



ANNUAL REPORT 2025



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More information

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All dollars (\$) refer to USD.

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

AIP Asia Injury Prevention

ANSV National Road Safety Agency (Argentina)

ASE Automated Speed Enforcement

BANOBRAS Banco Nacional de Obras y Servicios Públicos/National Bank for Public Works and Services (Mexico)

DALY Disability-Adjusted Life Years

EMS Emergency Medical Services

ESG Environmental, Social, and Governance

EU European Union

FONADIN Fondo Nacional de Infraestructura/
National Infrastructure Fund (Mexico)

FY Fiscal Year

GBV Gender-Based Violence

GDP Gross Domestic Product

GFDRR Global Facility for Disaster Reduction
and Recovery

GRSF Global Road Safety Facility

HDM Highway Development and Management
Model

iRAP International Road Assessment Programme

IRC Indian Roads Congress

ISA Intelligent Speed Assistance

LAC Latin America and the Caribbean

LMICs Low and Middle-Income Countries

MoES Uganda Ministry of Education and Sport

MDB Multilateral Development Bank

MoRTH Ministry of Road Transport and Highways
(India)

MVIMS Motor Vehicle Information Management
Systems

NTSA National Transport and Safety Authority
(Kenya)

PNATRANS National Road Safety Action Plan
(Brazil)

QII Quality Infrastructure Investment

RTI Road Traffic Injuries

RSM Road Safety Module

RSSAT Road Safety Screening and Appraisal Tool

SRSEI Safer Roads for Socio-Economic
Integration

SSZ School Safety Zone

UK United Kingdom

UN United Nations

VSL Value of a Statistical Life

WB World Bank

WHO World Health Organization

WRI World Resources Institute

YLL Years of Life Lost

YLD Years Lived with Disability



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FOREWORD

At the midpoint of the Second UN Decade of Action for Road Safety (2021–2030), the world finds itself at a crossroads. The global goal of halving road crash fatalities and injuries by 2030 remains achievable—but only if renewed momentum translates into measurable results.

The 4th Global Ministerial Conference on Road Safety, held in Marrakech in February 2025, marked a pivotal moment for that renewed energy. Ministers, development partners, and stakeholders of all stripes rallied behind the need for stronger institutions, increased financing, and data-driven approaches.

Yet much remains to be done, particularly in addressing fast-growing areas of risk such as motorcycle safety. Achieving real progress will depend on sustained investment, the seamless sharing across borders of evidence-based good practices, and the deployment of practical tools that can help countries implement effective, life-saving strategies.

In this context, FY25 was a year of recognition, leadership, and results for GRSF. In December 2024, GRSF was honored with a Prince Michael International Road Safety Award for “A Decade of Saving Lives Through Catalyzing Road Safety Investments,” recognizing its leadership in mobilizing and influencing road safety financing via the World Bank Group and other financial channels.

Throughout FY25, GRSF played a key role in catalyzing \$945 million in World Bank road safety financing—a record-high number that represented 13 percent of all World Bank-approved financing for road and urban transport projects.

The Facility played a leadership role at the Marrakech conference, shaping global dialogue on road safety financing, institutional reform, and coordination. GRSF also convened high-level partner meetings and co-hosted the Network of Heads of National Road Safety Agencies, further strengthening collaboration among governments and multilateral banks.

Throughout FY25, GRSF also advanced its role as a global knowledge leader. It launched the Road Safety Calculator—a first-of-its-kind tool that helps policymakers identify the most effective interventions for their domestic context—and released several major publications. Together, these analytical products are improving the effectiveness of World Bank and partner investments, while equipping countries with the knowledge and methodologies to save lives at scale.

As we look ahead, the momentum generated this year must carry forward. With sustained partnership, innovation, and investment, the global community can turn the ambition of safer roads for all into an achievable reality.



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 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:



69 million people

with access to safer roads from 2018 to 2025 due to GRSF-informed World Bank investments.



83,400 km

roads surveyed and assessed for safety.



\$5 billion

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



28,000+ professionals

trained in road safety topics.



91 countries

received technical assistance, funding, or other support.



\$86.4 million

grant funding for road safety initiatives.

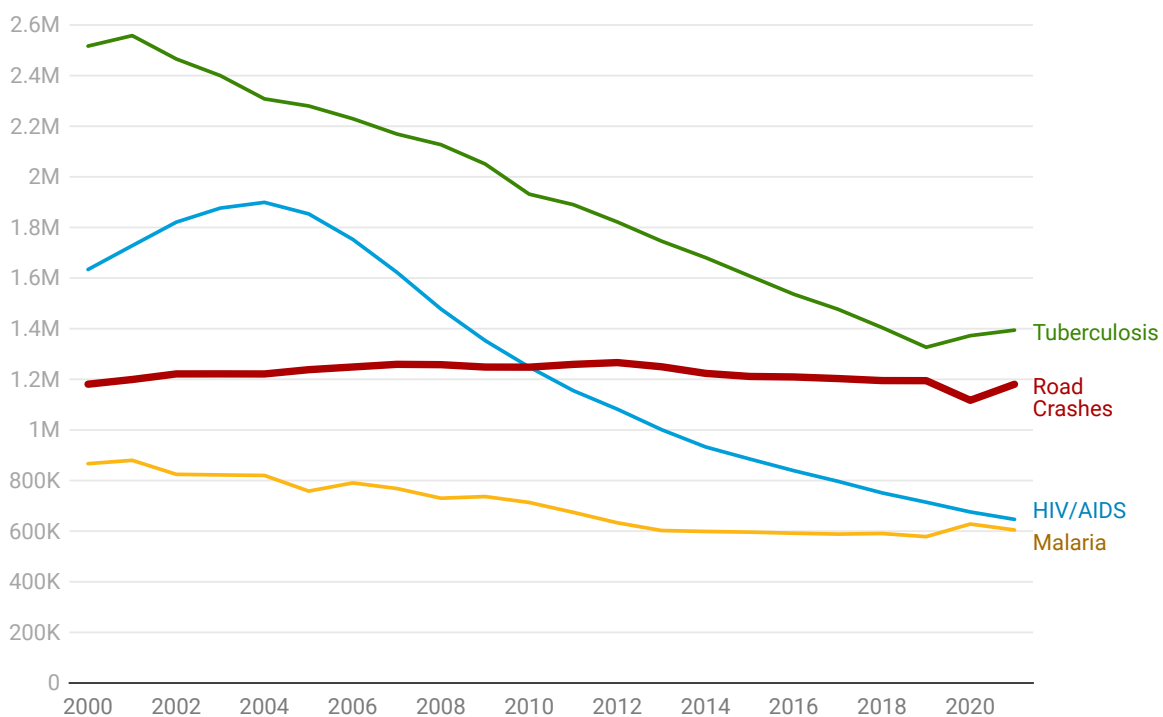
ROAD SAFETY: A GLOBAL CRISIS

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 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.

Deaths Due to Road Crashes Vs. Major Diseases



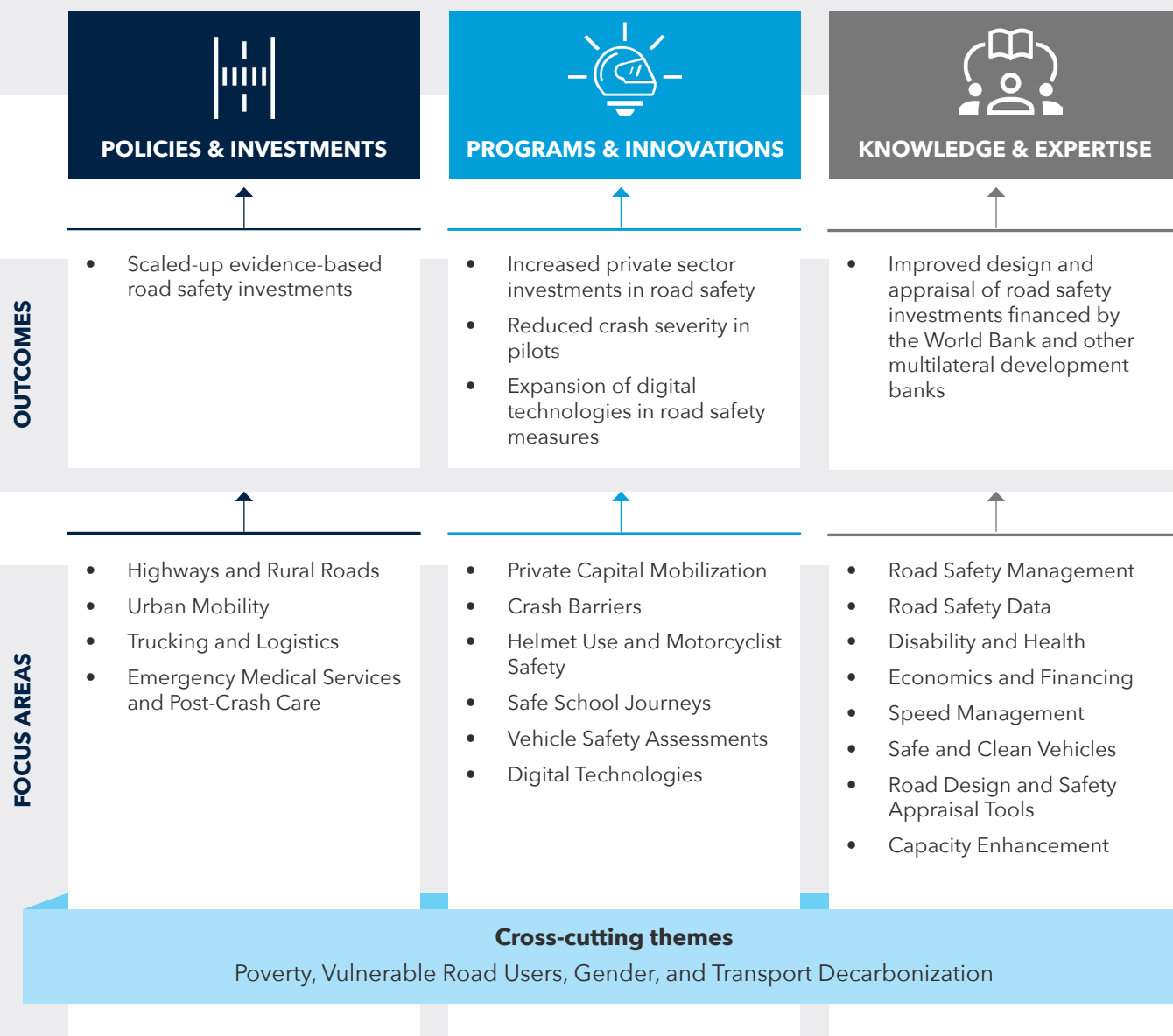
Source: World Health Organization (2025)

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 FY25 RESULTS AND IMPACT

GRSF RESULTS IN FISCAL YEAR 2025



**\$945
million**

World Bank road safety
financing catalyzed and
informed by GRSF



**9.5
million**

People benefitting from
World Bank road safety
investments



19,857 km

Roads financed by the
World Bank achieving low
safety risk



8,372 km

Roads assessed for
safety risk



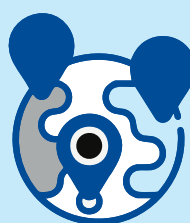
23

World Bank road
projects using GRSF
appraisal tools



9

Countries benefiting
from the GRSF
health research
program



27

Countries
receiving GRSF
support



2,753

Officials receiving
technical training



50

Senior officials
receiving management
and leadership training

Catalyzing Road Safety Financing

In FY25, the World Bank approved \$7.26 billion in new lending for road and urban transport projects in LMICs—the highest amount in four decades. Of this amount, \$945 million (13 percent) was allocated specifically to road safety, which was catalyzed and informed by GRSF.





2

FY25 FINANCES AND PORTFOLIO

CONTRIBUTIONS AND DISBURSEMENTS

In FY25, GRSF received \$5.2 million in donor contributions and disbursed \$4.5 million. In addition, the World Bank contributed \$0.4 million from its budget to support the work of GRSF. Global, regional, and country-level activities accounted for 93 percent of disbursements, while GRSF's program management and administration expenditures accounted for 7 percent.

PORTFOLIO OVERVIEW

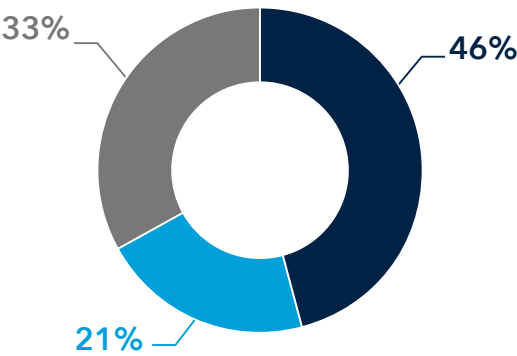
In FY25, GRSF approved \$5.9 million in funding for 34 activities (see Appendix for FY25 funding details), bringing the active portfolio to \$7.2 million across 36 activities.

Approved Funding in FY25		Active Funding in FY25	
\$5.9 million	Funding approved for new grants across 34 activities	\$7.2 million	Total active portfolio across 36 activities
26	Country-level activities	28	Country-level activities
2	Regional activities	2	Regional activities
6	Global activities	6	Global activities

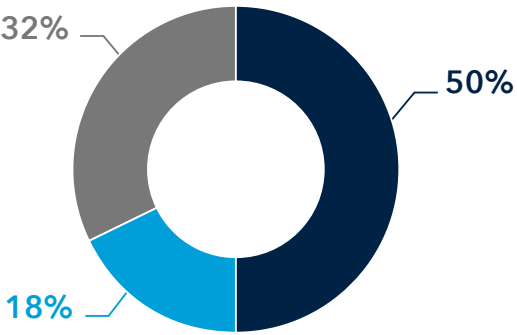
PORTFOLIO BREAKDOWN

Portfolio by Pillar

Approved Funding in FY25



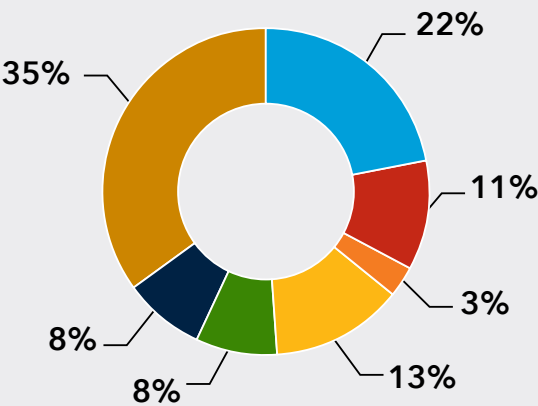
Active Funding in FY25



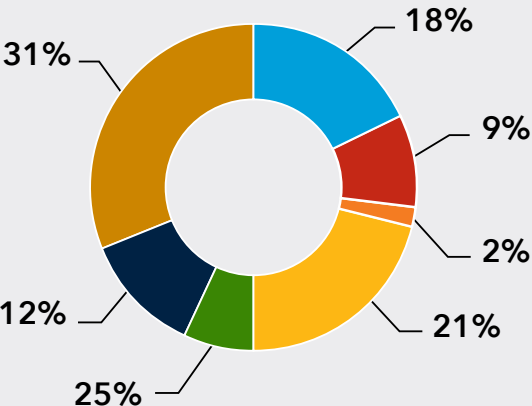
- Pillar 1: Policies & Investments
- Pillar 2: Programs & Innovations
- Pillar 3: Knowledge & Expertise

Portfolio by Region

Approved Funding in FY25



Active Funding in FY25



- Africa
- East Asia & Pacific
- Europe & Central Asia
- Latin America & Caribbean
- Middle East & North Africa
- South Asia
- Global

Portfolio by Country

In FY25, GRSF funded activities in the following 27 countries:

Africa

- Angola*
- Benin*
- Cameroon*
- Ethiopia*
- Kenya*
- Lesotho*
- Madagascar*
- Mozambique*
- Rwanda*
- Tanzania*
- Togo*
- Uganda

East Asia and Pacific

- Indonesia*
- Thailand*
- Viet Nam*

Europe and Central Asia

- Armenia*

Middle East and North Africa

- Morocco*
- Pakistan*
- Tunisia*

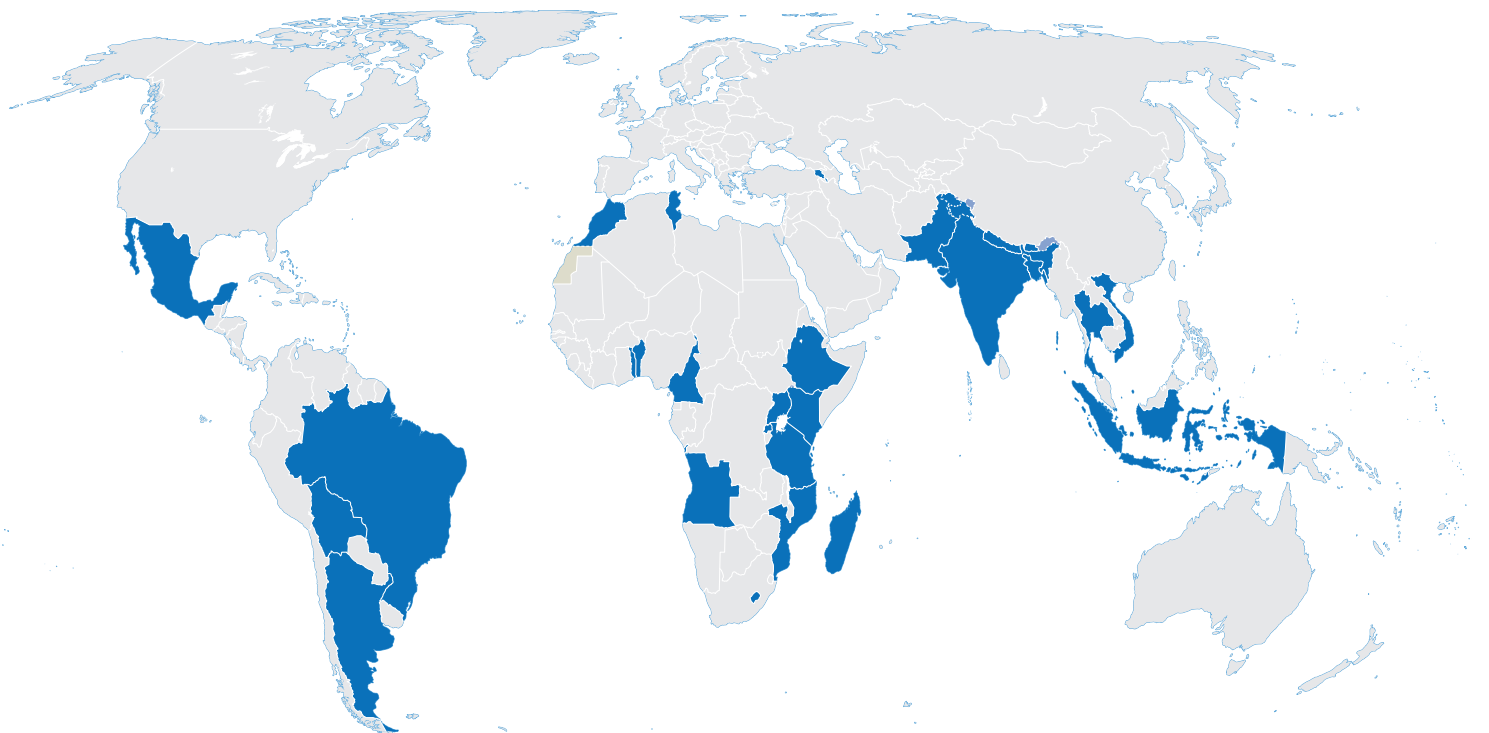
Latin America and Caribbean

- Argentina*
- Bolivia*
- Brazil
- Mexico

South Asia

- Bangladesh
- Bhutan*
- India
- Nepal*

* Countries where new grants were approved in FY25



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■ Countries with active grants in FY25



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FY25 HIGHLIGHTS

GRSF LEADERSHIP AT THE 4TH GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

GRSF sponsored and played a leading role at the [4th Global Ministerial Conference on Road Safety](#), held in Marrakech, Morocco, from February 17–20, 2025. As the world reached the midpoint of the Second UN Decade of Action for Road Safety (2021–2030), the conference brought together ministers, development partners, and global experts to accelerate action toward halving road traffic deaths by 2030.

Throughout the week, GRSF was recognized as a key voice on sustainable financing, institutional leadership, and data-driven action for safer mobility. GRSF contributed to plenary discussions, parallel sessions, high-level meetings, and a dynamic exhibition booth, reinforcing its reputation as a trusted global partner in road safety. Through its strong presence across sessions, partnerships, and thought leadership, GRSF used the Marrakech conference to renew global momentum for road safety financing and institutional reform—helping translate political commitments into measurable, life-saving action.

Key Sessions

At the plenary session, “Empowering Governments: Pathways to Sustainable Road Safety Financing,” World Bank Global Director for Transport Nicolas Peltier-Thiberge joined global transport and finance leaders to explore how governments can embed road safety into national budgets and development strategies. The discussion emphasized aligning safety with climate and health priorities and leveraging innovative mechanisms—such as sustainability-linked bonds and blended finance—to close the global funding gap. Peltier-Thiberge also participated in the parallel session, “Mobilizing the Private Sector: Road Safety Assessment Framework for Corporate Action,” highlighting how the private sector can advance safety through better governance, ESG reporting, and responsible procurement.

World Bank Vice President for Infrastructure Guangzhe Chen delivered closing remarks during the plenary, “From Mobilizing to Organizing: The Challenges of Implementation,” urging coordinated global action to address the \$400 billion funding gap for road safety. He underscored GRSF’s catalytic role in mobilizing World Bank financing for road safety projects and unveiled a [new guide](#) jointly produced by GRSF and the World Bank Treasury on using green and social bonds to fund road safety interventions.



Convening High-Level Meetings

GRSF also convened several dedicated sessions to advance collaboration and institutional capacity. A meeting of the Network of Heads of National Road Safety Agencies, co-hosted with the World Health Organization, brought together senior officials from dozens of countries for peer learning on coordination, leadership, and financing. The MDBs' Road Safety Working Group [meeting](#), organized by GRSF as Secretariat, reaffirmed joint MDB commitments to scale up financing and technical assistance. The session, "Delivering Results-Focused Road Safety Governance", moderated by GRSF Program Manager Said Dahdah, highlighted the importance of strong institutions, clear mandates, and cross-sector coordination to achieve lasting results.



Beyond the formal sessions, GRSF's booth in the exhibition hall attracted hundreds of visitors—including ministers, development partners, and private sector representatives. GRSF and World Bank delegates also held strategic bilateral meetings with government counterparts from Brazil, India, Kenya, Morocco, Pakistan, the UK, and other countries to discuss future investments and technical cooperation.



GRSF AWARDED A PRINCE MICHAEL INTERNATIONAL ROAD SAFETY AWARD



GRSF was awarded a prestigious Prince Michael International Road Safety Award in December 2024 for its outstanding contributions to road safety over the past decade. This honor, bestowed annually by HRH Prince Michael of Kent (UK), recognizes exceptional achievements and innovation in improving global road safety. The win marks GRSF and the World Bank's seventh Prince Michael Award and follows a landmark triple award win in 2020.

This year, GRSF was recognized for its submission, "A Decade of Saving Lives Through Catalyzing Road Safety Investments," which highlights its pioneering role in leveraging World Bank financing to deliver critical road safety solutions across low and middle-income countries. From mid-2013 to mid-2023, GRSF catalyzed \$3.34 billion in World Bank financing for road safety investments. These investments benefitted over 65 million people with safer road access between 2018 and 2023 alone.

"Road crashes are not only a human tragedy and a major public health issue, but also impose high socioeconomic costs, especially on the poor. Yet meaningful progress on this challenging issue can be made, as the past decade of results from GRSF has shown. The next step is to significantly scale up funding and financing so that more lives can be saved."

- Said Dahdah, GRSF Program Manager

"The financial and technical support provided has made a considerable contribution to reducing risk in many developing countries."

- HRH Prince Michael of Kent

A number of GRSF's achievements over the decade were highlighted in the submission and awards ceremony. In Nepal, for instance, GRSF-funded crash barriers along mountainous roads are projected to save over 3,400 lives over their 20-year life span. In Iraq, a World Bank project supported by GRSF led to an 81 percent reduction in road fatalities along 225 km of critical transport corridors via improvements to intersections and other road safety enhancements. And in Bangladesh, GRSF catalyzed and informed the \$358 million Bangladesh Road Safety Project in 2023, the largest standalone road safety project ever approved by the World Bank.

GRSF LAUNCHES INNOVATIVE ROAD SAFETY CALCULATOR TOOL

In FY25, GRSF launched the [Road Safety Calculator](#), an interactive tool designed to help policymakers identify and prioritize the most effective road safety investments. The calculator enables users to input key data on a country's current road safety status—such as road use patterns, crash profiles, and behavioral indicators—and then generates estimates of potential reductions in fatalities and serious injuries for selected interventions.

Covering ten major intervention areas across all road safety pillars except vehicle safety, the tool integrates Crash Modification Factors derived from systematic reviews to ensure evidence-based results. In doing so, it supports decision-makers by quantifying the potential benefits of specific actions, from improving helmet and seatbelt use to enhancing post-crash care. The calculator is publicly accessible on the GRSF website, helping countries translate data into life-saving investments.

Road Safety Calculator

Analysis by Strategic Priority

This module allows users to set their own targets in all 10 strategic priority areas and see the estimated annual reductions in fatalities and serious injuries.

Select Country Name

 HELMET USE	 SEATBELT USE	 ALCOHOL USE	 SIDEWALKS	 INTERSECTIONS
 DIVIDED HIGHWAYS	 ROADSIDE BARRIERS	 HIGH-SPEED ROADS	 TRAFFIC CALMING	 POST-CRASH CARE

Above: Screenshot of the GRSF Road Safety Calculator, available at: <https://calculator.globalroadsafetyfacility.org/>

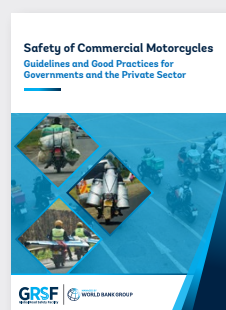
LAUNCH OF NEW KNOWLEDGE PRODUCTS TO GUIDE EVIDENCE-BASED INTERVENTIONS

In FY25, GRSF strengthened its position as a global knowledge leader and scaled up its suite of advisory products to support World Bank transport operations worldwide. These knowledge products go beyond traditional guidelines—they are tailored to meet operational needs and improve outcomes in real-world investment projects.

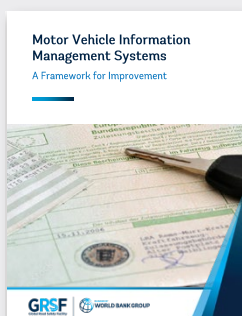
Through the release of four major knowledge products addressing critical dimensions of road safety and sustainable transport, GRSF provided governments, practitioners, and development partners with practical tools and analytical guidance to accelerate progress toward the global target of halving road deaths and injuries by 2030.



The report *Safe and Clean Vehicles* explores how change for low and middle-income countries can integrate safety and environmental performance in vehicle regulations—advancing both climate and safety goals through harmonized standards.



The *Commercial Motorcycle Safety Guide* examines policies, training, and enforcement measures to reduce the rising toll of motorcycle crashes in developing countries, where motorized two-wheelers dominate urban and rural mobility.



Drawing on insights from 13 countries, this report presents a framework for strengthening *Motor Vehicle Information Management Systems* (MVIMS) to balance vehicle growth with safety, environmental, and economic priorities.



The joint GRSF-World Bank Treasury publication *Financing Road Safety: Catalyzing the Sustainable Finance Market to Bridge the Gap* presents innovative pathways—such as social and green bonds—for mobilizing sustainable capital toward road safety investments.



4 FY25 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



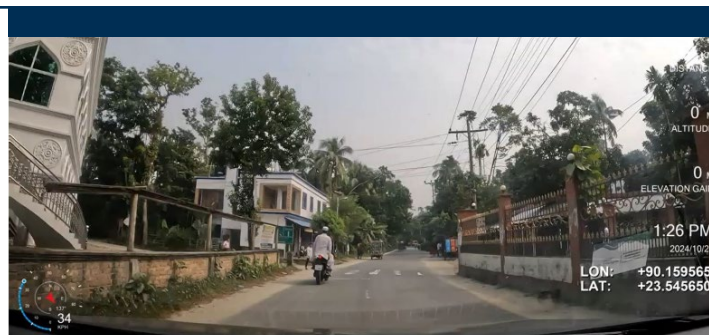
Historic Expansion of World Bank Financing for Road Safety

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

In FY25, approved World Bank financing for road and urban transport projects reached \$7.26 billion, spanning 40 projects in 35 countries—the highest level of financing in more than four decades. Of this total, \$945 million was dedicated specifically to road safety initiatives, representing 13 percent of the portfolio. This represents a significant increase over FY24.

Along with GRSF funding and expertise, projects used the Road Safety Screening and Appraisal Tool (RSSAT) to include road safety in their economic analysis and estimate potential reductions in road fatalities and serious injuries. Both are World Bank requirements for road sector projects.

In FY25, RSSAT was used by World Bank project teams to estimate the safety impacts of planned road works along 65 road sections, equivalent to 3,264 km. The expected reduction in annual fatalities and serious injuries along these road sections averaged 28 percent, which should yield an economic benefit of more than \$958 million over 20 years.

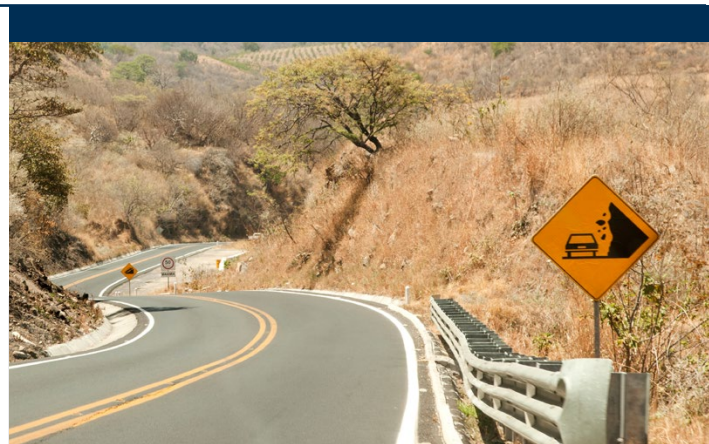


Road assessment under the World Bank-financed Bangladesh Road Safety Project

Mapping Road Safety Risks to Guide Action in Kenya and Mexico

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

After data collection and analysis, workshops are arranged to disseminate the findings among key road safety stakeholders. These assessments are typically used to inform the design of World Bank and government-financed transport investment projects. In FY25, GRSF funded road safety assessments in Mexico and Kenya, with a combined road length of over 8,000 km.



Mexico's national highway network

Mexico

In FY25, GRSF funded a comprehensive road safety risk assessment of the toll highway network managed by Mexico's National Bank for Public Works and Services (BANOBAS) and its National Infrastructure Fund (FONADIN). The assessment covered approximately 7,450 km of motorways and primary roads. Using the new EU proactive methodology for network safety assessment under the Road Infrastructure Safety Management EU Directive 2019/1936, the assessment provided a detailed overview of infrastructure risk. Results showed that 30 percent of the network is low risk with respect to the potential for road crashes, 63 percent is at intermediate risk, and 7 percent is at high risk.

The results were converted into digital risk maps and recommendations were provided for countermeasures to improve design and reduce crash severity. Findings were shared with BANOBAS and FONADIN during a capacity building workshop in Mexico City in June 2025 to support data-driven planning and future investment decisions in safer road infrastructure.

Kenya

GRSF conducted road safety assessments across 642 km of high-risk corridors in eight counties, which together account for 46 percent of all road traffic fatalities in the country. The analysis revealed that 95 percent are unsafe for motorcyclists, pedestrians, and cyclists. The assessment was complemented by road safety audits on the same corridors and informed the preparation of the National Road Safety Investment Plan. The audit results showed that an investment of \$216 million in these high-risk corridors could reduce fatal and serious injuries by 73 percent and yield an estimated safety benefit of \$1 billion over a five-year period.

Additionally, 280 km roads scheduled for rehabilitation were jointly inspected by GRSF and trained engineers from the Kenya National Highways Authority, providing hands-on experience for participants in previous GRSF road safety inspection and audit trainings. This practical engagement is strengthening Kenya's institutional capacity to integrate safety into road maintenance and project design.

Linking Evidence to Investment: Mozambique's Model for Post-Crash Response

Mozambique faces a major public health and development challenge. Each year, approximately 6,400 people lose their lives to road traffic injuries—an economic burden estimated at nearly 10 percent of the country's GDP. Most fatalities occur within hours of a crash, underscoring the urgent need for a timely and coordinated post-crash response system.

To address this, GRSF has been working with the Government of Mozambique to strengthen post-crash care and emergency medical services (EMS). In FY22, GRSF supported the diagnostic report, *Preserving Human Capital through Improving Road Safety*, which identified post-crash care as a national priority. Building on this foundation, the FY23 *National Assessment of Emergency Medical Services* provided a deeper evaluation of institutional gaps and resource needs, laying the groundwork for action.



Photo from GRSF technical evaluation mission to Mozambique

These analytical efforts catalyzed tangible investment. Under the [Safer Roads for Socio-Economic Integration Project](#), the government allocated \$2 million to implement a post-crash response pilot along the N1 corridor. A GRSF grant guided site selection and design, identifying Manhiça District Hospital as the pilot site and defining its operational framework. Findings were validated at a national workshop with the Ministries of Transport, Health, Interior, and Defense, and other stakeholders.

The pilot, now underway, will run for two years before being handed over to the government. Beyond its immediate scope, the initiative is already shaping broader World Bank investments in emergency medical services (EMS). Lessons learned are informing the Nacala Corridor post-crash care pilot under the TRACER SOP 2 project, supported by a \$1 million allocation. Additionally, insights from the pilot are influencing approximately \$115 million in Mozambique's health portfolio, helping to lay the groundwork for a coordinated, sustainable national emergency care system.

Supporting Brazil to Strengthen Road Safety Policies and Investments

Brazil faces one of the highest road fatality rates in Latin America, with nearly 35,000 lives lost each year due to speeding and unsafe road design. To reduce these risks, the World Bank and GRSF are supporting Brazil in integrating safety into road planning, design, and maintenance across several states through the Pro-Roads Program—a 12-year, \$1.65 billion initiative that could expand to \$3.3 billion as private capital is mobilized and additional states and the federal government join. Partners such as the Global Facility for Disaster Reduction and Recovery (GFDRR) and the Quality Infrastructure Investment (QII) initiative are also contributing to more resilient and higher-quality roads through improved procurement processes and better infrastructure management.

With GRSF funding and technical support, the World Bank has conducted road safety management reviews in the Brazilian states of Bahia, Espírito Santo, Santa Catarina, and Mato Grosso do Sul, identifying institutional gaps and integrating recommendations into project operations manuals. These reviews have informed the development of state-level Road Safety Action Plans, including measures for speed management, municipal support, data collection, and implementation of Brazil's National Road Safety Action Plan (PNATRANS). Additional reviews for the Brazilian states of Tocantins, Rio Grande do Norte, and Sergipe are underway.

A series of technical workshops in Espírito Santo, Santa Catarina, and Mato Grosso do Sul introduced safer design approaches for CREMA (Rehabilitation and Maintenance) contracts, emphasizing safe-speed design and better protection for vulnerable road users through sidewalks, cycleways, and pedestrian paths. Complementary site visits across current and prospective states—such as Pernambuco, Piauí, Paraíba, and Alagoas—identified safety challenges where highways intersect built-up areas. Findings from these visits are informing an upcoming urban crossings manual and policy note, aimed at mainstreaming speed management and safety considerations into future projects.



Technical workshop on safer road design.
Brasilia, Brazil; December, 2024.

Building National and State Capacity for Safer Roads in India

India accounts for nearly 11 percent of global road crash fatalities, with an estimated 168,000 deaths each year. Of these, more than half occur after the crash, due to delays or inadequate trauma care. Junctions are particularly dangerous: 24 percent of all road crashes and over 32,000 fatalities in 2021 occurred at intersections, where outdated designs and growing traffic volumes have made safety risks increasingly severe. This underscores the urgent need to strengthen both national institutions and local response systems to ensure timely, coordinated, and life-saving interventions.

At the national level, GRSF supported the Indian Roads Congress (IRC) in revising the SP-41 guidelines for the safe design of at-grade intersections in rural and urban areas. The updated standards, currently under review, aim to reduce crash hotspots and align infrastructure design with India's evolving mobility needs.

At the state level, GRSF supported the Lead Agency for Road Safety in Assam to develop a 10-year Road Safety Action Plan and strengthen its institutional and technical capacity. More than 1,400 officers from police, transport, and engineering departments were trained in post-crash trauma care, scientific crash investigation, and work-zone safety. Following the sessions, participants showed substantial improvement in technical proficiency, with scores increasing by more than 50 percent on average.

These programs are now being institutionalized within state training curricula and supported by digital learning tools such as the "Rakshak" and "Surakshak" chatbots. Together, these national and local efforts are strengthening India's institutional capacity and coordination to improve road safety and reduce fatalities. A participant in the Assam Road Safety Program training stated that "the sessions gave us practical tools to respond faster and save more lives. For the first time, we worked together across departments toward a single goal—safer roads."



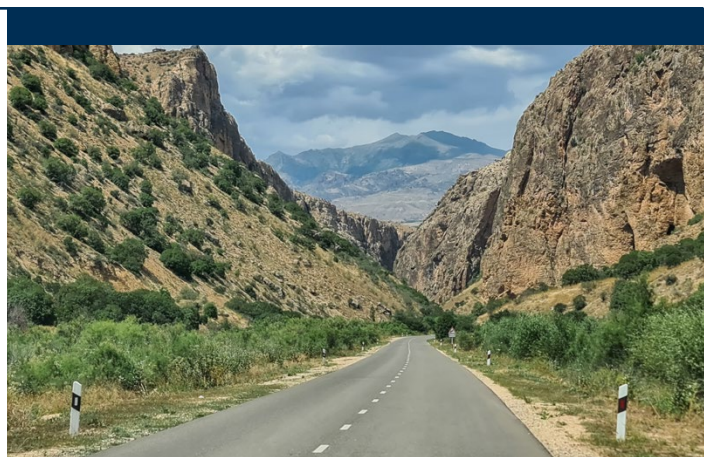
Post-crash response training workshop for police, transport, and engineering authorities. Guwahati, India; November, 2024.

Strengthening Armenia's Capacity for Safer Road Infrastructure

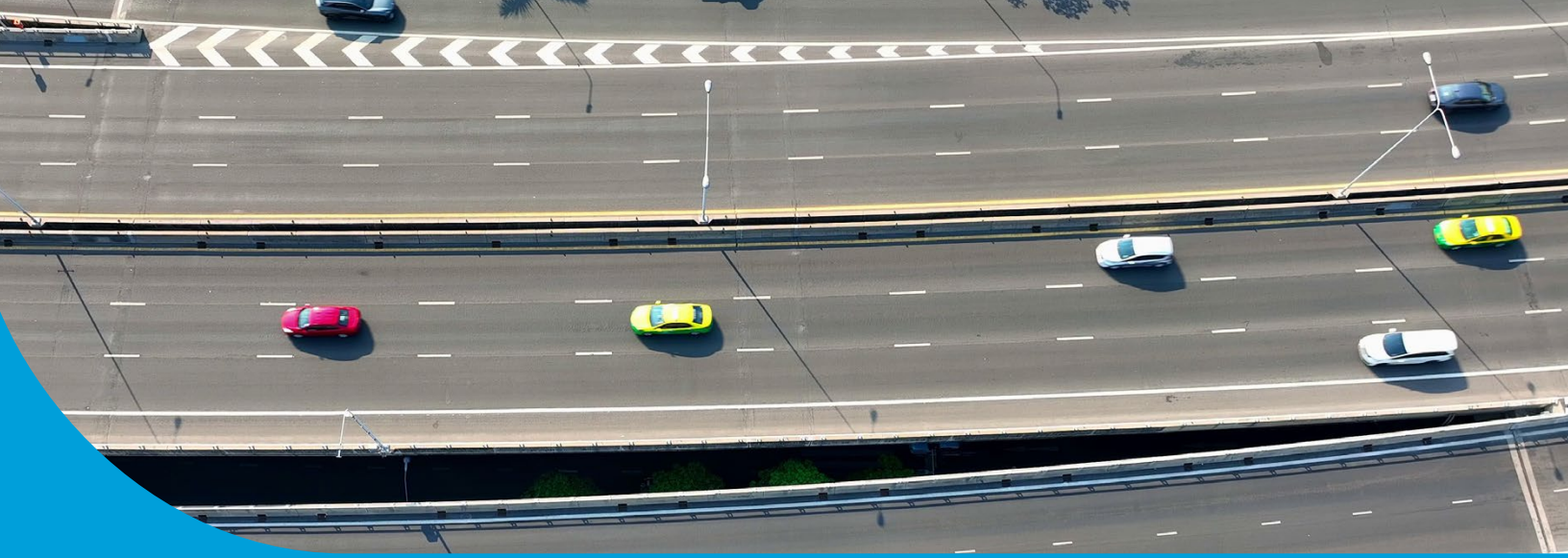
Armenia faces a pressing road safety challenge, with 378 fatalities recorded in 2023, equivalent to 12.7 deaths per 100,000 people—well above the regional average. As the country moves to align with the European Union's Directive 2008/96/EC on Road Infrastructure Safety Management, it is prioritizing safer road design, stronger institutional frameworks, and data-driven crash prevention measures.

With support from GRSF and the World Bank's Europe and Central Asia Transport team, Armenia is building the institutional and technical capacity needed to integrate road safety into all stages of infrastructure planning and delivery. GRSF is helping the government review its National Road Safety Plan and performance management framework, as well as update its Road Safety Audit Manual, providing recommendations to strengthen monitoring systems and improve data quality. These efforts are informing upcoming updates to Armenia's National Road Safety Strategy and Action Plan.

In parallel, GRSF is supporting the establishment of a national Road Safety Audit certification program. A government decree defining the qualification requirements for road safety auditors has been prepared, and curricula have been developed in collaboration with the National University of Architecture and Construction. GRSF also reviewed international certification standards to align the program with global best practices. The first training and certification course for auditors will take place in FY26, leading to the implementation of mandatory design-stage safety audits on all national road projects starting in January 2026.



National road in Armenia



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.



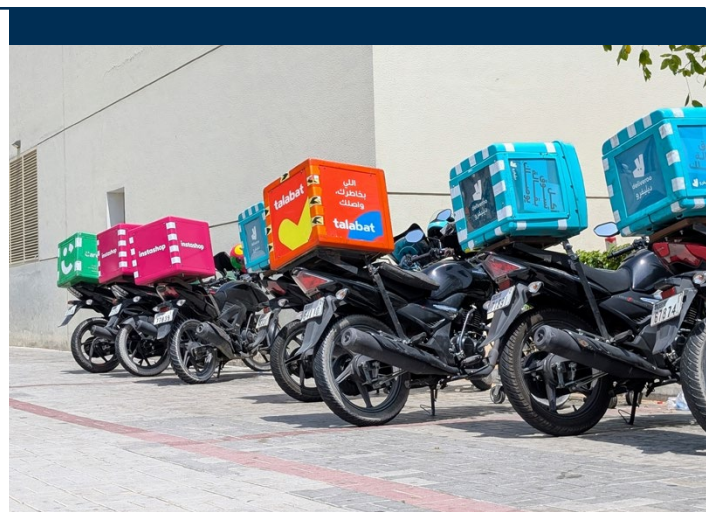
PILLAR 2 FOCUS AREAS:

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



Advancing Safety for Commercial Motorcyclists

Commercial motorcycles are transforming mobility and livelihoods across low and middle-income countries, from food delivery to app-based rides. Yet this rapid growth has brought an alarming rise in road crashes. Motorcyclists now account for nearly 30 percent of global road traffic fatalities—around 350,000 deaths each year—and the share continues to increase, especially in Africa and the Americas. Many riders work informally and often without licenses, insurance, or certified helmets, while pressure from delivery platforms and customers heightens safety risks.



To address this challenge, GRSF developed *Safety of Commercial Motorcycles: Guidelines and Good Practices for Governments and the Private Sector*. This landmark report offers a practical roadmap for improving safety in the fast-growing commercial motorcycling sector. It outlines priority actions for governments, private companies, and app-based platforms, including improved access to certified helmets, stronger licensing and training requirements, minimum vehicle safety standards, integration of telematics for monitoring, and inclusion of safety clauses in delivery contracts. The report highlights the need for collaborative solutions—combining regulation, corporate responsibility, and infrastructure investment—to reduce fatalities and improve working conditions for riders.

GRSF will build on this work in FY26 by developing an online motorcycle safety “hub”, publishing technical advisory notes for governments and the private sector, assisting with the development of national plans, and supporting advocacy of safer helmets that protect riders and other road users.

Developing Argentina’s First National Road Safety Plan for Motorcyclists

Motorcycle crashes are one of Argentina’s most pressing road safety challenges. Motorcyclists represent 44 percent of all road fatalities in the country, and the rate has been rising, particularly in northern provinces where motorcycles outnumber cars. The absence of a coordinated national strategy had limited the country’s ability to target interventions and reduce deaths among this highly vulnerable group.



To address this, GRSF supported the development of Argentina’s first *National Road Safety Plan for Motorcyclists*—the first of its kind in the country and among the few in Latin America. The plan, led by the National Road Safety Agency (ANSV), was designed with a Safe System approach and identifies eight strategic pillars focused on training, enforcement, infrastructure, vehicle and helmet standards, data, and post-crash response.

GRSF provided funding and technical assistance to support the diagnostic assessment, the development of the plan, and the facilitation of five participatory workshops that engaged over 100 stakeholders from government, academia, civil society, and the private sector. The project also strengthened Argentina's road safety data systems, incorporating IRTAD-aligned methodologies to support evidence-based monitoring.

Validated by ANSV in 2025 and integrated into the Strategic Road Safety Plan 2024–2027, this initiative provides a strong institutional foundation to reduce motorcycle fatalities nationwide. Speaking about the development of the plan, ANSV's Executive Director said, "this plan marks a turning point for Argentina's road safety agenda. The collaboration with the World Bank and GRSF was key to building the evidence and consensus needed to move from diagnosis to action."

Partnering for Safer Rides in Viet Nam's Growing Ride-Hailing Industry

Motorcyclists remain among the most vulnerable road users in Viet Nam, where powered two- and three-wheelers make up the majority of vehicles on the road. As commercial motorcycling expands rapidly through the rise of delivery apps and ride-hailing platforms, drivers spend long hours in complex traffic environments, facing heightened risks of crashes and serious injuries.

To address this challenge, GRSF joined forces with the Asia Injury Prevention (AIP) Foundation and Grab Vietnam—a popular ride-hailing and delivery platform—to pilot a comprehensive motorcycle safety training program aimed at strengthening safety practices among commercial drivers in Hanoi and Ho Chi Minh City. The initiative supports GRSF's broader work program on Innovative Approaches to Improve the Safety of Motorcyclists.

The four-session training course was attended by 140 Grab Vietnam drivers, combining theory and hands-on practice led by experts from Honda Vietnam and the Viet Nam Ministry of Construction's Academy of Construction Strategy and Cadres Training. Topics were based on a training needs assessment survey conducted with Grab drivers and included defensive driving techniques, maneuvering skills, traffic law compliance, and safe riding behavior. The sessions were conducted at Honda Vietnam's advanced training centers, simulating real-world road conditions. Add a line on the before-after survey-see AIP Training report.

This partnership demonstrates how collaboration between public, private, and civil society organizations can create a sustainable framework for safer mobility. By embedding safety into the ride-hailing industry's operations and equipping drivers with practical, life-saving skills, the program contributes to a safer, more responsible transport environment across Viet Nam.



Motorcycle safety training for commercial drivers.
Hanoi, Viet Nam; June, 2025.

Safer Journeys to School in Uganda

Every day, thousands of Ugandan children risk their lives traveling to and from school on unsafe roads. Between 2018 and 2022, an average of 631 children were killed and 1,189 seriously injured annually in road crashes, many while walking along or crossing dangerous roads as part of their daily routine. For girls, the risks are even higher, with one in ten experiencing sexual violence on their way to school each year in addition to road safety risks.

To address these challenges, GRSF provided support to the World Bank's Uganda Secondary Education Expansion Project to help the Uganda Ministry of Education and Sport (MoES) develop and pilot a tool to assess road safety and related Gender-Based Violence (GBV) risks during student journeys to and from schools. The tool was piloted in two locations—one new school to be constructed and one existing school to be expanded. Extensive literature review and local and international expertise informed the development of this tool. Actionable recommendations from the piloting and the literature review have been developed to inform ongoing and future education projects in Uganda.

The new tool provides the Ministry of Education and Sports (MoES) with a practical resource to identify concrete actions that improve safety on school journeys. Its findings have already shaped discussions on school infrastructure and guided engagement with key stakeholders, helping to ensure that safe access to schools becomes a core element of infrastructure planning and investment—both for new schools and those already in operation.



Improving Vehicle Safety and Inspection Systems in Madagascar

Madagascar faces one of the highest rates of road traffic fatalities in the world, driven by unsafe road user behavior, weak enforcement, poor road conditions, and an aging vehicle fleet. Fortunately, the country is undertaking an ambitious road rehabilitation program—with the support of the World Bank—this is upgrading over 1,000 km of roads nationwide.

The massive effort promises to enhance travel efficiency, improve market access, and lead to economic growth. Yet upgrading to safer and smoother roads can counter-intuitively result in more severe crashes when vehicles are old, poorly maintained, or lack basic safety features, primarily as these upgraded roads encourage higher speeds.



GRSF technical support visit to vehicle inspection centers. Madagascar; July, 2025.

To address this challenge, the World Bank and GRSF are supporting the government in modernizing its national vehicle inspection system to ensure that vehicles on Madagascar's roads meet essential safety requirements. This is being undertaken as part of the government's broader road safety agenda and coincides with the parallel road upgrading investment. Specifically, GRSF is providing technical support to reform Madagascar's vehicle inspection regime from end to end with the aim of creating a robust system aligned with international good practices.

The first major milestone has been achieved with the completion of a diagnostic report that assessed the current framework and identified key institutional gaps. Based on these findings, the project team will prepare a Recommendations and Action Plan Report in FY26 that will outline options for regulatory reform, equipment standards, certification processes, data management, and phased implementation.

The Government of Madagascar has earmarked \$10 million for road safety activities under the World Bank-financed [Madagascar Road Sector Sustainability Project](#). Outputs from the Recommendations Report are expected to inform several of these initiatives. Together, these efforts aim to ensure that improved roads are matched by safer vehicles and stronger oversight—laying the foundation for a safer and more efficient transport system in Madagascar.

Joint Report Shows How Vehicle Standards Can Save Lives and Improve Air Quality

As motorization accelerates across emerging and developing economies, more people are gaining access to vehicles, but often at the cost of safety and clean air. Many countries still lack or do not enforce modern vehicle safety and emissions standards, especially for imported used vehicles. As a result, vehicle-related air pollution causes approximately 550,000 premature deaths annually, while road crashes kill 1.19 million people each year.

To address these challenges, GRSF in collaboration with the World Bank's Environment department published [Safe and Clean Vehicles for Healthier and More Productive Societies](#). This cross-sector knowledge product marked the first time GRSF has undertaken analytical work with the Environment department. In doing so, the report leverages the breadth of World Bank expertise to examine how vehicle safety and emissions standards jointly impact public health, economic productivity, and sustainable mobility.

The report emphasizes that while electric vehicles can reduce tailpipe emissions, electrification alone is insufficient to protect public health or the environment—especially in countries where most vehicles on the road are old, polluting, and lack basic safety or emissions technologies. Even ambitious electrification targets, such as reaching 30 percent of new vehicle sales by 2030, will make only a modest dent if the vast majority of older, polluting vehicles remain in circulation for decades. Without parallel policies to manage used-vehicle imports and retire unsafe and high-emitting vehicles, electrification will not deliver the expected gains for health or climate. Real progress instead depends on comprehensive motorization



High air pollution levels in Delhi, India

management that includes fleet renewal, inspection, and compliance systems to ensure all vehicles—new and used—are safer and cleaner.

Based on policy modeling across eight countries—Argentina, Brazil, Egypt, Ghana, India, Kazakhstan, Lao PDR, and Mexico—the report estimates that adopting comprehensive motorization management strategies could reduce road fatalities and serious injuries by up to 9 percent while cutting pollutants that damage lungs and impair cognitive development in children.

Bridging the Road Safety Funding Gap Through Sustainable Finance

The economic toll of road crashes is enormous—about \$1.7 trillion annually, or the equivalent of 2-6 percent of annual GDP. To meet the UN Sustainable Development Goal of halving road crash fatalities and serious injuries by 2030, an estimated \$400 billion funding gap must be filled. Yet traditional financing mechanisms have, to date, proven insufficient.

To address this challenge, GRSF and the World Bank Treasury published a report, *Financing Road Safety: Catalyzing the Sustainable Finance Market to Bridge the Gap*, to provide practical guidance for governments and investors on how to use sustainable finance instruments—such as green, social, sustainability, and sustainability-linked bonds and loans—to attract private capital for essential road safety investments.

By linking road safety initiatives with investors' environmental, social, and governance (ESG) priorities, these "labeled" instruments can unlock new sources of funding for safer roads. The report also identifies road safety projects that qualify under international sustainable finance principles, helping countries integrate safety into a market that already exceeds \$1 trillion annually.

By expanding access to sustainable finance, countries can mobilize the resources needed to upgrade infrastructure, strengthen enforcement, and save lives, helping to turning road safety into a sustainable investment opportunity.

GRSF is currently exploring the application of the sustainable finance structures identified in this report and invites all interested partners to join this effort and make a breakthrough in mobilizing private capital investment towards road safety.





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.



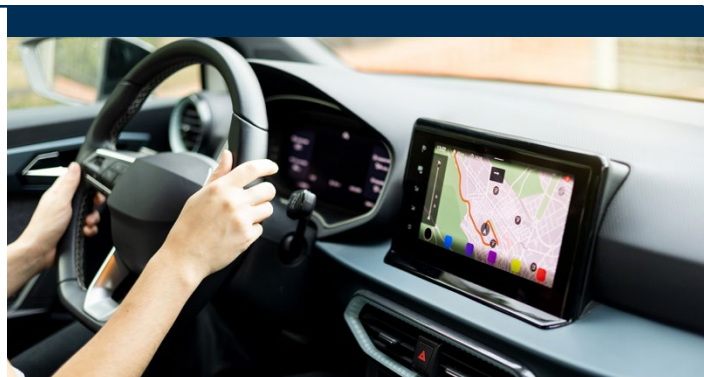
PILLAR 3 FOCUS AREAS:

- 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



Digitizing Speed Limits for Safer Roads in Latin America and the Caribbean

Speeding is one of the leading risk factors in road traffic crashes across Latin America and the Caribbean (LAC), contributing to thousands of deaths and serious injuries every year. Many cities lack up-to-date, standardized data on speed limits and traffic signs, limiting their ability to design and enforce effective speed management strategies.



To address this challenge, GRSF and the World Bank are supporting cities in Argentina, Brazil, Colombia, and Mexico to improve speed management through the digitization and mapping of speed limits and integrating the data with third parties and navigation platforms. The initiative brings together local governments and technology partners to modernize how cities collect, manage, and share data on road signs and speed limits.

The resulting digital speed limit maps will be shared with navigation platforms such as Google Maps, Waze, TomTom, and HERE, improving consistency between posted speed limit signs on the roadside and the digital speed limit display that users see through navigation apps. Accurate digital speed limit maps will also support better enforcement, planning, and public awareness, with a direct positive impact on the safety of all road users.

FY25 progress on this multi-year effort is summarized below.

Argentina

Buenos Aires has completed its digital speed limit map and traffic sign inventory and will soon make this data publicly available to enhance navigation accuracy and support data-driven decisions in speed enforcement and urban planning.

Brazil

In Rio de Janeiro, the city has finalized and published their speed limit map in their [Open Data Portal](#). The city utilized the QGIS Road Sign Database Management tool, developed by the World Bank, to manage, edit, and update the traffic signs inventory, utilizing the Mapillary platform and object detection algorithms.

Colombia

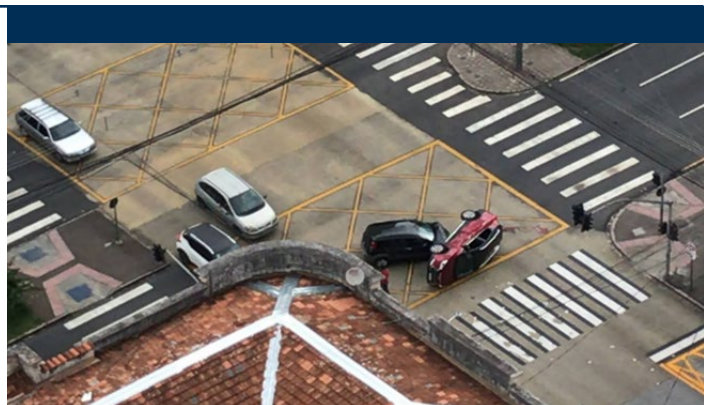
In Bogotá, the Secretaría Distrital de Movilidad is updating and overhauling its speed limit inventory through an extensive street-level image data collection exercise using off-the-shelf equipment to capture imagery in the Mapillary platform. The collected images are then processed with algorithms that automatically detect and classify traffic signs. The data will feed into the city's asset management systems, improving the city's ability to plan targeted interventions and enhance road safety.

Mexico

In Mexico City, the World Bank, World Resources Institute, and Bloomberg Philanthropies Initiative for Global Road Safety teams delivered a Safe Speeds training workshop in June 2025 for over 50 participants from national and city governments, including representatives from other Mexican cities. The training built technical and institutional capacity to design and implement effective speed management strategies across the country.

New Study Reveals the Heavy Cost of Road Crashes in Brazil

Brazil faces one of the highest rates of road traffic fatalities in the world, with more than 34,000 people killed every year—most of them motorcyclists. Road crashes not only take a devastating human toll but also carry a steep economic cost. Based on 2021–2022 data, their impact is estimated at \$61.3 billion annually, equivalent to 3.8 percent of the country's GDP—more than double Brazil's average infrastructure investment.



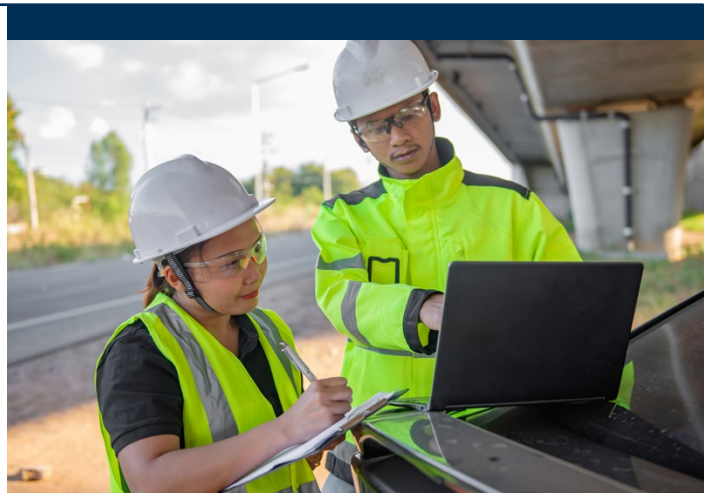
To inform stronger, evidence-based road safety policies, the World Bank with support from GRSF conducted a comprehensive national study, *The Burden of Road Traffic Injuries in Brazil*, which quantifies the full health and economic burden of road traffic injuries (RTIs). The study assessed fatalities, disabilities, and associated costs while identifying systemic gaps in road safety management. It estimated that between 2021 and 2022, RTIs in Brazil resulted in 1.7 million years of life lost (YLL) and 637,000 years lived with disability (YLD)—equivalent to 2.34 million disability-adjusted life years (DALYs).

Findings show that motorcyclists account for over half of these health losses, underscoring the urgent need for targeted interventions such as helmet enforcement, safer infrastructure, and speed management. Hospital surveys conducted in the cities of Teresina and Goiânia revealed that 70 percent of crash victims had not resumed work three months after discharge, further amplifying the socioeconomic burden.

The study's policy recommendations call for elevating road safety as a national political priority, establishing a lead road safety agency, shifting toward safer road design, and promoting data-driven decision-making. These measures, if implemented, could save thousands of lives each year and help Brazil meet its commitments under the UN Decade of Action for Road Safety.

Integrating a New Global Safety Model to Improve Highway Planning

Every year, governments invest billions of dollars in road construction and maintenance—long-term decisions that shape how people and goods move, oftentimes for generations. For over two decades, the Highway Development and Management Model (HDM4) has been the World Bank's main tool to help countries plan and prioritize these investments. Used by more than 3,000 professionals across 200 projects worldwide, it has guided decisions representing an estimated \$48 billion in road infrastructure.



However, the analytical foundations of HDM4 are now decades old and no longer reflect modern realities. With rapid advances in vehicle technologies, pavement materials, and design standards, combined with the growing need to integrate climate resilience, greenhouse gas emissions estimation, and road safety,

the model is being comprehensively upgraded to HDM5—a new, cloud-based platform that will enhance flexibility, accessibility, and analytical power.

In FY25, GRSF supported the conceptual design of two core elements of the HDM5 upgrade that will significantly enhance its safety and performance analysis capabilities. The first, a Road Safety Module (RSM), will allow users to estimate fatalities and serious injuries before and after road improvements. The second, a Speed Prediction Model, will improve the accuracy of safety and performance assessments by linking road geometry, traffic conditions, and operating speeds to overall safety outcomes.

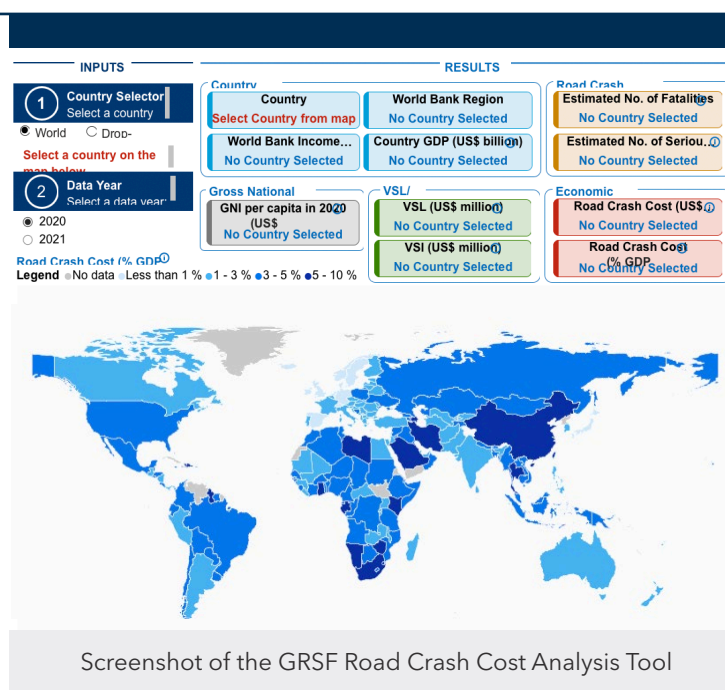
Together, these new tools will enable more realistic, data-driven forecasting of how design choices influence both efficiency and safety. With conceptual development completed in FY25, the next phase—prototyping and testing—will be undertaken in FY26, marking a key step toward a new generation of evidence-based, safety-focused planning tools for highway investment.

Providing Policymakers with Tools to Prioritize and Quantify Road Safety Investments

Designing effective road safety strategies requires both data and economic evidence. But for many low and middle-income countries, these resources are often limited. To help bridge this gap, GRSF developed two innovative web-based tools in FY25 that enable policymakers to make informed, evidence-based investment decisions: the [Road Safety Calculator](#) and the [Road Crash Cost Analysis Tool](#). Both tools are available on the GRSF website.

The GRSF Road Safety Calculator helps decisionmakers identify the most effective interventions for reducing deaths and serious injuries. It covers all pillars of road safety except vehicle safety, and allows users to model the expected impact of ten major intervention areas—from increasing seatbelt and helmet use to improving post-crash care. Users input information on road safety status, behavior, and infrastructure, and the calculator estimates and ranks the potential reduction in fatalities and serious injuries from specific interventions. The tool also enables policymakers to compare investment scenarios and determine which strategies yield the highest return in lives saved.

The Road Crash Cost Analysis Tool complements the Road Safety Calculator by helping countries quantify the economic cost of road traffic crashes through estimating the Value of a Statistical Life (VSL). The tool is grounded in the methodology presented in the paper, [The Value of a Statistical Life in the Context of Road Safety: A New Value Transfer Approach](#), published in the *Traffic Injury Prevention* journal in May 2025. Using official World Bank income data, the tool generates country-specific estimates even where local data is unavailable. These values are essential for performing cost-benefit analyses and prioritizing road safety interventions that deliver the greatest social and economic impact.



Screenshot of the GRSF Road Crash Cost Analysis Tool



5 EVENTS AND OUTREACH

To disseminate knowledge and conduct outreach, GRSF hosts and presents at numerous conferences and events throughout the year. Featured GRSF events and outreach activities in FY25 are highlighted below:

15th World Conference on Injury Prevention and Safety Promotion

September 2024; Delhi, India

GRSF played a [prominent role](#) at the 15th World Conference on Injury Prevention and Safety Promotion ("Safety 2024"), held in Delhi from September 2-4, 2024. The event brought together global experts, policymakers, and practitioners to address the full spectrum of injury prevention, with road safety being a central focus.

GRSF hosted a high-profile session, "Disability and Rehabilitation of Road Traffic Injuries," highlighting the findings of two major World Bank studies. The first, [Beyond the Numbers: Estimating the Disability Burden of Road Traffic Injuries](#), examined data from six low- and middle-income countries to assess the long-term impacts of crash-related disabilities. The second, [Disability and Road Traffic Accidents](#), looked at Namibia and South Africa to explore the economic and social costs of road traffic injuries and the gaps in rehabilitation services. Together, the studies emphasized that road safety policy must extend beyond preventing fatalities to addressing the lifelong consequences of injuries that impair mobility, productivity, and well-being.

As a major sponsor, GRSF also hosted a large interactive booth at the conference's exhibition hall. The booth showcased World Bank and GRSF knowledge products and provided a hands-on learning experience through a "driving under the influence" obstacle course simulation, which drew strong participation and stimulated meaningful discussions about safe driving behaviors.

GRSF experts engaged in a variety of other panel discussions and presentations that underscored the growing urgency of the road safety crisis, including in India where fatalities have surged to over 171,000 annually.



Meeting of National Road Safety Agencies

February 2025; Marrakech, Morocco

In February 2025, GRSF and the World Health Organization co-hosted a meeting of the Network of Heads of National Road Safety Agencies in Marrakech, Morocco, on the day prior to the 4th Global Ministerial Conference on Road Safety. The full-day workshop brought together senior representatives from lead agencies worldwide to share experiences and explore ways to accelerate progress toward halving global road traffic deaths by 2030.

World Bank Global Director for Transport Nicolas Peltier-Thiberge opened the meeting, emphasizing the importance of institutional leadership, sustainable financing, and capacity-building to deliver road safety results. Using a “World Café” discussion format, participants exchanged insights on lead agency roles, inter-ministerial coordination, and emerging technologies for road safety. The meeting reaffirmed the essential role of strong lead agencies and the value of peer-to-peer learning.



MDBs' Road Safety Working Group Meeting

February 2025; Marrakech, Morocco

GRSF chaired a meeting of the Multilateral Development Banks' (MDBs) Road Safety Working Group on the sidelines of the 4th Global Ministerial Conference on Road Safety to reaffirm collective efforts to scale up road safety financing and technical support. Representatives from all major MDBs reviewed progress since their 2020 joint statement in Stockholm at the 3rd Global Ministerial Conference on Road Safety and explored new strategies for collaboration.

Discussions centered on the global road safety financing gap—estimated at \$400 billion—and the need to expand innovative instruments such as policy-based lending, sustainable bonds, and blended finance. Participants highlighted findings from the GRSF-World Bank Treasury report *Financing Road Safety: Catalyzing the Sustainable Finance Market to Bridge the Gap*.

A joint press release announced that MDBs have mobilized over \$6 billion in road safety investments since 2018, with potential to reach \$10 billion in the coming decade. The MDBs' Working Group committed to strengthening coordination, deepening country engagement, and embedding road safety into national infrastructure planning, with GRSF continuing to serve as the group's Secretariat.



Road Safety Governance Session at 4th Global Ministerial Meeting

February 2025; Marrakech, Morocco

Moderated by Said Dahdah, Program Manager of GRSF, this session at the 4th Global Ministerial Conference on Road Safety examined how different institutional and governance models influence the effectiveness of road safety management. Grounded in the Safe System approach, the discussion explored how a lead agency—or the absence of one—can shape national efforts to reduce road traffic deaths.

Three models were presented and explored: 1) a dedicated lead agency; 2) an institution assuming partial lead functions; and 3) a decentralized model with no coordinating body.

Panelists reflected on experiences in low and middle-income countries and highlighted common challenges related to coordination, accountability, and delivering results. The session, which was co-organized with the World Health Organization, also addressed how road safety governance can align with broader UN Sustainable Development Goals, emphasizing the need for cross-sector collaboration among transport, health, urban development, and environmental institutions. The session underscored that strong leadership, clear mandates, and institutional coordination are key to delivering sustained road safety outcomes.



Transforming Transportation 2025

March 2025; Washington, DC, USA

The 22nd edition of the Transforming Transportation conference, co-hosted by the World Bank and the World Resources Institute, gathered global leaders under the theme *Driving Change, Delivering Solutions*. GRSF [played a central role](#), ensuring that road safety remained at the heart of discussions and that the momentum from the Marrakech Ministerial was carried forward.

Plenary: Road Safety Leadership Towards 2030

This GRSF-hosted high-level session highlighted leadership and governance as critical enablers for achieving the global goal of halving road fatalities by 2030. Morocco's Benacer Boulaajoul urged countries to operationalize the [Marrakech Declaration](#), while Mamta Murthi of the World Bank stressed that safe roads are a cornerstone of human development. Panelists from Madrid, Malta, and Bloomberg Philanthropies shared lessons on integrating enforcement, design, and behavior change. The session concluded with a shared call for cross-sector partnerships and evidence-based action to accelerate progress as we approach 2030.



Fireside Chat with Jean Todt

At a GRSF-hosted fireside chat, UN Special Envoy for Road Safety Jean Todt described global road deaths as a “pandemic” impacting developing countries hardest. He emphasized enforcement, education, and communication as the “three pillars” of prevention. Todt also reflected on lessons from his book *The Silent Pandemic on the Road*, urging governments to treat road safety as a moral and economic imperative. He called for greater accountability, stronger international cooperation, and consistent investment in proven measures that can save lives at scale. His remarks reinforced the urgency of translating ministerial commitments into real-world results through practical, measurable action.



Innovative Approaches to Motorcycle Safety

With motorcycles accounting for approximately one-third of global road deaths, this session, hosted by GRSF, brought together experts from Africa, Latin America, and the private sector. Speakers shared country innovations, from helmet mandates and speed management techniques to technology-enabled safety tools. Consensus emerged on the need for a Safe System approach integrating regulation, infrastructure, and behavior change. The session closed with a united message: greater collaboration among governments, industry, and civil society is essential to curb the motorcycle safety crisis.



Intelligent Speed Assistance Deep Dive

March 2025; Washington, DC, USA

At Transforming Transportation 2025, a dedicated half-day side event co-hosted by GRSF and Global NCAP spotlighted Intelligent Speed Assistance (ISA) as a breakthrough technology for reducing speed-related crashes and emissions. With ISA now mandatory for all new vehicles in the European Union, the discussion emphasized its growing global relevance as countries explore effective strategies to improve speed management. Participants highlighted ISA's potential to transform road safety by automatically alerting or limiting drivers who exceed speed limits, making it a practical and scalable solution for both public and private fleets. The session underscored that early adoption by commercial and public transport operators could drive down costs and accelerate widespread acceptance, setting new norms for safe driving behavior.



Road Safety Training for World Bank Group Staff

March 2025; Washington, DC, USA

GRSF delivered its annual Road Safety Training in March 2025 as part of the World Bank's internal Transport Learning Week, an internal knowledge event designed to increase staff expertise. The aims of GRSF's road safety training course are to a) provide World Bank staff with knowledge and skills to improve road safety outcomes in World Bank-financed Road investments, b) boost understanding of road safety impacts and opportunities in client countries, and c) scale up road safety financing across the institution.

The two-day course brought together 31 participants, including 30 World Bank staff and consultants and one representative from the Islamic Development Bank. Participants across the World Bank's Transport, Environment, Health, and Urban departments joined the training session, representing a broad cross-section of staff. The group included 14 participants based at World Bank headquarters and 17 from country offices, reflecting a strong global presence.





6 PUBLICATIONS

In FY25, GRSF co-produced or provided funding for 12 publications, including practical guides journal articles, research studies, and country-specific reports and recommendations. Featured publications are highlighted below.



Access at bit.ly/4rL8dJE

Safety of Commercial Motorcycles: Guidelines and Good Practices for Governments and the Private Sector

Commercial motorcycles have become a lifeline for mobility, delivery, and livelihoods in low and middle-income countries, but job pressures and poor standards mean they account for a growing share of injuries and fatalities.

This guide offers governments and the private sector practical solutions to make commercial motorcycle operations safer and more sustainable. Drawing on global case studies, it outlines priority actions such as improving helmet quality and affordability, strengthening licensing and insurance systems, promoting safer work practices, and using digital tools to monitor driving patterns.

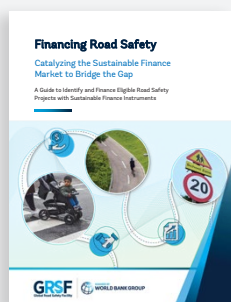


Access at bit.ly/3XXHwUe

Safe and Clean Vehicles for Healthier and More Productive Societies

As motorization accelerates, many countries are experiencing a surge in unsafe and highly polluting vehicles that threaten both lives and livelihoods.

This report shows how aligning vehicle safety and emissions standards—especially for used imported vehicles—can bring major health and economic gains. Drawing on data from eight countries, it demonstrates how policies such as regulating imports, enforcing compliance, and retiring unsafe vehicles can cut fatalities and toxic emissions. The report provides practical steps for cleaner and safer transport systems.

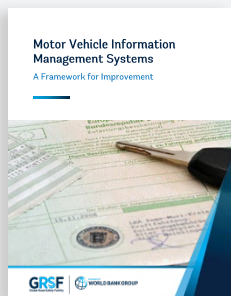


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Financing Road Safety: Catalyzing the Sustainable Finance Market to Bridge the Gap

Road crashes claim 1.19 million lives each year and cost low- and middle-income countries up to 6 percent of their annual GDP, yet road safety projects remain chronically underfunded.

This GRSF-World Bank Treasury report shows how sustainable finance instruments—such as green, social, and sustainability-linked bonds—can bridge the \$400 billion funding gap needed to meet global road safety goals. By aligning safety investments with ESG priorities, it offers governments and investors a roadmap to unlock private capital for safer, more sustainable roads.

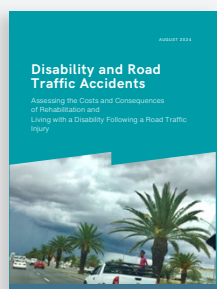


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Motor Vehicle Information Management Systems: A Framework for Improvement

As motorization expands globally, managing vehicle fleets has become essential to balance growth with safety, environmental, and economic priorities.

This report presents a framework for strengthening Motor Vehicle Information Management Systems (MVIMS) to support better policymaking. Drawing on insights from 13 countries, it identifies key gaps in data, coordination, and governance, and proposes a clear five-step pathway—Assess, Envision, Plan, Implement, and Monitor—to help countries build integrated systems that enhance safety, sustainability, and efficiency of their vehicle fleets.

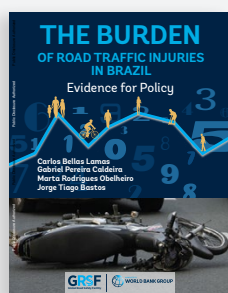


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Disability and Road Traffic Accidents

Road crashes cause immense human and economic loss, yet a focus on fatalities often leaves the profound costs of long-term disabilities overlooked in policy and planning.

This GRSF-funded study sheds light on the medical, social, and financial burdens faced by crash survivors living with permanent disabilities, drawing on evidence from Namibia and South Africa. It calls for stronger data collection, better enforcement, and integration of disability considerations into road safety strategies. By recognizing road crash-related disability as a major public health and development issue, the study urges more inclusive, prevention-focused policies worldwide.

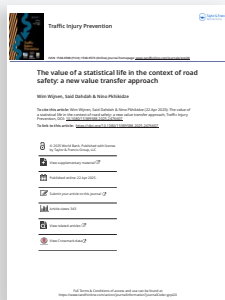


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The Burden of Road Traffic Injuries in Brazil: Evidence for Policy

This study evaluates injuries, disabilities, deaths, and associated costs resulting from traffic crashes in Brazil, while suggesting policies to reduce long-term disability and societal impact.

In addition to estimating the costs associated with RTIs, the study also addresses factors within the transport system that have an effect on road safety in Brazil, and incorporates these insights into policy recommendations aimed at reversing the cycle of dangerous road crashes.



Access at bit.ly/4ov7CZM

The Value of a Statistical Life in the Context of Road Safety: A New Value Transfer Approach

Estimating the value of a statistical life (VSL) is essential for assessing the socio-economic costs of road crashes and informing cost-benefit analyses of interventions. Yet, many low and middle-income countries lack their own VSL data.

This GRSF-supported study provides practical guidance for transferring VSL estimates from other countries using income-adjusted formulas based on data from 32 nations. The approach enables policymakers to generate reliable local estimates for road safety planning.

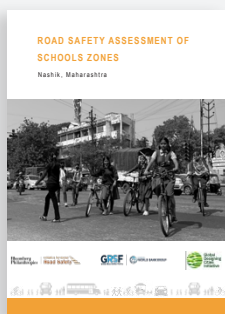


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The Contribution of Excessive or Inappropriate Speeds to Road Traffic Crashes and Fatalities: A Review of Literature

Speeding remains one of the leading causes of road traffic deaths worldwide, yet reliable global data on its contribution have long been limited.

This GRSF-supported study fills that gap by analyzing 104 data sources and calculating updated global estimates. The findings reveal that speeding contributes to about 54 percent of all road fatalities—57 percent in low and middle-income countries and 28 percent in high-income countries—equating to one speeding-related death every 49 seconds.



Access at bit.ly/4ruSGNT

Road Safety Assessment of Schools Zones in Nashik, Maharashtra

Children face some of the highest risks on their daily journeys to school, particularly in fast-growing cities.

This GRSF-supported study, developed with the Nashik Municipal Corporation under the Bloomberg Initiative for Global Road Safety, examines unsafe conditions around two schools in Nashik, Maharashtra. It identifies urgent needs—such as sidewalks, crossings, lighting, and traffic calming—and recommends practical measures to make school zones safer in India and beyond.



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APPENDIX: APPROVED FUNDING IN FY25

In FY25, GRSF approved funding for the following activities:

ACTIVITY NAME	COUNTRY/ REGION	APPROVAL DATE	CLOSING DATE	APPROVED FUNDING IN FY25
Bangladesh Road Network Safety Evaluation	Bangladesh	3/12/2024	10/31/2025	\$88,000
Support to Brazil "Pro-Roads" Road Safety Learning Agenda	Brazil	3/13/2024	10/31/2025	\$220,000
Speed Management in LAC	Latin America and Caribbean	3/26/2024	11/15/2025	\$210,000
HDM4 Update - Road Safety Module	World	4/3/2024	9/30/2025	\$230,000
Road Safety Assessment and Guidelines to Support FONADIN and PROTRAM	Mexico	4/5/2024	10/31/2025	\$50,000
Motorcycle Safety Program	Global	4/10/2024	2/28/2026	\$464,500
Safe Journey to School Program	Uganda	5/29/2024	10/31/2025	\$10,000
Road Safety Support in Kenya under BIGRS	Kenya	6/28/2024	12/31/2025	\$315,000
Road Safety Program of the World Bank Group Academy	Global	7/23/2024	3/31/2027	\$474,500
Post-Crash Care Services and Financing for Road Traffic Crash Victims	Global	7/25/2024	2/28/2026	\$706,000
Safe Journey to School Program	Tanzania	8/7/2024	12/31/2025	\$200,000
Guidelines for Financing Safe and Clean Transport: Harnessing the Sustainable Finance Market	Global	10/25/2024	5/31/2025	\$74,782
Tanzania Road Safety Review	Tanzania	10/25/2024	4/30/2026	\$150,000
Assistance to Tunisia's National Road Safety Investment Program	Tunisia	11/2/2024	12/31/2025	\$200,000
Rwanda Urban Mobility Improvement Project	Rwanda	11/7/2024	3/31/2026	\$75,000
Enhancing Road Safety and Emergency Medical Services in Togo	Togo	11/22/2024	3/31/2026	\$100,000
Preparation of a National Motorcyclist Safety Plan	Argentina	11/26/2024	10/31/2025	\$100,000
Improving Vehicle Safety and Air Quality	Global	11/26/2024	5/4/2025	\$110,398
Enhancing Road Safety Capacity and Management in Grand Nokoué, Benin	Benin	11/26/2024	6/30/2026	\$100,000
Multi-disciplinary Approach to Improving Road Safety in the Plurinational State of Bolivia	Bolivia	12/1/2024	5/31/2026	\$200,000
Enhancing Road Safety Management and Audit Capacity for Provincial and Local Roads in Nepal	Nepal	12/5/2024	12/31/2025	\$75,000
Comprehensive Analysis and Identification of High-Priority Road Safety Intervention Zones	Morocco	12/10/2024	12/31/2025	\$100,000
Enhancing Road Safety in Bhutan	Bhutan	12/11/2024	12/31/2025	\$75,000
Safe School Journeys for Girls	Pakistan	12/11/2024	6/30/2026	\$200,000
Assessment of Vehicle Inspection Systems in Madagascar	Madagascar	12/12/2024	3/31/2026	\$100,000
Increasing Utilization of Pre-Hospital Post-Crash Response Services	India	12/16/2024	6/30/2026	\$100,000
National Motorcycle Safety Assessment in Lesotho	Lesotho	12/18/2024	3/31/2026	\$150,000

Needs Assessment of an Emergency Post-crash Response Pilot on N1 Corridor in Mozambique	Mozambique	1/27/2025	10/31/2025	\$50,000
Rajasthan Road Safety Transformation Initiative	India	2/7/2025	10/31/2025	\$150,000
Indonesia Road Safety Investment Prioritization System	Indonesia	2/23/2025	2/28/2026	\$250,000
Development of a Basic Standard for School Zone Safety in Viet Nam	Viet Nam	3/4/2025	11/30/2025	\$250,000
Identifying Key Improvements in Safety Management and Developing a Sustainable Road Infrastructure Program	Armenia	3/20/2025	6/30/2026	\$150,000
Improving Infrastructure Safety Management in the Road Sector	Thailand	3/27/2025	6/30/2026	\$150,000
Motorcyclists' Safety in Africa	Africa	5/9/2025	10/31/2025	\$50,000
TOTAL				\$5,928,180

