

## **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**

### **Safer Road Users - Round 16**

**13 January 2020**

In 2010, Bloomberg Philanthropies launched the Bloomberg Initiative for Global Road Safety (BIGRS) to reduce road traffic deaths and injuries. 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, one of the eight implementing partners of the Bloomberg Initiative for Global Road Safety, and supports projects to develop and deliver high-impact, evidence-based road safety interventions designed to strengthen road safety policies and their implementation.

**Eligibility:** The Bloomberg Initiative for Global Road Safety focuses on improving road safety policies (including laws, regulations, and standards) in a number of low- and middle-income countries., and on improving (where possible) and implementing evidence-based road safety policies in a number of selected cities. There are a number of evidence-based interventions aimed at reducing road traffic deaths and injuries. The Road Safety Grants Programme focuses exclusively on the passage and implementation of evidence-based policies which address key behavioural risk factors (speeding, drink driving, lack of seatbelt use, lack of child restraint use, or lack of helmet use).

#### **Which countries are eligible to apply?**

- Applications addressing national level road safety policy reform and/or its implementation with comprehensive provisions on behavioural risk factors will be accepted from **China, India, Philippines and Tanzania in this round.**

#### **Who can apply for a grant?**

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

- Governmental organizations with relevant authority over road safety policy and/ or its implementation. Road police and military agencies are not eligible to apply.
- Non-governmental organizations (including but not limited to civil society organizations and educational institutions) with relevant advocacy experience on policy reform/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.

- Applicants cannot be recipients of financial support from alcohol, firearms, pornography, or tobacco industries.
- The Road Safety Grants Programme does not fund individuals.
- If you are a current grantee organization, please discuss development of a Concept Note with your technical advisor.

### What kind of projects will be funded?

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

- *Speed*: A speed limit law with a maximum urban speed limit of 50km/h and the power of local authorities to reduce speed limits to ensure safe speeds locally.
- *Drink driving*: A national drink-driving law based on Blood Alcohol Concentration (BAC) of 0.05g/dl or lower for the general population and a BAC of 0.02g/dl or lower for novice drivers.
- *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.
- *Seat-belts*: A seat-belt law that applies to all private vehicle occupants in front and rear seats
- *Child restraints*: A child restraint law based on age, weight or height and the existence of a law that applies age and height restrictions to a child sitting in the front seat.

The Road Safety Grants Programme also supports organizations to **support the implementation** of policies to address road safety behavioural risk factors. Some approaches might include:

- Social marketing and media activities to raise public awareness of legislation and on-going enforcement of it.
- Support efforts to adopt and implement effective regulations, such as helmet standards or child restraint standards
- Support the development of an implementation plan, which might include organizing a multi-sectoral coordinating committee; advocating for establishment and allocation of a budget that will ensure effective implementation.

While the information above outlines the broad areas of work that can be funded by the grants programme, Round 16 will prioritize projects in the following topics in the 4 eligible countries:

**China:** Promotion of child restraint systems and/or helmets for e-bike riders.

**India:** Implementation of Motor Vehicles Amendment Act 2019

**Philippines:** Implementation of Child Safety in Motor Vehicles Act 2019; advocacy for adoption and implementation of speed limit policies at the local government level.

**Tanzania:** Advocacy for the passage of the Road Traffic Act amendment and its implementation

### **What kind of projects will NOT be funded?**

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

### **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.

Funding requests should be consistent with the scope and capacity of your organization. Cost reasonableness is a factor in the consideration of proposals.

### **Application Process**

- A call for proposals upon organizations from eligible countries to submit a concept note using our online system at <https://grsp.flexigrant.com/> Deadline for submission of concept notes is **11 February 2020, at 14:00** Central European Time (CET), (To see what time that is in your country please check [www.timeanddate.com](http://www.timeanddate.com)).
- Applicant organizations may submit more than one concept note. However, duplicate proposals will be deemed ineligible.
- An international panel of experts and members of an advisory working group will review concept notes. They will be scored on their potential to reduce road traffic fatalities and injuries, project design, and applicant organization capacity.
- Progression to full proposal is by invitation only. You will be informed if your concept note has been selected for advancement by **6 March 2020**.

#### *Points to consider:*

- Only applications written in English will be accepted.
- For instructions on submitting a concept note go to the following link:  
<http://www.grsproadsafety.org/apply-grant/>

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

Global Road Safety Partnership:

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

Road Safety Grants Programme:

<http://www.grsproadsafety.org/grants-programme>