

Bloomberg Philanthropies Initiative for Global Road Safety

Road Safety Grants Programme

Funded by Bloomberg Philanthropies and managed by
the Global Road Safety Partnership

CALL FOR PROPOSALS

Round 26

5 August 2026

Bloomberg Philanthropies funds the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) to reduce road traffic deaths and injuries in low and middle-income countries (LMICs). A competitively awarded grants programme is an important part of the initiative. The Road Safety Grants Programme is managed by the Global Road Safety Partnership (GRSP), one of the implementing partners of BIGRS, and supports projects to develop and deliver high-impact, evidence-based road safety interventions designed to strengthen road safety policies and/or their implementation.

Round 26 expands the scope of the Grants Programme to include Safe System aligned infrastructure policy and regulatory reform in addition to behavioural risk factors and vehicle safety. This reflects global evidence that sustainable reductions in road traffic deaths require coordinated action across safe speeds, safe roads, safe vehicles, and safe road users.

Eligibility: The Bloomberg Philanthropies Initiative for Global Road Safety focuses on improving and implementing evidence-based road safety policies in LMICs. The Road Safety Grants Programme focuses exclusively on the passage and/or implementation of evidence-based policies. All applicants and grantees must comply with the laws of the country of project delivery including any laws pertaining to foreign funding.

Round 26 addresses:

- Safe Road Users – Key Behavioural Risk Factors
(speeding, lack of helmet use, drink driving, lack of occupant restraints)
- Safe Vehicles
- Safe Roads

The term ‘policy’ in this context means any document that is legally binding or establishes a normative standard. This includes laws enacted by the parliament (or legislative body), and secondary regulations or rules enacted by Minister(s) (or executive bodies), such as circulars, protocols, standards and norms issued by authorized entities at the national or subnational level. Additionally, this may include legally non-binding documents such as strategies, action plans and guidelines issued by authorized entities that direct policy implementation.

Which countries are eligible to apply?

Applications addressing national level road safety policy change and/or its implementation on road user behavioural risk factors, vehicle safety, or Safe System-aligned road infrastructure will be

accepted from the following focus countries: **Argentina, Bangladesh, Brazil, China, Colombia, Dominican Republic, Ecuador, Ethiopia, India, Kenya, Malaysia, Mexico, South Africa, Uganda, and Vietnam.**

A small number of **applications from non-focus countries** may be considered, limited to LMICs in Latin America, Africa, or Asia. Evaluation of these applications will prioritize proposals that demonstrate a strong likelihood of achieving near-term policy change or removing critical barriers to policy implementation.

Who can apply for a grant?

Governmental and non-governmental organizations can apply for grants within the following parameters:

- Governmental organizations (ministries, agencies, departments, and other executive government authorities) with relevant authority over road safety policy and/or its implementation. Road police and military agencies are not eligible to apply. From the time of proposal acceptance, the management of government grants will be undertaken by GRSP's partner organization Vital Strategies (US non-profit organization).
- Non-governmental organizations (including but not limited to civil society organizations and educational institutions) with relevant experience supporting policy change and/or its implementation.

Additionally,

- Applicants must be registered legal entities in the country of project delivery, capable of entering into contractual arrangements, receiving foreign funds, and assuming legal and financial obligations. In countries where a specific non-government organization registration is legally required, applicants must obtain valid registration prior to applying and must include official documentation to support their eligibility.
- Applicants must ensure that their proposals comply with any legally binding conditions on how foreign funded projects may be designed, approved, and implemented in the country of project delivery.
- Applicants cannot be recipients of financial support from alcohol, firearms, pornography, or tobacco industries.
- The Road Safety Grants Programme does not fund individuals.
- Government entities are especially encouraged to apply.
- If you are a current GRSP grantee organization, please discuss the development of a Full Proposal with your focal person in GRSP.

What kind of projects will be funded?

Proposals should adopt a Safe System approach as a guiding framework aimed at eliminating fatal and serious injuries for all road users. The core principles of this approach are:

- **Death and injury are unacceptable:** Fatal and serious injuries are preventable and never an acceptable cost of road use.
- **Humans make mistakes:** People make mistakes and the road system must account for this and protect road users.
- **Humans are vulnerable:** The human body has a limited tolerance to crash forces before death or serious injury occurs.

- **Shared responsibility:** System designers, vehicle manufacturers, and road users all share the responsibility for keeping roads safe.
- **Proactive safety:** Address risks before crashes happen instead of only reacting after tragedies.
- **Redundancy:** Use multiple layers of protection so if one fails, another prevents severe harm.

Proposals must focus on policy change or policy implementation that will lead to substantial reductions in road traffic injuries and deaths. The Road Safety Grants Programme supports organizations **advocating for the passage and implementation** of comprehensive policies (legislation, regulations, standards, etc.) to address road user behavioural risk factors, vehicle safety and safe roads.

Round 26 of the Road Safety Grants Programme covers the following key focus areas. **Specific priorities for the Programme's focus countries are listed in Annex 1.**

Safe Road Users – Key Behavioural Risk Factors

- *Speed:* A speed limit law with maximum speed limits based on global best practices and the power of local authorities to reduce speed limits to ensure safe speeds locally. Speed is a priority risk factor in the Programme due to the dominant role of speed in the likelihood and severity of crashes.
- *Helmets:* A helmet law that applies to all drivers and passengers, on all roads and all engine types, and requires the helmet to be fastened and which makes reference to a particular helmet standard.
- *Drink driving:* A national drink-driving law based on Blood Alcohol Concentration (BAC) of 0.05 g/dL or lower for the general population and a BAC of 0.02 g/dL or lower for novice drivers.
- *Occupant restraints :* A seat-belt law that applies to all private vehicle occupants in front and rear seats. A child restraint law with a supporting standard based on child age, weight or height and a law that applies age and height restrictions to a child sitting in the front seat.

Safe Vehicles

- Aligning national vehicle safety legislation with the recommended minimum UN Vehicle Regulations and working towards ensuring that the following safety regulations are applied and complied with for light-duty vehicles:
 - Occupant protection in front collisions – United Nations Regulation (UN Reg) 94
 - Occupant protection in lateral collisions – UN Reg 95
 - Side pole impact protection – UN Reg 135
 - Seat belts and seat belt anchorages – UN Reg 16 & 14
 - Child Restraint Systems – UN Reg 44 and 129
 - ISOFIX anchorages – UN Reg 145
 - Electronic stability control (ESC) – UN Reg 140/Global Technical Regulation (GTR) 8
 - Pedestrian protection – UN Reg 127/GTR 9
 - Advanced Emergency Braking Systems (AEB) – UN Reg 152
 - Intelligent Speed Assistance (ISA)
 - Mandatory vehicle safety labelling
- Strengthening consumer demand for safe vehicles including mandatory vehicle safety labelling.

- Strengthening vehicle safety regulations for powered two-wheelers (of all engine capacity) and work towards ensuring that motorcycle anti-lock braking system (ABS) regulation (UN Reg 78/GTR 3) is applied.
- Establishing safety requirements for imported used vehicles.

Safe Roads (new in Round 26)

Projects must support policy reforms (e.g., standards, manuals and guidelines that govern how road infrastructure is planned, designed and operated), and/or institutional reforms that embed Safe System principles into the obligations of national and subnational road infrastructure managing authorities. Applicants submitting proposals in this domain must demonstrate proven technical capability.

Where prototyping or testing of safe infrastructure treatments is proposed, this will only be supported where it contributes directly to the policy change needed to permit, regulate, standardize, or adopt the proposed reform.

Safe Roads Topic Areas:

1. *Safe Speed and Urban Street Design*

Strengthening standards and design practices to support safe operating speeds through self-explaining road design and traffic calming measures, including:

- Lane widths, number of lanes, and geometry;
- Vertical deflection and horizontal geometry tools such as speed humps, raised crossings, rightsized corner radii, chicanes, curb extensions, and others;
- Location criteria and distance between pedestrian crossings;
- Safe intersections; and
- Safe crossings.

2. *Vulnerable Road Users and Sustainable Transport*

Promote evidence-based policies, guidelines, and street design standards that encourage a shift from individual motorized transportation to active and collective modes through:

- Safe infrastructure for pedestrians, including universally accessible sidewalks, frequent, safe at-grade crossings, refuge islands, among other elements, and mechanisms to support implementation;
- Cycling facilities such as cycle tracks and cycle streets, to ensure network connectivity and expansion; and
- Public transport infrastructure policy including design standards for on-street infrastructure and policy instruments to ensure network expansion.

3. *Infrastructure Safety Management*

Strengthen the integration of road safety into the planning, design, operation, and maintenance of road infrastructure through:

- Mandating or establishing policies for Road Safety Audits, inspections, or assessments of road infrastructure;
- Establishing national road safety auditor certification and licensing programmes; and
- Developing and implementing corridor and regional safety management plans.

Policy Implementation

The Road Safety Grants Programme also supports organizations **implementing policies** through activities such as:

- Supporting the adoption and implementation of effective regulations, such as safe speed limits, helmet standards, vehicle safety standards, or safe infrastructure design codes;
- Supporting governments to develop a policy implementation plan, including establishing multi-sectoral coordinating committee, advocating for a funding mechanism to ensure effective implementation, and developing a detailed action plan;
- Increasing public and consumer demand for safe speed limits, safe vehicles, and helmets that meet a specified standard; and
- Targeted strategic communications and media advocacy activities that directly support the adoption and implementation of road safety policies.

What kind of projects will NOT be funded?

The Road Safety Grants Programme does not fund education programmes (school-based or otherwise). The Programme does not fund basic research or academic studies. Nor does it fund the purchase of equipment or the funding of physical road infrastructure.

Systematic surveys of compliance of road safety policies as well as projects to strengthen health data collection are being undertaken separately with the support of Bloomberg Philanthropies and are not funded through the Road Safety Grants Programme.

Priority will be given to proposals that are locally led and strengthen national institutional and technical capacity. Proposals that rely predominantly on external international consultants to undertake core project activities are generally not encouraged unless a clear justification and strong capacity-building component are demonstrated.

How much funding can a project receive?

Proposals can be submitted for grants up to a **maximum amount of 120,000 Swiss Francs (CHF)** for a project of **no more than 24 months**. However, the final amount of funding will depend on several factors, including consideration of a proposed scope of work vis-a-vis the capacity of your organization.

Application Process

- Organizations are invited to submit their grant applications through our online system at <https://grsp.flexigrant.com/>. Applicants who are not current grantees must submit a concept note, while existing grantees may submit full proposals. All existing grantees must first consult their respective GRSP focal persons before submitting a grant application. The deadline for submission of the grant application is **27 August 2026 at 14:00** Central European Time (CET) (to see what time that is in your country, please check www.timeanddate.com).
- Applicant organizations may submit more than one concept note or full proposal. However, duplicate proposals will be deemed ineligible.
- An international panel of experts and members of an advisory working group will review concept notes and full proposals. They will be scored on their potential to reduce road traffic fatalities and injuries, project design, and applicant organization capacity.

- Applicants will be informed about the outcome of their applications by **15 October 2026**.

Points to consider:

- Only applications written in English will be accepted.
- For instructions on submitting a concept note or full proposal, please go to the following link:
<https://www.grsproadsafety.org/round-26-now-open/>

For more information on GRSP and the Road Safety Grants Programme please visit:

Global Road Safety Partnership:

<https://www.grsproadsafety.org/>

Road Safety Grants Programme:

<https://www.grsproadsafety.org/programmes/grants-programme/>

ANNEX 1

Round 26 Focus Country Project Priorities

● Safe Road Users ● Safe Vehicles ● Safe Roads ● Cross-Cutting

Argentina

- Amend the National Traffic Law to reduce urban speed limits in avenues aligning to best practice.
- Support the adoption of a mandatory vehicle safety labelling regulation.
- Support the adoption of an ISA regulation.
- Support national regulation for road safety audits and develop a national road safety auditor certification programme.
- Update existing street design manuals to align with the Safe System approach.

Bangladesh

- Enactment of comprehensive road safety law to achieve the Global Plan for Road Safety and national commitments for road safety.
- Development and adoption of national speed management guidelines.
- Effective implementation of Bangladesh Helmet Standards 2022 including development of guidelines for implementation and enforcement of helmet standards.
- Update existing street design manuals to align with the Safe System approach.

Brazil

- Align the Brazilian Traffic Code with safe maximum urban speed limits, including 50 km/h on urban avenues, enable average-speed enforcement, and advance safe speed management for light electric mobility and mopeds through the effective implementation and further development of CONTRAN Resolution No. 996/2023.
- Support the adoption of a mandatory vehicle safety labelling regulation.
- Support the adoption of an ISA regulation.
- Support an update to the motorcycle ABS regulation to apply to motorcycles of all engine capacity – UN Reg 78/GTR 3.
- Incorporation of Safe System informed traffic calming designs and dimensions into SENATRAM's National Traffic Signage Manual (Manual Brasileiro de Sinalização de Trânsito).

China

- Support the adoption and implementation of evidence-based policies on helmets for e-bike users, child restraint systems and speed management.
- Support the adoption of ESC regulation – UN Reg 140/GTR 8.
- Support the adoption of an AEB regulation – UN Reg 152.
- Support the adoption of ISA regulation.

Colombia

- Effective implementation of speed management plans - as mandated by the 2022 Julián Esteban Law - by working with networks of national authorities.

- A comprehensive package of policies (demerit point system, novice drivers' licenses and adolescent driver regulation) designed to protect road users exposed to motorcycles.
- Become a contracting party to the 1958 and 1998 UN Agreement on vehicle safety.
- Strengthening of national vehicle safety legislation to align with the UN Vehicle Regulations.
- Support the adoption of a mandatory vehicle safety labelling regulation.
- Support revision of existing design standards and regulations to ensure alignment with Articles 4 and 5 of Law 2251/2022 (Julián Esteban Law) and best practice.

Ecuador

- Legislative change to the Transit Law to establish a 30 km/h maximum speed limit in built-up urban areas.
- Issuance of the Transit Law's Implementing Rules and Regulations, including specifications of helmet standard, fastening requirements and establishing mandatory use of certified helmets for all motorcycle occupants.
- Legislative change to the Penal Code to establish a 0.2 g/L BAC limit in line with World Health Organization recommendations for young and novice drivers, and to establish proportional speeding sanctions.
- Support the adoption of a mandatory vehicle safety labelling regulation.
- Reform existing infrastructure law or any secondary legislation in a manner that is consistent with safe speed and infrastructure design standards.

Ethiopia

- Strengthen the road safety legal framework as required by Council of Ministers (CoM) Regulation No. 557/2024, including the necessary subsidiary instruments for its implementation.
- Ensure harmonization of regional state laws with the federal framework and effective inter-institutional coordination.
- Support adoption of an age limit and safety requirements for imported used vehicles.
- Review and Amend the Street Design Manuals to include standards for lane widths and curve radii.
- Establish a national certification programme and professional licensing system for road safety auditors.
- Official endorsement and mandatory application of the National Traffic Calming Manual across national and city roads.
- 🔗 Strengthen communication and messaging to support road safety policy advocacy in Ethiopia.

India

- Support implementation of speed management programmes at national and state levels.
- Support implementation of Road Safety Action Plans at state level.
- Support implementation of vehicle and motorcycle safety measures.
- 🔗 Strengthen strategic communications and stakeholder engagement to advance above road safety priorities in India.

Kenya

- Update to the Traffic Act, Cap 403, to address gaps around the behavioural risk factors especially in relation to BAC levels.
- Support adoption of an age limit and safety requirements for imported used vehicles.
- 🔗 Strengthen communication and messaging to support road safety policy advocacy in Kenya.

Malaysia

- Strengthening road safety policy and legislation on key behavioural risk factors, notably speed.
- Support an update to the motorcycle ABS regulation to apply to motorcycles of all engine capacity – UN Reg 78/GTR 3.
- Support the revision of the design standards in ATJ 8/86, along with other related policy instruments, to embed Safe System principles.

Mexico

- Align national and state laws as well as secondary legislation with the General Law of Mobility and Road Safety (LGMSV), incorporating behavioural risk factors and best practices for motorcycle safety (helmets, speed limits, licensing, 2- and 3-wheeler vehicle safety).
- Update vehicle safety standards, including ADAS technologies such as ISA, vehicle safety labelling, vulnerable road user protections (pedestrians, cyclists, motorcyclists), and market monitoring.
- Support adoption of a motorcycle ABS regulation to apply to motorcycles of all engine capacity - UN Reg 78/GTR 3 and other vehicle safety standards proven to reduce 2- and 3-wheeler related injury.
- Support a standardized, harmonized national vehicle registry to improve law enforcement of risk factors across states.
- Ensure national, state and municipal enforcement of maximum speed limits consistent with NOM-004-SEDATU-2023 and the LGMSV.
- Have SEDATU publish and implement national guidelines and establish training/certification for road safety auditors.
- Update infrastructure legislation to align with the Safe System approach.

Uganda

- Strengthen the certification process of helmets to increase ease of identification for consumers and to build demand for certified helmets.
- Support adoption of an age limit and safety requirements for imported used vehicles.

Vietnam

- Support strengthening national efforts to advance the impact of road safety measures in the Road Traffic Safety Order Law, The Law of Roads, and other policies related to speed management and motorcycle safety.
- Support adoption of a motorcycle ABS regulation for motorcycles of all engine capacity – UN Reg 78/ GTR 3.
- Support the revision of the design standards along with other related policy instruments to embed Safe System principles.