

Road Safety Capacity Development Workshop Moldova

How to prepare a UNRSF project proposal

2 December 2021



Introduction

Who we are



11. SUSTAINABLE CITIES AND COMMUNITIES

Make cities and human settlements inclusive, safe, resilient and sustainable.

TARGET 11.2

By 2030 provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

3. GOOD HEALTH

Ensure healthy lives and promote well-being for all at all ages.

TARGET 3.6

By 2020 halve the number of global deaths and injuries from road traffic accidents.

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



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



Funding criteria and priorities

Overall strategy



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 2 b 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*

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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



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)

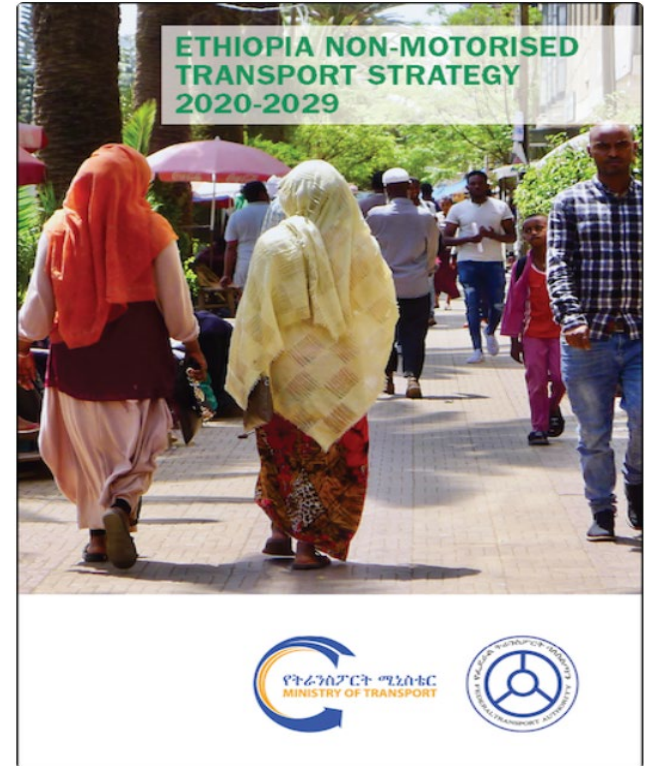
Ex. projects

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.



From projects to change

National ownership

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

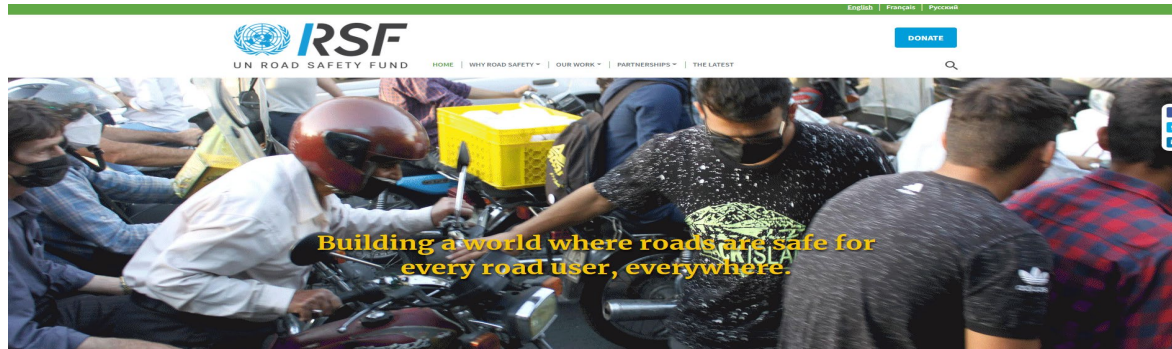
Practical tips

- 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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