



## **United Nations Road Safety Trust Fund**

### **Priorities and Criteria for Funding Projects**

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**Geneva**

## **I. Overall Strategy**

Evidence shows that countries which have created national road safety systems and have done so based on and supported continuously by the international regulatory framework – namely United Nations legal instruments – in the context of the safe system principles, are among the best road safety performers.

The Consultation Paper stressed the importance of a holistic approach with the Safety System principles<sup>1</sup>. The Terms of Reference further stated that the United Nations Road Safety Trust Fund (UNRSTF) will apply a holistic and integrated approach by recognizing the Safety Systems principles and promote cost-efficient approaches.<sup>2</sup>

UNRSTF whose general role is to offer and leverage funding for activities aimed at improving road safety, in particular, in low- and middle-income countries, will focus on supporting the creation of a sound national road safety system in each and every country, and in particular in those facing the greatest road safety challenges.

The UNRSTF Global Framework Plan of Action for Road Safety was developed to provide a clear picture of a comprehensive and effective national road safety system with international regulatory support. It lists the elements and functions of the system as well as specific actions to guide the national efforts towards establishing a system. It also suggests national agencies that may potentially deal with specific actions and different international institutions that typically may provide support on such actions.

The Global Framework Plan of Action consolidates the five pillars for road safety and twelve road safety global voluntary performance targets. It links the targets to the system's elements and actions to demonstrate effective ways to accomplish the targets.

The Global Framework Plan of Action will also guide international assistance provided by the United Nations organizations/agencies and international financial institutions in supporting various elements of a national road safety system. Intertemporally, future activities will complement past activities.

Consequently, the UNRSTF will prioritize establishing, improving, completing and sustaining the national road safety systems in the low- and middle-income countries with highest fatality numbers or rates. These countries, in order for the road safety actions to be effective, should have put in place basic administrative, civil and criminal legal and institutional frameworks. The UNRSTF will focus on supporting activities aimed at identification of missing or weak elements in the national road safety systems as well as at formulation of plans and policies, legislation and new institutional arrangements as well as other educational or technological solutions needed to establish and maintain sound national road safety systems.

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<sup>1</sup> Page 10, Consultation Paper for the Establishment of a UN Road Safety Fund, 2017.

<sup>2</sup> Page 4, Terms of Reference, United Nations Road Safety Trust Fund, 14 March 2018.

The system-focused actions are expected to help reduce the number of road fatalities and injuries through the joint efforts of countries supported by international organizations and institutions as well as non-governmental organizations and coordinated under the Global Framework Plan of Action.

## **II. Global Framework Plan of Action for Road Safety: major elements**

The UNRSTF Global Framework Plan of Action for Road Safety (see a separate document for details) will support the work under the UNRSTF. The Framework, founded on the international regulatory framework and the safe system approach, systematizes and details five pillars and five areas of action:

Pillars:

1. Road safety management as the bridging pillar
2. Safe user
3. Safe vehicle
4. Safe road
5. Effective post-crash response

Areas:

- a) Legislation – to have a clear legal basis for enhancing road safety as well as to designate responsible agencies for implementation, enforcement, education and monitoring
- b) Enforcement (including inspection and audits as appropriate) – to make sure that rules, regulations and standards are implemented and/or observed
- c) Education – to make sure that rules and regulations are known and so they can be applied
- d) Technology – to complement and strengthen other areas to increase the system's effectiveness
- e) International Regulatory Support – to provide international legal framework and institutional platforms to support the work in other areas.

Area Pillar	L egislation	E nforcement	E ducation	T echnology	I nternational R egulatory S upport
Road safety management					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal in- struments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

Figure 1: Global Framework Plan of Action for Road Safety

The Global Framework Plan of Action for Road Safety is designed to serve as the benchmark for the development of sound national road safety systems based on the international regulatory framework in the context of the safe system principles. Its application should ensure a creation by any country of a national road safety system that would be harmonized in scope and content with the systems of other countries following this Framework.

### III. Priorities of UNRSTF and criteria for funding projects

Technical assistance in support of establishing comprehensive national road safety systems in low- and middle-income countries will be prioritized under the UNRSTF. The projects in the countries with highest fatality numbers or rates will be prioritized given that they will assure the achievement of tangible results for road safety. In this context, the following are the priorities and their criteria:

**Priority 1:** Technical assistance to identify shortcomings and/or gaps in the existing national road safety system and in preparation of national action plan for establishing comprehensive national road safety system based on the Global Framework Plan of Action

Within this priority projects may focus on:

- (a) Conducting a full-fledged road safety performance review resulting in a preparation of a national action plan for a country or countries;
- (b) Assistance in identification of the gaps in national road safety system; or
- (c) Assistance in identification and prioritization of actions (finalization of the national action plan) required to eliminate the existing gaps.

Projects under Priority 1 should meet the following criteria:

C.1: Clearly identify the beneficiary country or countries, and provide data and information with regard to road fatality numbers and risk for fatality in the beneficiary country or countries of the project (*Impact*);

C.2: Provide evidence that the national government is committed to improving road safety situation (*Sustainability*);

C.3: Provide explanation/rationale why a country or countries require support under Priority 1 (*Relevance*);

C.4: Include approval of and commitment to the implementation of the national action plan or development of the national action plan by the government at an appropriate level as the necessary accomplishment of the project (*Impact and sustainability*);

C.5: Identify the national agency or competent authority(ies)<sup>3</sup> designated to be engaged in the project activities and follow-up to demonstrate the project's sustainability. When appropriate, indicate partnerships to be created within the project and inform how they will continue after the project (*Effectiveness and sustainability*);

C.6: Clearly define measurable indicator(s) of achievement (*Impact*);

C.7: Describe the project activities needed for achieving the expected accomplishment(s) and/or output(s). Inform, if and when applicable, whether these activities will leverage complementary funding (*Efficiency*);

C.8: Assess risks that may prevent the project from attaining the expected accomplishment(s) and/or output(s) and provide measures planned for risk mitigation (*Effectiveness*);

C.9: Provide detailed estimated budget for all project activities at pricing demonstrating value for money (*Efficiency*).

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<sup>3</sup> These can be relevant ministries, inspection agencies, police.

**Priority 2:** Technical assistance to implement specific actions for improving and completing national road safety system in accordance with national action plan developed based on the Global Framework Plan of Action, or the existing national action plans under the Global Plan for the Decade of Action for Road Safety or recommendations from the existing national road safety performance reviews in line with the Global Framework Plan of Action

Within this priority projects may focus on:

- (a) Developing national laws, rules or standards regarding safe user, safe vehicle, safe road or effective post-crash;
- (b) Developing operational procedures for enforcement activities;
- (c) Elaborating certification processes;
- (d) Designing and implementing special or general training programmes and accreditation;
- (e) Designing, preparing and conducting road safety campaigns;
- (f) Marketing or developing supportive low-costs technologies;
- (g) Preparing or implementing any other activities aimed at improving national road safety system in line with the Global Framework Plan.

Projects under Priority 2 should meet the following criteria:

C.1: Clearly identify the beneficiary country or countries, and provide data and information with regard to road fatality numbers and risk for fatality in the beneficiary country or countries of the project (*Impact*);

C.2: Provide evidence that national action plan has been approved and committed to by government at an appropriate level and describe its implementation done until the date of the submission of the project proposal as well as inform about progress achieved (*Sustainability*);

C.3: Name shortcoming(s) identified in the national road safety system or systems (if a project is for multiple countries) for the address of which specific actions, to be supported through the project, have been included in the national action plan(s) based on the Global Framework Plan of Action and explain why assistance is needed (*Relevance*);

C.4: Explain how the project action will address the shortcoming(s) and define expected accomplishment(s) and/or output(s) (*Impact and sustainability*);

C.5: Identify the national agency or competent authority(ies) designated to be engaged and explain how the national agency(ies), through the project, will establish or improve the national road safety system and sustain it after the project's implementation. When appropriate, indicate partnerships to be created within the project and inform how they will continue after the project (*Effectiveness and sustainability*);

C.6: List specific indicator(s) of achievement against which the implementation of action will be monitored during and after the project and provide commitment of the designated

national agency for the action to produce and share data and information for measuring the indicator(s) (*Impact and sustainability*);

C.7: Describe the project activities needed for achieving the expected accomplishment(s) and/or output(s). Inform, if and when applicable, whether these activities will leverage complementary funding (*Efficiency*);

C.8: Assess risks that may prevent the project from attaining the expected accomplishment(s) and/or output(s) and provide measures planned for risk mitigation (*Effectiveness*);

C.9: Provide detailed estimated budget for all project activities demonstrating value for money (*Efficiency*).

For projects under Priority 2 that focus on providing technological or educational solutions in support of making the national road safety systems more comprehensive or complete, the criteria C.2-C.6 mentioned above are replaced by:

C.2: Provide evidence that the proposed solution will effectively help address specific road safety challenge(s) faced by a group of countries (*Sustainability*);

C.3: Describe how the project and the proposed solution will enhance the national road safety systems (*Relevance*);

C.4: Define the expected accomplishment(s) and/or output(s) and the demand for them (*Impact and sustainability*);

C.5: Explain how the project's accomplishment(s) and/or output(s) can be applied to countries, whether national authorities must be involved, and, if so, how this will be achieved (*Effectiveness and sustainability*);

C.6: List specific indicator(s) of achievement against which the implementation of action will be monitored during and after the project (*Impact*).

**Priority 3:** Technical assistance to help improve overall road safety management in the national road safety system in the context of road safety management pillar detailed in the Global Framework Plan of Action

Within this priority projects may focus on:

- (a) Assistance in designing or enhancing management system or in setting up a lead road safety agency;
- (b) Assistance in setting up effective post-crash investigation to contribute to developing a monitoring system or observatory with reliable data for road safety analysis;
- (c) Strengthening national capacities for road safety data analysis and management;

Projects under Priority 3 should meet the following criteria:

C.1: Clearly identify the beneficiary country or countries, and provide data and information with regard to road fatality numbers and risk for fatality in the beneficiary country or countries of the project (*Impact*);

C.2: Provide evidence that the national government is committed to improving road safety management or, if the project action is included in the national action plan of a project beneficiary country, refer it and provide evidence that it has been approved and committed to by government at an appropriate level (*Sustainability*);

C.3: Provide explanation/rationale why a country or countries require support under Priority 3 or name the identified shortcoming in road safety management for the address of which specific action, to be supported through the project, has been included in the national action plan and explain why assistance is needed (*Relevance*);

C.4: Explain how the project action will address the shortcoming(s) and define expected accomplishment(s) and output(s) (*Impact and sustainability*);

C.5: Identify the national agency or competent authority(ies) designated to be engaged in the project activities and follow-up to show its sustainability. When appropriate, indicate partnerships created within the project and inform how they will continue after the project (*Effectiveness and sustainability*);

C.6: Clearly define measurable indicator(s) of achievement (*Impact*);

C.7: Describe the project activities needed for achieving the expected accomplishment(s) and/or output(s). Inform, if and when applicable, whether these activities will leverage complementary funding (*Efficiency*);

C.8: Assess risks that may prevent the project from attaining the expected accomplishments and/or output(s) and provide measures planned for risk mitigation (*Effectiveness*);

C.9: Provide detailed estimated budget for all project activities demonstrating value for money (*Efficiency*).

For any project, in the first two years of UNRSTF's operation, ie. until 31 December 2020, two additional criteria should be observed:

C.10: Provide maximum duration of project implementation not exceeding 12 months; and

C.11: Budgets are between US\$ 100,000 and US\$ 200,000.

#### **IV. Project screening and evaluation**

Only projects requesting technical assistance in support of establishing or improving comprehensive national road safety systems in countries as elaborated under UNRSTF Priorities 1-3 will be accepted for further consideration. Projects proposing other scope of assistance will be screened out. Projects which do not meet criteria C.10 and C.11 will also be screened out, as long as these criteria are valid.



The evaluation of projects will be done through a point system ie. the degree to which criteria C.1 to C.9 are met. The secretariat, in line with the UNRSTF Operations Manual, should endeavor to advise submitters for corrections, especially for projects which would appear to have a great potential and a large impact on road safety but may be missing important information to fully satisfy project requirements.

Criterion	Point system	Evaluation
C.1	0 or 10	Impact can be highest for countries with highest fatality numbers or rates, therefore if a country or countries - recipients of the project - belong to this group, the project will be given 10 points, if not 0 points.
C.2	0-15	Sustainability of work can only be achieved if there is commitment and action on road safety in a country, or if educational and technological solutions can effectively address the road safety challenge(s). Points should be given for evidence on commitment and action for road safety or effectiveness of the solution. The better the evidence, the more points will be given.
C.3	0-5	A project is only relevant if a country or countries need assistance. Points should be given for evidence on the need for assistance or on lack of the ability for action without the assistance. The better the evidence, the more points.
C.4	0-10	A project must have an impact on the challenge it is addressing (or effectively respond to the demand), and the impact/response must be long-term. The accomplishment(s) and/or output(s) must thus be directly connected to the challenge(s). Evidence for sustainability of accomplishment(s) and/or output(s) should be given. The clearer the link and the more evidence that the impact/response will be long-lasting, the more points will be given.

C.5	0-10	<p>A project is effective if the right agency/competent authority(ies) have been designated to be engaged. It is sustainable if the agency/competent authority(ies) continues with the task(s) started by the project. The sustainability can be further strengthened by creation of long-lasting partnerships. The better the evidence on engagement of the right agency/competent authority(ies) and on the continuation of work after the project, and when appropriate on the partnerships, the more points will be given. For projects that do not require national agencies involvement, the effectiveness should be proven by evidence that the accomplishment(s) and/or output(s) will be achieved without national agencies.</p>
C.6	0-10	<p>Impact of the accomplishment(s) and/or output(s) is demonstrated if it can be measured. The indicator(s) must be linked to the accomplishment(s) and/or output(s). Points will be given for appropriateness of the indicator(s). Where relevant, points will also be given for continuation of the measurement after the project.</p>
C.7	0-15	<p>A project is efficient if the activities designed for achieving the accomplishments and/or output(s) are fit for purpose, are manageable by appropriate manpower and within reasonable timeframe. The activities should preferably incorporate gender considerations. Points should be given for the appropriateness of the activities vis-à-vis the accomplishments and/or output(s), reasonable manpower, timelines and gender considerations. The more certainty about the appropriateness, the more points will be given.</p>
C.8	0-15	<p>A project is effective if its risks are identified (through risk assessment matrix) and when measures are designed and budgeted to minimize the risks (through project risk profile). The better the risk management (ie. duly</p>

		<p>completed risk assessment matrix and project risk profile), the more points will be given.</p> <p>Along with the points, a project needs to also be assigned a risk profile score in accordance with risk assessment matrix, assessment and scoring guide as per Annex 3 of the Operations Manual for the UN Road Safety Trust Fund.</p>
C.9	0-10	<p>A project is efficient if the activities designed for achieving the accomplishment(s) and/or output(s) are priced at the level suggesting good value for money. The more certainty about the value for money, the more points will be given.</p>
	Maximum 100 points	

Maximum points will be assigned for each criterion when it is fully demonstrated in the project proposal. Conversely, no points will be assigned for a criterion when no relevant information is provided. Partial information will warrant partial points: the more criterion-relevant information is provided the more points will be assigned up to maximum points.

The project ranking will be based on the score given.

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