustained local capacity to design implement effective and evidence-based speed management strategies.

Building Road Infrastructure Safety Management Skills in Kenya and Ethiopia

In FY24, GRSF conducted two in-depth workshops on the effective management of road infrastructure safety in Nairobi, Kenya, and Addis Ababa, Ethiopia to strengthen the road safety expertise of local practitioners.

Kenya

The three-day session in Nairobi in November 2023 hosted 34 professionals from various agencies, including Kenya's Road Authorities, the National Transport and Safety Authority, and the Kenya Roads Board. The primary focus was to enhance the capacity of local stakeholders in conducting road infrastructure safety assessments and to facilitate the transfer of knowledge gained from completed assessments.

The training built upon a comprehensive online workshop conducted in May 2023, which focused on iRAP methodologies including Star Ratings, and the use of iRAP's ViDA software. During the training, participants had the opportunity to engage in hands-on activities, including field visits, to learn about speed and "free flow" data collection methods. Throughout the course, trainers highlighted the importance of "Safe System" design principles, as well as the integration of safety assessments with road asset management practices.

Ethiopia

The Addis Ababa workshop, held in December 2023, attracted 60 participants, with strong representation from the government sector and 30 percent women engineers. Coordinated with the Ethiopian Road Safety and Insurance Fund Service, the four-day program covered the latest infrastructure safety tools and involved multiple site visits, offering practical guidance related to local safety challenges in Addis Ababa.

After both workshops, participants expressing readiness to integrate the newly acquired skills into their daily work, marking a significant step toward safer road networks in both countries.



Trainees embarking on a field exercise in Addis Ababa, Ethiopia; December, 2023

Disseminating Knowledge and Tools Through the Speed Management Hub

Research has shown that speed is the top contributing factor to the severity of road crashes, putting it at the center of the road safety crisis. Lowering speeds also has other societal benefits, such as reducing vehicle emissions, lowering local air and noise pollution, and encouraging the uptake of healthy modes of mobility such as walking and cycling.

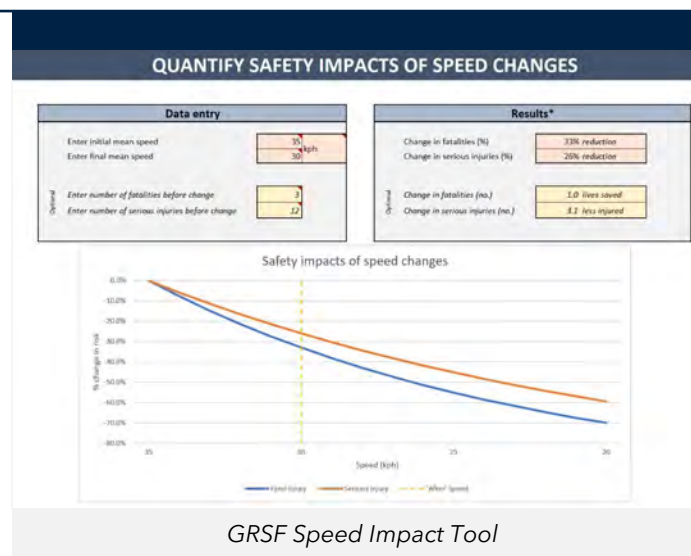
Given the importance of speed to road safety, GRSF has been a global leader in promoting speed management by providing guidance, technical assistance, and conducting research on the topic. This knowledge has been disseminated through the [Speed Management Hub](#) on the GRSF website, which was developed and launched in FY21.

In addition to hosting resources and guidebooks to help practitioners tackle speed management challenges, the Hub includes answers to frequently asked questions (FAQs) related to speed management. In FY24, GRSF added 10 new speed management FAQs to the database, bringing the total number available on the website up to 132.

GRSF also produced two new animated explainer videos in the “Speeding Hurts Us All” video series—[Safety Around Schools](#) and [Safety at Road Works](#)—raising the number of videos in the series to six. In addition, the GRSF-produced [Guide for Safe Speeds](#) report, as well as the GRSF co-produced [Speed Management: A Road Safety Manual for Decision-Makers and Practitioners \(2nd ed.\)](#) report, were disseminated via the Resources section of the Hub.

GRSF developed and published two Excel-based calculator tools on the Hub in FY24: the Speed Impact tool—which provides estimates on the change in fatal and serious injuries from increases or decreases in speed—and the Speed Survey Tool—which helps practitioners and researchers record and analyze free-flow speed data at specific locations. Both tools are designed to equip practitioners and researchers to advocate for better speed management policies based on data, and to enable transport planners and other decisionmakers to make informed speed-related changes on local roads in their communities.

The combination of regularly updated resources, an ever-growing number of FAQs, and comprehensive explainer videos has made the Speed Management Hub a true one-stop shop for the global speed management community.



Assessing the Long-Term Disability Burden of Road Traffic Injuries

In FY24, GRSF furthered its examination of the long-term health and economic consequences of road traffic injuries (RTIs) by supporting a new study, *Disability and Road Traffic Accidents*, published in September 2024. The study builds on last year's *Beyond the Numbers: Estimating the Disability Burden of Road Traffic Injuries* report by continuing the investigation of the prevalence and long-term burdens of disability resulting from RTIs—a critical yet often overlooked dimension of road safety and global public health.

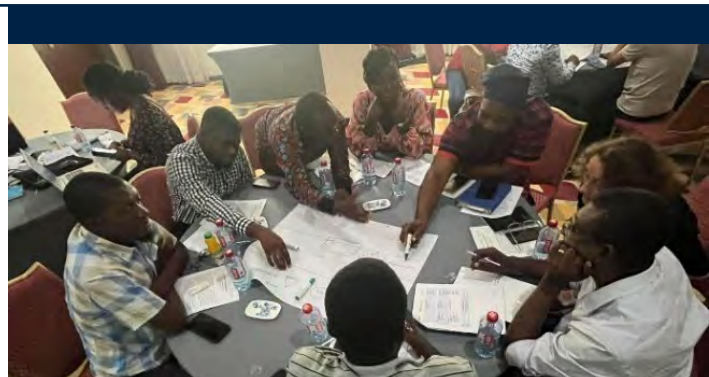


Using data from Namibia and South Africa, alongside a global literature review and interviews with safety and disability experts, the study examines and quantifies the medical, economic, and social costs of RTI-related disabilities for individuals, families, and communities. Findings reveal that even though RTI mortality and morbidity are tracked extensively, individuals who survive crashes with disabilities often receive little attention in policy discussions. By quantifying the costs of RTI-related disabilities and spotlighting the gaps in current policies, the report underscores the urgent need to integrate RTI disability data in the global health and development agendas.

Ultimately, the study advocates for comprehensive road safety strategies that prioritize both injury prevention and the long-term needs of RTI survivors, building a stronger case for sustained investment in road traffic safety. The final report will be published in early FY25.

Improving Road Works Safety in Ghana and Ethiopia

In LMICs, roadworks present unique safety challenges that can endanger workers, road users, and surrounding communities. Ensuring safe road construction practices is especially critical in regions like Africa, where rapid infrastructure development and compressed construction timeframes often coincides with a lack of road works safety knowledge, limited regulations, and scarce resources for construction safety oversight.



Group work during the training in Accra, Ghana; November, 2023

With this backdrop, GRSF partnered with the World Bank Safeguards team to deliver two workshops on road works safety in Accra, Ghana, and Addis Ababa, Ethiopia in November 2023. A total of 35 participants from relevant transport agencies as well as contractors attended the workshops in both countries.

The workshops shared knowledge on potential hazards and risks in road construction activities, along with evidence-based strategies to mitigate them, including good practices for developing and managing Traffic Management Plans in LMICs. The learning events provided participants with insights into road work safety, emphasizing its importance in protecting road users, construction workers, and equipment. Broader road works-related risks to the natural environment and local communities were also addressed, with case studies used to reinforce learnings and encourage interactive discussions.

Promoting Safer and Cleaner Vehicles in LMICs

In FY24, GRSF advanced the development of an e-learning course, *Motorization Management in Developing Countries*, to help practitioners and leaders in LMICs improve their vehicle stocks by making them safer, cleaner, and more fuel efficient.

The course illustrates the current state of motorization in LMICs and the framework and strategies by which governments can effectively manage vehicle stocks in a proactive, phased, and systematic manner to meet vehicle safety, emissions, and fuel efficiency targets. Through this course, GRSF aims to provide guidance to client countries as well as World Bank project teams on how to frame discussions about motorization management. The publicly available course will launch in FY25.

In FY24, GRSF also commenced work on a study titled *Improving Vehicle Safety and Air Quality in Low-and-Middle Income Countries*. The study's objective is to forecast the impact of transport policies on vehicle safety and air pollution in select LMICs in the medium to long-term. In addition, the study will provide policy recommendations for the adoption of safe and clean vehicle standards.



Digitalizing Speed Limits in Latin America

App-based navigation systems such as Waze and Google Maps, as well as new technologies such as in-vehicle intelligent speed assistance, make use of digital databases to display speed limits and other local traffic regulations to drivers at their specific location.

However, many cities and jurisdictions lack unified, comprehensive, and up-to-date databases that integrate with these new systems, which can cause confusion when the displayed digital speed limit is different to what drivers see on street signs. Due to the rapid increase in the usage of these technologies, it is vital that reliable speed limit databases are maintained to create safer road environments for all road users.

In this context, GRSF funded a pioneering World Bank study to support Latin American cities in FY24 in digitalizing their road traffic regulations and creating spatial databases for speed limits. The study was launched in November 2023 with an online workshop with officials from Latin America, together with European counterparts, to learn and share how speed limit data is being used to improve safety outcomes.

Working with data from various navigation platforms such as TomTom, HERE, and OpenStreetMap, diagnostic assessments were then completed for Bogota, Colombia; Buenos Aires, Argentina; Rio de Janeiro, Brazil; and Mexico City, Mexico to evaluate speed limit data accuracy, road network completeness, and existence of official speed limit sign inventories.



The findings, presented to city officials, revealed significant inconsistencies; in some cases, navigation platforms reporting speed limits varying from 20 km/h to 80 km/h on identical streets. These discrepancies underscore the need for a single database of official, government-provided digital speed limits to improve safety conditions.

Following the diagnostics, GRSF developed tailored work plans for each city, outlining practical steps to establish accurate digital speed limit databases. The work plans propose efficient speed limit mapping methods, including speed limit sign inventories, as well as milestones to track each city's progress, with the goal of scaling these improvements to the national level. The work program will be further developed throughout FY25.

Training World Bank Staff on Road Safety Topics

GRSF delivered the third iteration of the Road Safety Academy in April and May 2024, in partnership with the World Bank's Transport Global Practice.

The aims of the Road Safety Academy were to:

- Provide World Bank staff with knowledge and skills to improve road safety outcomes in World Bank operations.
- Boost understanding of road safety impacts and opportunities in World Bank client countries.
- Scale up road safety financing across the institution.

The two-day interactive training was held twice, concurrently (April 29-30, and May 1-2), during the week following the World Bank's Transport Learning Forum, which brings together World Bank transport staff from around the world.

The course was attended by 53 World Bank staff and consultants across the two cohorts, reaching staff from 25 countries and diverse professional disciplines including climate change, environment, transport, safeguards, and urban.



Course participants with graduation certificates; May, 2024



5 EVENTS AND OUTREACH

To disseminate knowledge and conduct outreach, GRSF hosts and presents at numerous conferences, events, and webinars throughout the year. Featured GRSF events and outreach activities in FY24 are highlighted below:

GRSF Puts Road Safety on the Agenda at Transforming Transportation '24

March 2024

The 21st edition of the [Transforming Transportation](#) conference, co-hosted annually by the World Bank and WRI, was held in Washington, D.C. in March 2024. GRSF was actively engaged in the event in a variety of ways, ensuring that road safety was high on the conference's agenda.

Breakout Session: Unlocking Gains from Investing in Road Safety

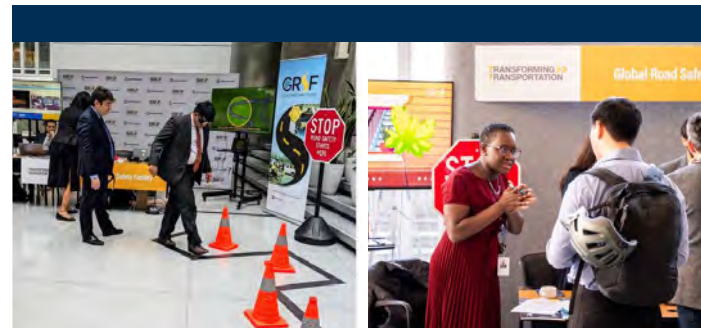
The economic, health, and climate benefits of investing in safer roads—such as through boosting enforcement, implementing traffic calming measures, and lowering speed limits—typically far outweigh the costs. Despite this, countries and cities face complex challenges in financing sustainable and systematic road safety solutions.

This breakout session, co-hosted by GRSF and WRI, examined the multifaceted and long-term impacts of poor road safety and explored how investing in inclusive and safe mobility can achieve positive health, climate, and economic outcomes. Speakers also discussed strategies to catalyze road safety financing in a crowded global development landscape. Panelists included representatives from the Welsh Local Government Association, FIA Foundation, Morocco Road Safety Agency, GDCL, and Global Youth Coalition for Road Safety.



GRSF Knowledge Booth

To directly engage with the more than 1,000 in-person attendees, GRSF hosted a road safety knowledge booth to showcase evidence-based interventions to address the road safety crisis. This year, the booth featured alcohol-impaired goggles and an obstacle course, allowing participants to simulate the experience of drunk driving. The booth also featured informational videos about the lessons that can be learned from crash tests.



GRSF and WHO Convene Road Safety Lead Agency Heads

March 2024

Effective delivery of road safety management functions is essential for the design and implementation of interventions that can achieve consistent road safety results over time and save lives. Road safety lead agencies—bodies that develop national strategies and coordinate multisectoral efforts to improve road safety—can play a critical role in this process.

In March 2024, GRSF and the World Health Organization (WHO) convened a meeting of the leaders of road safety lead agencies to discuss road safety management priorities. The roundtable discussion provided an opportunity for representatives from transport and other ministries and lead agency heads from Armenia, Croatia, India, Morocco, Nigeria, Paraguay, Romania, and Zambia to focus on regional similarities and differences, as well as challenges and success factors. By sharing experiences and learning from one another, road safety lead agencies can strengthen their capacity to lead road safety management efforts in their countries.

The main topics of discussion during the half-day event were good practices related to establishing and sustaining a road safety lead agency, the development and management of crash data systems, managing the emerging risk of motorcycles, and opportunities and risks of digitalization. GRSF and WHO also explored ways for both organizations to deepen their support for road safety lead agencies going forward.



GRSF and WRI Launch the Guide for Safe Speeds

March 2024

The *Guide for Safe Speeds: Managing Traffic Speeds to Save Lives and Improve Livability* was launched following the annual Transforming Transportation conference in Washington D.C. The comprehensive new guide—a collaboration between GRSF and WRI—contains all the information that decisionmakers need to select, implement, and support speed limits that are safe for all.

The report launch featured a lively panel discussion with speakers from Bloomberg Philanthropies, the Morocco National Road Safety Agency, UK Aid, the World Bank, and WRI.

Following the discussion, the report's authors—Alina F. Burlacu, Eva M. Eichinger-Vill, and Blair Turner from the World Bank, and Siba El-Samra from WRI Ross Center for Sustainable Cities—outlined the key principles for selecting appropriate speed limits and explained the newly developed “Roads-for-Life” framework—a key feature of the guide—that matches road use, speed limits, and road design elements. The framework focuses not only on the movement of vehicles and goods but also on the presence of vulnerable road users, leading to speed limits that are safe for all road users and applicable on all types of urban and rural roads.

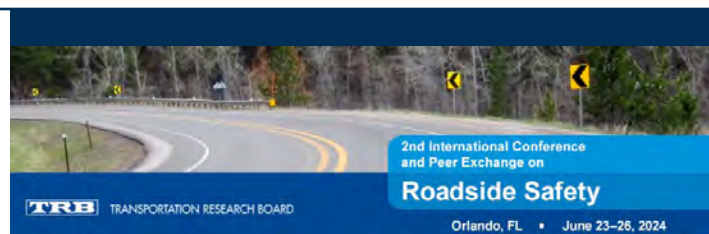


GRSF Presents at TRB's 2nd International Conference and Peer Exchange on Roadside Safety

June 2024

GRSF shared insights and expertise on road safety management and speed management at the 2nd International Conference and Peer Exchange on Roadside Safety, hosted by the Transport Research Board (TRB) in Orlando, Florida. As part of the planning committee, GRSF organized a workshop on the Road Safety Management System framework, highlighting the World Bank's recent standalone road safety operations and capacity-building experiences. This session encouraged experts from U.S. state Departments of Transportation and the U.S. Federal Highway Administration to consider global applications.

Moderating a multi-sector panel on speed management, GRSF facilitated discussions on topics ranging from speed camera efficacy to a new U.S. speed management program. Additionally, the conference addressed how electric vehicles challenge traditional roadside safety barriers due to differences in vehicle weight and design. During the conference, GRSF proposed new safety research priorities, including treatments for undivided highways. The conference fostered connections with U.S.-based researchers interested in collaborating on international projects and potential partnerships for future TRB events abroad.

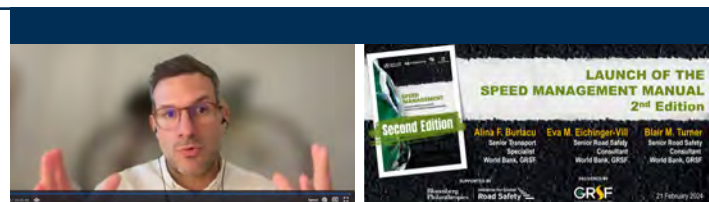


GRSF Hosts Webinars on Speed Management

GRSF hosted two webinars on speed management in FY24, drawing hundreds of participants to explore advancements in digital and policy-driven approaches to managing traffic speeds.

The first webinar, *The Digitalization of Traffic Speed Limits and Its Importance for Road Safety*, took place in November 2023. Attended by Latin American transport officials together with counterparts from Europe, the workshop provided an opportunity for participants to learn and share how digital speed limit data is being integrated into mobile navigation platforms and other technologies to support safer driving practices.

The second webinar, *Launch of the Second Edition of the Speed Management Manual*, took place in February 2024 and drew over 500 participants from around the world. Following introductory remarks from Bloomberg Philanthropies, FIA Foundation, GRSP, the World Bank, and WHO, the manual's authors explained the key updates in this second edition, including the integration of the Safe System approach, the inclusion of recent evidence on speed-related risks, and the expanded focus on environmental and health benefits arising from effective speed management.





6 PUBLICATIONS

As part of its third pillar on knowledge and expertise, GRSF is committed to advancing global road safety knowledge and sharing good practices to help LMICs deliver effective road safety programs. In FY24, GRSF co-produced or provided funding for 15 publications, including practical guides and handbooks, journal articles and research studies, and country-specific reports and recommendations.

Topics covered by these publications included speed management, the effectiveness of automated speed enforcement, the accuracy of road crash data and fatality estimates, and the long-term disability burden faced by road crash survivors. Featured publications are highlighted below.



Guide for Safe Speeds: Managing Traffic Speeds to Save Lives and Improve Livability

Speed is universally recognized as the leading contributor to road fatalities and serious injuries worldwide. But there is good news: the speed problem is solvable. Interventions that are proven to be effective exist, and it is well understood where and how they should be applied.

This comprehensive guide, produced in partnership with WRI, outlines the interventions that tend to be most effective and provides guidance on how to select and implement speed limits that are safe for all road users. It also explains how barriers to changing traffic speeds—which are often based on lack of knowledge or misunderstandings—can be overcome. This guide represents a step-change in how speeds are managed, including the process for setting speed limits, and will constitute the basis for future hands-on training on speed management.

Access at bit.ly/4hjAwJH



Speed Management Research: A Summary Comparison of Literature Between High-Income and Low and Middle-Income Countries

Most LMICs have been experiencing growth in vehicle kilometers traveled but have not yet realized road safety gains experienced by high-income countries, in large part due to a lack of speed management. Proven speed interventions in high-income countries do not necessarily have the same impacts in LMICs, or may not be feasible to apply due to significant differences in traffic mix, road user behavior, road design, and vehicle standards.

This report summarizes current available knowledge about the effect of speed on safety, mobility, and emissions, as well as the potential safety effectiveness of speed management initiatives in the LMIC context. The knowledge summary provides a useful reference for practitioners interested in traffic speeds, the selection of speed limits, and speed impacts on safety outcomes, mobility, and emissions. The LMIC knowledge gaps identified will be useful in considering future research and data priorities.

Access at bit.ly/3YzlfwZ



Speed Management: A Road Safety Manual for Decision-Makers and Practitioners (2nd ed.)

The management of speed remains one of the biggest challenges facing road safety practitioners around the world and requires a concerted, long-term, and multidisciplinary response. The second edition of this manual—part of a series of updated road safety manuals produced in conjunction with WHO, the FIA Foundation, and GRSP—advocates for a strong and strategic “safe system” approach to road safety, with speed management at its heart.

Access at bit.ly/48nXDPw



The Burden of Road Traffic Injuries in Jordan: Evidence for Policy

This study examines road crash-related disabilities in Jordan by identifying contributing factors and assessing the associated costs for road crash victims. Using a mixed-methods approach, the research includes quantitative and qualitative data collection through hospital-based surveillance and follow-up surveys at one- and three months post-injury.

This study underscores the significant burden of road traffic injuries and associated disabilities in Jordan, and highlights the need for targeted interventions to reduce injuries and robust long-term care to support affected individuals.

Access at bit.ly/48h67b3



Assessing Discrepancies in Estimates of Road Traffic Deaths in Brazil

The First UN Decade of Action for Road Safety (2011–2020) ended with most LMICs failing to reduce traffic deaths. In contrast, Brazil reported a strong decline starting in 2012. However, comparisons with global health statistics suggest that official statistics from Brazil potentially overestimated declines.

Using a variety of sources, this study estimates that road traffic deaths in 2019 exceeded the Brazilian government’s official figure by 31 percent, but that traffic deaths have indeed declined by 25 percent since 2012—close to the decline estimated by official statistics (27percent). The study, published in the Injury Prevention journal, concludes that Brazil has made remarkable progress in reducing traffic fatalities in the last decade, and that a high-level evaluation of what has worked in Brazil could provide important guidance to other LMICs.

Access at bit.ly/4dWoP8Z

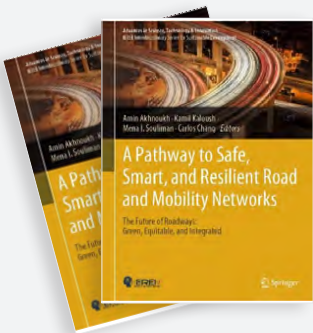


Assessing the Effect of Automated Speed Enforcement and Comprehensive Measures on Road Safety in Rwanda

Utilizing data collected by the Rwanda National Police between 2010 and 2022, and using interrupted time series models, this study analyzes the impact of ASE implementation on road traffic deaths, serious injuries, and fatal crashes.

The study found that the nationwide implementation of ASE cameras 2021 was linked to a 37 percent decrease in monthly fatalities. This research, published in the Traffic Injury Prevention journal, shows that Rwanda's success in implementing and scaling ASE nationwide could offer valuable lessons and evidence for similar interventions in other countries.

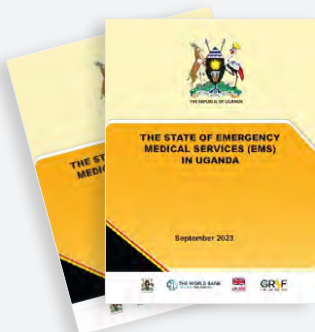
Access at bit.ly/3UmDN19



Philippines' Leadership on Road Safety Renewal While Motivating the EAP Region

The Philippines has made significant strides in improving road safety, supported by the World Bank and GRSF. This book chapter, published in A Pathway to Safe, Smart, and Resilient Road and Mobility Networks (2024), provides an overview of the World Bank's collaboration with the Government of the Philippines through lending operations and technical assistance projects, and highlights the importance of a strong commitment from national and local authorities, stakeholders, and non-government organizations to ensure project sustainability.

Access at bit.ly/3Ukm8ai



The State of Emergency Medical Services (EMS) in Uganda

This study evaluates the progress, challenges, and funding needs of Uganda's EMS strategy. Utilizing document reviews, surveys, interviews, and discussions, the findings reveal that progress varied across objectives, and that only 13 percent of planned activities were fully implemented, primarily due to financial constraints and the impact of Covid-19.

Recommendations include strengthening the legal framework, increasing bystander knowledge and skills, embracing partnerships, and optimizing resource allocation.

Access at bit.ly/4e0Jmth



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APPENDIX: GRSF-FUNDED ACTIVITIES IN FY24

In FY24, GRSF approved funding for the following activities:

ACTIVITY NAME	COUNTRY/ REGION	DISBURSEMENT DATE	CLOSING DATE	FUNDING
Global				
Assessing the Availability and Cost of Rehabilitation Following RTIs	Global	10/5/2023	5/10/2024	\$273,000
HDM4 Update - Road Safety	Global	4/8/2024	9/30/2025	\$125,000
Motorcycle Safety	Global	4/8/2024	2/28/2026	\$100,000
Regional				
Speed Management in LAC	Latin America and Caribbean	3/12/2024	9/30/2025	\$250,000
Country-level				
Bangladesh Network Safety Evaluation	Bangladesh	3/12/2024	12/31/2024	\$200,000
Road Safety Audit on the Santa Cruz-Trinidad Road	Bolivia	9/18/2023	2/28/2024	\$109,000
Support to Brazil Pro-Roads Road Safety Learning Agenda	Brazil	3/13/2024	9/30/2025	\$300,000
Chennai Urban Mobility and Spatial Development: Road Safety	India	11/6/2023	12/30/2023	\$135,000
Construction-Stage Audit on 500 km of National Highways Under Rehabilitation and Maintenance	India	3/12/2024	12/31/2024	\$50,000
Road Safety Capacity Building to the Ministry of Road Transport & Highways and State Agencies	India	6/10/2024	12/31/2024	\$100,000
Road safety Assessment and Guidelines to Support FONADIN and PROTRAM	Mexico	4/1/2024	6/30/2025	\$200,000
Road Safety Management and Speed Enforcement Support	Paraguay	9/12/2023	5/10/2024	\$77,000
Operationalization Support for New Road Safety Agency	Peru	9/24/2023	4/30/2024	\$109,000
Support the Work of the National Council for Road Safety of Sri Lanka	Sri Lanka	11/20/2023	5/30/2024	\$144,000
Road Safety Assessment	Tajikistan	7/25/2023	4/15/2024	\$53,000
Safe Journey to Schools	Uganda	5/31/2024	12/31/2024	\$30,000
Road Safety Assessment for Tashkent's Vision Zero Initiative	Uzbekistan	9/18/2023	4/15/2024	\$81,000
Road Safety Support	Zambia	10/2/2023	5/10/2024	\$175,000
			TOTAL	\$2,511,000

