Road Safety Capacity Development Workshop
Moldova

How to prepare a UNRSF project proposal

2 December 2021
Introduction

Who we are

**Vision**: to build a world where roads are safe for every road user, everywhere.

**Mission**: finance - and leverage further funding for - high-impact projects based on established and internationally recognized best practices that increase road safety and minimize and eventually eliminate road crash trauma for all road users.

**SDG targets** 3.6 and 11.2
Pooled financing
How we work

1. **IDENTIFYING NEEDS**
   - Identification of road safety gaps & improvement needs, based on the GFPA

2. **CONTRIBUTION**
   - Donors provide voluntary contributions to the Fund

3. **REQUESTING FUNDS**
   - Launch of the calls for proposals, based on key Fund documents (priorities, criteria & parameters set by the Fund's governing bodies) and submission of applications by UN organizations

4. **MANAGING FUNDS**
   - Contributions are pooled into a single UN Road Safety Fund

5. **ALLOCATING FUNDS**
   - Appraisals of applications for funding conducted by independent road safety experts and allocation of the funds by the Steering Committee

6. **SAVING LIVES**
   - UN organizations and their diverse partners use the funds for critical initiatives that save lives and prevent injuries on the roads
Framework

Our value proposition

- **Pooled financing**: promoting coherence, alignment and aid effectiveness, counterbalancing high fragmentation caused by the predominantly single-donor and single-programmes;

- **Country ownership**: projects are driven by national needs and priorities;

- **UN joint efforts**: convening power and technical expertise;

- **Partnerships**: broad-based partnerships to bring about sustainable change;

- **Comprehensive framework plan**: to coordinate priorities & identify gaps for road safety efforts;

- **Interconnecting SDGs**: multi-faceted, integrated, and holistic approaches that contribute to achieving several SDGs simultaneously;

- **Catalytic funding**: leveraging financing support and pooling resources; and

- **Oversight and accountability**: Ensured by UN rules and regulations
Our portfolio

Global reach

**UNRSF NEW PROJECTS**

From the Call for Proposals 2023

**ARMENIA**

US$ 488,321
UNDP, UNICEF
Implementing the National Road Safety Policy.

**IRAN**

US$ 205,440
UNESCAP
Strengthening the capacity of the National Road Safety Commission.

**AFGHANISTAN**

US$ 495,000
UN - HABITAT
Improving the safety of urban roads in Afghan cities.

**LEBANON, TUNESIA, QATAR (SELF-FINANCING)**

US$ 280,875
UNESCO
Strengthening evidence-based interventions for road safety in the Arab region.

**COLOMBIA**

US$ 355,000
UNECOLAC
Carrying out participative urban interventions.

**BANGLADESH**

US$ 90,000
WHO
Strengthening the post-crash response.

**PHILIPPINES**

US$ 535,384
UNICEF
Expanding safe school zone models in selected highly urbanized cities.

**ETHIOPIA, GUINEA, KENYA, MOZAMBIQUE, RWANDA**

**PARAGUAY**

US$ 500,000
UNICEF
Promoting the right of safe, healthy and autonomous mobility in urban and school centers.

US$ 496,570
UN - HABITAT
Reclaiming streets for pedestrians and cyclists in Africa.

US$ 300,000
UNECA, UNECE
Improving user head protection in crashes.
Overall strategy

GLOBAL PLAN
DECADE OF ACTION FOR ROAD SAFETY
2021-2030

The Global Plan describes what is needed to achieve that target, and calls on governments & partners to implement an integrated SAFE SYSTEM APPROACH.

WHAT TO DO?

WHO TO DO IT?

HOW TO DO IT?

UN General Assembly Resolution 74/299 declared a Decade of Action for Road Safety 2021-2030, with the target to reduce road traffic deaths & injuries by at least 50% during that period.

For further information, visit: DECADE OF ACTION FOR ROAD SAFETY 2021-2030

World Health Organization
United Nations
Funding criteria and priorities

Overall strategy

- Criteria aim at identifying projects that:
  - Will favour countries with high fatality rates or numbers to create high impact
  - Beneficiary countries are committed to work on road safety and perform this work as much as capacity allows (or for 2b when technological or educational solution effectively addresses the challenge) to ensure project sustainability
  - Beneficiary countries need assistance (or for 2b when technological or educational solution enhances NRSS) to ensure project relevance
  - Outcomes and/or accomplishments suggest long-lasting impact in addressing the challenge and are measurable to ensure impact and sustainability of work

Currently being revised!
Funding criteria and priorities

Overall strategy

- Criteria aim at identifying projects that:
  - Engage the right competent authority who will continue with the task after the project (or for 2b show that the solution will be applied without the engagement of competent authorities) *to ensure effectiveness and sustainability of work*
  - Demonstrate fit-for-purpose activities, managed by appropriate manpower and with clear timelines *to ensure project efficiency*
  - Identify risks and provide measures for minimizing the risks *to ensure project effectiveness and impact*
  - Activities show value for money *to ensure project efficiency*
Ex. projects
Safer and Cleaner Used Vehicles in Africa

**Systems change:** Adoption of a regionally harmonised vehicle directive by the ECOWAS countries

**Strategic Alignment:** Development of a regional Action Plan for Used Vehicles Requirements in Africa.

**Regulatory reform:** Support to the Gambia, Nigeria and Togo to revise and align their national clean fuels and vehicle standards to the regionally agreed directives.

**Global Public Good and Global awareness:** Launch of the UNEP report on the Global Trade in Used Vehicles, raising awareness on scale of the problem

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**Financing**

As co-financing, the project has received contributions as follows:

- **US$ 500,000** UNRSF (2020-2022)
- **US$ 231,010** FIA Foundation (2021-2024)
- **US$ 175,000** Government of Sweden (2021-30 June 2022)
- **US$ 50,000** Climate and Clean Air Coalition (CCAC) (2020-2021)
Ex. projects

Scaling up safe streets design in Ethiopia

Vulnerable road users: to better design and implement policies and make investment decisions prioritizing the needs of pedestrians and cyclists.

National strategy: adoption of a Non-Motorised Transport (NMT) Strategy for Ethiopia and Addis Ababa, and a five-year implementation plan for 69 cities and towns with harmonised street design guidelines guiding investments in safer facilities for walking and cycling.

Impact: concrete future plans, together with budgetary allocations, have been made for 3,000km of walking and cycling facilities across the country, covering the primary and arterial roads in urban environments across Ethiopia.
Ex. projects
Reframing road safety in Armenia

**Data gaps**: national data collection systems currently operate in siloes and fail in identifying root causes and solutions to improved road safety in the country

**Behavioral experiments**: designed for potential scaling

**Expected impact**: reduced number of road crashes in Armenia by at least 10%

**Co-financing**: US$ 80,000 co-financing from UNDP and UNICEF + in-kind contributions committed by the Yerevan Municipality and Road Police
Ex. projects
Improving emergency services in Azerbaijan

**National priority:** operational emergency management system for providing timely and effective post-crash care to victims of road traffic accidents.

**Systems approach:** Legislation review + curriculum developed with the Azerbaijan Medical University for post-crash responders.
As part of its efforts to support countries to strengthen sustainability, UNRSF recommends all countries:

• Strengthen **national planning**, including development of robust, costed, and prioritized National Strategic Plans;

• Strengthen **domestic resource mobilization** for road safety;

• Strengthen **alignment** between domestic implementation and planned or on-going UNRSF support;

• Engage in negotiations with the **Ministry of Finance** around increasing domestic road safety contributions; and

• Strengthen systems to **track co-financing** commitments.
Final thoughts

Practical tips

- Align your proposal to the **priorities and scope** of calls – pay close attention to the **scoring table**.
- Link proposal to **national priorities** – demonstrate ownership.
- Address **national road safety systems**
- Seek **co-financing** to illustrate sustainability and leverage value.
- Ensure that your results chain is **clear, logical** and **realistic**.
- Look at previously accepted UNRSF projects and make sure that your proposal is not **duplicative** with existing work (incl financed by other funds).
Final thoughts

Practical tips

- Design your proposal with **broad-based partnerships – whole of govt./whole of society**.
- Try to make your proposal as **concrete and focused** as possible.
- Integrate your proposal within the **overall development context** including economic, environment, urban life, human rights, education and other issues (COVID-19 impacts?).
- Respect the **template** and length limitations.
Stay connected with us!
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Thank you

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