



Application Guidelines

CALL FOR PROJECT CONCEPT NOTES 2023

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1. Introduction

This document provides guidelines on the application process to the 2023 Call for Concept Notes to the United Nations Road Safety Fund (UNRSF).

Evidence shows that countries that have created national road safety systems and have done so based on and supported 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 United Nations Road Safety Fund (UNRSF) Terms of Reference states that it will apply a holistic and integrated approach by recognizing the safe systems principles and promote cost-efficient approaches¹.

Safe and sustainable mobility is key to sustainable development and is among the cross-cutting issues of relevance for the achievement of numerous goals and targets. This is the rationale behind its explicit inclusion in the 2030 Agenda for Sustainable Development, in targets 3.6 - aiming for the reduction of global road traffic deaths and injuries by 50 per cent; and 11.2 – aiming to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030.

UNRSF was established² in April 2018³ as a multi-partner financing instrument to facilitate concrete action towards achievement of the road safety targets of Sustainable Development Goals 3.6 and 11.2. The Fund's goal is to leverage the collective knowledge and capability of the UN system and all Fund stakeholders to achieve global impact and long-term developmental change through a substantial reduction in road traffic injuries and fatalities, and the economic loss arising therefrom.

The [UNRSF Global Framework Plan of Action for Road Safety](#) (GFPA) was developed to provide a clear picture of a comprehensive and effective national road safety system with international regulatory support. The GFPA consolidates five strategic pillars for road safety and the twelve [Global Road Safety Performance Targets](#). These 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 GFPA, the Global Plan of Action, and contribute towards the achievement of the Sustainable Development Goals (SDGs).

In line with the above, the UNRSF will prioritize establishing or improving a safe systems approach in low- and middle-income countries (LMICs). 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 as well as appropriate national road safety system investments. The UNRSF will focus on supporting activities, where needs exist, aimed at addressing missing or weak elements in the national road safety systems; formulating plans and policies, legislation and new institutional arrangements; as well as establishing educational or technological solutions needed to maintain sound national road safety systems.

The Fund has conducted four calls for proposals to-date culminating in the approval of funding to 36 projects in 46 countries. More information on the selected projects can be found [here](#).

The 2023 Call for Project Concept Notes is launched as limited circulation, hence the UNRSF secretariat will not conduct any outreach activities in relation to the Call. Outreach will be within the purview of the participating organizations, which will within one week of the launch of the Call, inform the secretariat of the appropriate outreach and modalities ([participating organization engagement strategies](#)) for stakeholders to engage in this Call.

¹ Page 4, Terms of Reference, United Nations Road Safety Trust Fund, 14 March 2018.

² United Nations General Assembly resolution 70/260, *Improving global road safety*, A/RES/70/260, (15 April 2016), available from <https://undocs.org/en/A/RES/70/260>; General Assembly resolution 72/271, *Improving global road safety*, A/RES/72/271, (12 April 2018), available from <https://undocs.org/en/A/RES/72/271>.

³ Memorandum of Understanding between Participating UN Organizations and the United Nations Development Programme regarding Operational Aspects of the United Nations Road Safety Trust Fund (Fund MoU).

The secretariat will share the engagement strategy template with the participating organizations upon the launch of the Call. Each strategy will be posted and made publicly available on the UNRSF website.

2. Eligibility Criteria

- A. Only UNRSF participating organizations are eligible to apply directly to the UNRSF 2023 Call for Project Concept Notes.
- B. Proposals must be undertaken in, or directly applicable to, low- and middle-income countries (LMICs).
- C. The duration of submitted projects must be a minimum of eighteen months and a maximum of three years.
- D. There are no limitations on the number of applications which may be submitted by participating organizations during the 2023 Funding Cycle.

3. Funding Priorities

- A. The core priorities of this Call for Project Concept Notes is determined by UNRSF’s [Global Framework Plan of Action for Road Safety \(“the Framework”\)](#), which reflects a holistic and inclusive system approach to addressing challenges in road safety, building upon the proven success of the countries with the strongest records in road safety.

Pillar \ Area	Legislation	Enforcement	Education	Technology	International Regulatory Support
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 resolutions, 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 resolutions, 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 instruments 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: The Global Framework Plan for Road Safety.

- B. **Core pillars:** All projects funded by the UNRSF must relate to one or more pillars and contribute to at least one outcome of the UNRSF Logical Framework (please see Appendix B).
 - a. **Pillar 1: Road safety management** (as the bridging pillar) ex. institutionalized mechanisms to plan, finance, implement, monitor and review continual road safety improvements. Example of UNRSF-funded project: [Strengthening Evidence-Based Interventions for Road Safety in the Arab Region](#) (implemented by UNESCWA).

- b. **Pillar 2: Safe roads** ex. systematic road safety audit and inspection, and safety-driven design. Example of UNRSF-funded project: [Reclaiming Streets for Pedestrians and Cyclists in Africa](#) (implemented by UN-Habitat).
 - c. **Pillar 3: Safe vehicle** ex. effective system for vehicle admission with minimum safety requirements. Example of UNRSF-funded project: [Safer and Cleaner Vehicles in Africa](#) (implemented by UNEP and UNECE).
 - d. **Pillar 4: Safe user** ex. traffic rules enforcement and addressing road user behaviour, including for vulnerable road users. Example of UNRSF-funded project: [Speed Management in Latin America: the case of Argentina](#).
 - e. **Pillar 5: Effective post-crash response** ex. standards for data collection, and improved post-crash response and investigation. Example of UNRSF-funded project: [Strengthening the post-crash in Bangladesh](#).
- C. **Areas of Work:** Each of these five pillars include the following areas of work:
- a. Legislation – projects 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) – projects to make sure that rules, regulations and standards are implemented and/or observed.
 - c. Education – projects to make sure that rules and regulations are known and so they can be applied.
 - d. Technology – projects to complement and strengthen other areas to increase the system’s effectiveness.
 - e. International Regulatory Support – projects to provide international legal framework and institutional platforms to support the work in other areas.
- D. **Special strategic priorities**
 Special priorities ensure that the UNRSF remains relevant and responsive to the changing global and local contexts in which it operates. In light of the launch of the Second Decade of Action for Road Safety in 2021, as well as the recent launch of the Global Plan for the Second Decade of Action for Road Safety, the following special strategic priorities are encouraged and will be prioritized:
- Multiple participating organizations joining expertise and submitting a proposal.
 - Supporting multi-country approach to address common challenges.
 - Explicit consideration complementary to the SDG(s).
 - Supporting pillar 3 on vehicle safety and/or pillar 5 on post-crash care.
- E. Other considerations related to the preparation of applications:
- a. UNRSF will not fund infrastructure construction projects but can finance projects seeking expertise and/or capacity building on safe infrastructure (such as marking/signaling of roads, pedestrian crossing points, etc.) or activities aimed at improved design of road infrastructure.
 - b. Government endorsement of country(ies) to be supported through the project is mandatory. Letter(s) of support from the government must be received before project funds can be disbursed.
 - c. UN Resident Coordinator’s Office of the respective country(ies) should be informed about the project concept note.

4. Budgets

- A. The total disbursement amount for this Call for Concept Notes will be US\$ 4 million.

- B. Project budgets will meet the following criteria:
 - a. The minimum budget is US\$ 100,000 per participating organization;
 - b. The maximum budget is US\$ 500,000 per proposal;
 - c. A maximum of seven (7%) per cent programme support, or indirect, costs;
 - d. A reasonable amount for operating reserve (at least as required by the applicable internal guidelines of participating organizations);
 - e. An amount to support compliance with the project's Monitoring & Evaluation requirements. Independent evaluation costs should be captured in the budget lines of "staff and other personnel costs" and "travel";
 - f. Budgeted amounts that reflect standard UN parameters, rates and costs (e.g. UN standard salary costs, daily subsistence allowance rates, procurement principle of best value for money); and
 - g. In addition, the following budget caps must be respected:
 - i. Staff and other personnel costs – 50 per cent of total budget; and
 - ii. General operating and other direct costs – 5 per cent of total budget.
- C. At the point of concept note submission, applicants will only be required to indicate the overall budget in US\$ and how much of it will go to:
 - a. Staff and other personnel costs;
 - b. Equipment, vehicles and furniture including depreciation;
 - c. Travel;
 - d. Transfers and grants to counterparts.
- D. Only selected concept notes will be required to share an activity-based budget during the detailed project development stage.

5. Project Concept Note Template

The guidance for filling out the project concept note template is provided in Appendix A. The project concept note template will be shared separately by the secretariat via email.

6. Evaluation Criteria

- A. UNRSF Steering Committee will select concept notes for detailed project development taking into account an assessment undertaken by a panel of 2-3 technical road safety experts as well as an assessment undertaken by the UNRSF secretariat.
- B. *The evaluation criteria and scoring sheet has been provided in Appendix C.* Participants are encouraged to use the sheet to self-assess and score their project concept notes.
- C. For the selected concept notes, the secretariat will organize information sessions to increase opportunities for collaboration and synergies among road safety actors beyond the project team.
- D. Once fully developed in line with the recommendations of the UNRSF Steering Committee and technical road safety experts, detailed projects will be submitted to the UNRSF Steering Committee on a rolling basis for approval and decision to disburse project funding.

7. Timetable and Important Dates:

STAGE 1

STEP 1: LAUNCH (06 February 2023)

The UNRSF secretariat launches the 2023 Call for Project Concept Notes by correspondence sent to all participating organizations. The secretariat organizes a briefing session within one week of the launch for all participating organizations. Participating organizations email the secretariat with their respective engagement strategies for the 2023 Call within one week of the briefing session.

STEP 2: SUPPORT AND ROLLING SCREENING

The secretariat provides support to applicants in the finalization of their applications. It also screens the applications on a rolling basis to ensure they are complete and eligible.

STEP 3: APPLICATION DEADLINE (03 April 2023)

The application period closes two months after launch and no late submissions will be considered.

STAGE 2

STEP 4: ASSESSMENT (28 April 2023)

An assessment of eligible Project concept notes⁴ will be undertaken by a panel of 2-3 technical road safety experts. The UNRSF secretariat will also undertake its own assessment to be submitted to the UNRSF governing bodies.

STEP 5: SELECTION (29 May 2023)

The UNRSF Steering Committee will select the project concept notes which will advance to the detailed project development stage. The project leads of selected concept notes will be notified within a week of the selection decision and encouraged to confirm the date for their project information session.

STEP 6: INFORMATION SESSION (June 2023)

The UNRSF secretariat will organize an information session for each selected project concept note, which will be moderated by member(s) of the panel, who will specify any related recommendations which the project team shall take into account in the detailed project document. The UNRSF secretariat will invite other relevant stakeholders to join the session to foster collaborations and synergies. Selected Project concept notes, criteria for participation and other details about the information session will be made available on the UNRSF website in consultation with the technical road safety expert panel.

STAGE 3

STEP 7: PROJECT SUBMISSION, APPROVAL & FUNDING ON ROLLING BASIS (July to September 2023)

Participating organizations will incorporate recommendations from the previous steps and submit complete project documents (using templates provided by the secretariat) on a rolling basis to the UNRSF secretariat, for final approval by the Steering Committee on basis of silent procedure. Following the above process, the MPTFO will disburse project funds to participating organizations, allowing project implementation to begin.

8. Contact

For any queries or clarifications, please contact the UNRSF Secretariat at unrsf_secretariat@un.org

⁴ A list of 'reserve' concept notes may be submitted for Steering Committee decision in line with the UNRSF Operations Manual, section E.2. Reserve concept notes may be considered, for example, where the project team of a selected concept note fails to satisfy project document recommendations as required at step 7.

APPENDIX A : 2023 APPLICANT CONCEPT NOTE TEMPLATE

* The below provides guidance to fill out the 2023 Call for Project Concept Notes – Template which will be sent by the secretariat via email.

* All submissions for the 2023 Call for Project Concept Notes and supporting documents must be sent to unrsf_secretariat@un.org by the focal point, with copy to all participating organizations and key implementing partners.

Please ensure all sections of the concept note template are complete. Applications with missing information will be considered incomplete and will not be assessed. Please follow the word count requirement.

1. GENERAL INFORMATION

	<i>* This column provides applicants with guidance comments.</i>
Applicants	<i>Enter the name, designation, participating organization and email id.</i>
Concept Note/Project title	<i>The title should be brief and convey the essence of the project</i>
Anticipated Start Date	<i>The start date should be no earlier than January 2024.</i>
Anticipated End Date	<i>The duration should be between 18 months and three years.</i>
Geographical Scope	<i>1. Geographical scope – applicants can select from the following: global/inter-regional, regional, country or subnational /city level.</i>
	<p><i>2. Region(s) – applicants select from the following:</i></p> <ul style="list-style-type: none"> • <i>Africa:</i> <ul style="list-style-type: none"> ○ <i>Eastern Africa</i> ○ <i>Middle Africa</i> ○ <i>Northern Africa</i> ○ <i>Southern Africa</i> ○ <i>Western Africa</i> • <i>Americas:</i> <ul style="list-style-type: none"> ○ <i>Caribbean</i> ○ <i>Central America</i> ○ <i>Northern America</i> ○ <i>South America</i> • <i>Antarctica</i> • <i>Asia:</i> <ul style="list-style-type: none"> ○ <i>Central Asia</i> ○ <i>Eastern Asia</i> ○ <i>South-eastern Asia</i> ○ <i>Southern Asia</i> ○ <i>Western Asia</i>

	<ul style="list-style-type: none"> • <i>Europe:</i> <ul style="list-style-type: none"> ○ <i>Channel Islands</i> ○ <i>Eastern Europe</i> ○ <i>Northern Europe</i> ○ <i>Southern Europe</i> ○ <i>Western Europe</i> • <i>Oceania:</i> <ul style="list-style-type: none"> ○ <i>Oceania</i> ○ <i>Australia and New Zealand</i> ○ <i>Melanesia</i> ○ <i>Micronesia</i> ○ <i>Polynesia</i>
	3. <i>Country(ies) –list country(ies)</i>
Participating Organization(s) and their implementing partners	1. <i>Participating organizations – applicants should indicate the participating organization(s) that will receive project funds directly from MPTFO</i>
	2. <i>Implementing partners – applicants should list all government, IGO, other UN organizations, NGOs, academia that will be involved in the implementation of this project.</i>
Fund-specific marker: Core Pillars	<p><i>Indicate which of the following five strategic pillars this initiative primarily contributes to (multiple selections are possible):</i></p> <ul style="list-style-type: none"> • <i>Pillar 1: Strengthened road safety management.</i> • <i>Pillar 2: Improved safety of road infrastructure and broader transport networks.</i> • <i>Pillar 3: Enhanced safety of vehicles.</i> • <i>Pillar 4: Improved behaviour of road users</i> • <i>Pillar 5: Improved post-crash care</i>




2. NARRATIVE

ROAD SAFETY PROBLEM	
What is the road safety problem identified? (1500 characters)	<i>Introduce the road safety problem identified.</i>
How was this problem identified? (1500 characters)	<i>Provide the background on the extent to which the government is prioritizing or plans to prioritize a solution to this road safety problem. For example, indicate, government or other discussions/meetings or initiatives that prompted to the creation of this proposal.</i>
Provide evidence to verify that the road safety problem exists and is relevant. (1500 characters)	<i>Provide baseline data/information on the road safety problem. Supporting documents with baseline source must be attached in the email submission, with a clear reference to the title of the attached document.</i>

PROPOSED SOLUTION AND TEAM	
What is the road safety solution being proposed? (1750 characters)	<i>Provide a brief description of the road safety solution being proposed.</i>
Is there evidence of the impact of the proposed solution in other countries? (1750 characters)	<i>Provide examples/case studies/reports from other countries, best international practices, etc. Supporting documents can be attached in the email submission, with a clear reference to the title of the attached document.</i>
Who will benefit from the project? (1500 characters)	<i>Name the main stakeholders that will directly benefit from and be affected by the project and briefly outline how.</i>
What government action has already taken place or is planned to take place to which this solution will add more value? (1750 characters)	<i>Provide information on national road safety strategy/action plan, relevant legislations/notifications, other actions taken, etc. that indicate the readiness of the government to implement and/or scale the solution.</i>
Who are the government agencies and officials that have been engaged in the concept note development? (1500 characters)	<i>Please attach supporting letters in the email submission with a clear reference to the title of the attached document.</i>
What technical expertise is needed to deliver the project successfully? (1500 characters)	<i>Describe any technical expertise required for this project. For e.g., road safety audit/engineering, crash investigations, data analysis, policing/enforcement, post-crash emergency care, road safety strategy, etc.</i>
How have the intended implementation partners demonstrated this technical expertise? (1500 characters)	<i>Give concrete examples illustrating the technical expertise listed above. Supporting documents may be attached in the email submission with a clear reference to the title of the attached document.</i>
THE ACTION PLAN	
List the proposed activities to implement the solution. (1750 characters)	<i>List the sequence of activities with their timelines.</i>
Mention the proposed deliverables and timelines. (1750 characters)	<i>List the specific deliverables with their target dates.</i>
How will the activities be monitored and evaluated? (1750 characters)	<i>Outline which key metric(s) will be used to assess the quality and effectiveness of the proposed activities and deliverables.</i>
Has the UN Resident Coordinator been informed?	<i>Enter "Yes" or "No".</i>

	<i>In case of “No”, please indicate the reasons. Insufficient or no reasons may lead to disqualification.</i>
IMPACT AND SUSTAINABILITY	
How will you measure the road safety changes/improvements? (1500 characters)	<i>Provide the expected change and how it will be measured, in relation to the baseline.</i>
By when will the road safety changes/improvements be effective? (1500 characters)	<i>Expected date of achieving the desired effect. This may be after the completion of the project.</i>
What will be done to ensure sustainability post completion of the project? (1500 characters)	<i>Explain how the project team will ensure that governments continue to sustain and keep improving the solution.</i>
INVESTMENT	
UNRSF budget requested (US\$) (Cannot exceed US\$ 500,000)	
List the sources and type (in-kind or cash) of co-financing (US\$)	<i>List in US\$</i>
Indicate how much (US\$) of the UNRSF budget will go towards 1) Staff and other personnel costs; 2) Equipment, vehicles and furniture including depreciation; 3) Travel; 4) Transfers and grants to counterparts	

3. SDGs

SDG targets	<i>Indicate the UNRSF SDG targets that the project will be contributing towards</i>	
	<i>UNRSF SDG Goals</i>	<i>Related Target(s)</i>
		<i>Please refer to the full target list available here and indicate as appropriate</i>
		<i>Please refer to the full target list available here and indicate as appropriate</i>
		<i>Please refer to the full target list available here and indicate as appropriate</i>

		Please refer to the full target list available here and indicate as appropriate
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4. RESULTS CHAIN

* Please fill out the project results chain and adjust the table as appropriate. For ease of reference the UNRSF Logical framework can be found in Appendix B.

	Project
Title	-

Results Chain

Impact	UNRSF Impact: To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries
	Project Impact: [Please fill in]

Outcome	UNRSF Oc. (Please refer to Appendix B- UNRSF logframe) [Please fill in] <i>* The Project must link to minimum 1 Outcome of the UNRSF logframe</i>
	Project Outcome 1: [Please fill in]

Output 1	UNRSF Op.: (Please refer to Appendix B - UNRSF logframe) [Please fill in]
	Project Output 1: [Please fill in]

Activity 1.1	Project Activity 1.1: [Please fill in]
Activity 1.2	Project Activity 1.2: [Please fill in]
Output 2	UNRSF Op. (Please refer to Appendix B - UNRSF logframe) [Please fill in]
	Project Output 2: [Please fill in]
Activity 2.1	Project Activity 2.1: [Please fill in]
Activity 2.2	Project Activity 2.2: [Please fill in]
	Please add activities below as appropriate

5. SUBMISSION

** All submissions for the 2023 Call for Project Concept Notes and supporting documents must be sent to unrsf_secretariat@un.org by the focal point, with copy to all participating organizations and key implementing partners.*

Please ensure all sections of the concept note template are complete. Applications with missing information will be considered incomplete and will not be assessed. Please follow the word count requirement.

APPENDIX B: UNRSF LOGICAL FRAMEWORK

Annex 1: X-630: United Nations Road Safety Trust Fund (UNRSTF) Logical framework							
	Result chain	Indicator	Baseline (ref. year)	Target (ref. year)	Current value (ref. year)	Source and mean of verification	Assumption
Impact	To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries.	1. Death rate due to road traffic injuries in targeted countries.	Rates according to most recent WHO report.	50% reduction as of 2030.	Rates according to next WHO report in 2023.	WHO Global Status Report on Road Safety (reported by governments) (Disaggregated by region, country and vulnerable road user classification)	Not applicable
		2. Number of road traffic injuries in targeted countries.	Rates according to most recent WHO report.	50% reduction as of 2030.	Rates according to next WHO report in 2023.	WHO Global Status Report on Road Safety (reported by governments) (Disaggregated by region, country and vulnerable road user classification)	
	Oc.1: Improved road safety management.	1.1. Number of countries and municipalities that have taken road safety action to improve coordination and monitoring.	Number of countries and municipalities that have taken related actions as a result of Fund support in December 2022.	Number of countries and municipalities that have taken related actions as a result of Fund support in December 2025.	Number of countries and municipalities that have taken related actions as a result of Fund support in December 2023.	Reported by government/project reports/link of the government-recognized website.	<ul style="list-style-type: none"> • Adequate capacities exist in the target countries at the decision and executive level of the transport and health/ emergency services authorities to ensure uptake. • The governments of the targeted countries have access to adequate financial resources to implement the measures proposed by the intervention.

Outcomes	Oc.2: Improved safety of road infrastructure.	2.1. Number of countries and municipalities that have taken road safety action to improve the safety of their road infrastructure.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2022.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2025.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2023.	Reported by government/project reports/link of the government-recognized website.
	Oc.3: Improved safety of vehicles.	3.1. Number of countries and municipalities that have taken road safety action to improve safety of vehicles admitted to traffic.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2022.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2025.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2023.	Reported by government/project reports/link of the government-recognized website.
	Oc.4: Improved behaviour of road users.	4.1. Number of countries and municipalities that have taken road safety action to ensure lawful road user behaviour.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2022.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2025.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2023.	Reported by government/project reports/link of the government-recognized website.

	Oc.5: Improved Post-Crash Care.	5.1. Number of countries and municipalities that have taken road safety action to improve post-crash response.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2022.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2025.	Number of countries and municipalities that have taken legislative, enforcement, education or technology-related actions as a result of Fund support in December 2023.	Reported by government/project reports/link of the government-recognized website.	
Outputs	Op.1.1: Improved capacities to develop a national plan for road safety and improve coordination.	1.1.1. Number of targeted countries and municipalities supported in developing road safety action plans.	Number of countries and municipalities supported in December 2022.	Number of countries and municipalities supported in December 2030.	Number of countries and municipalities supported in December 2023.	Reported by government/project reports/link of the government-recognized website.	<ul style="list-style-type: none"> • Mobilisation at the policy level is adequate to support road safety as a high priority for action. • Adequate technical capacities exist in the targeted countries.
		1.1.2. Number of targeted countries and municipalities supported in improving coordination related to road safety among designated authorities.	Number of countries and municipalities supported in December 2022.	Number of countries and municipalities supported in December 2030.	Number of countries and municipalities supported in December 2023.	Reported by government/project reports/link of the government-recognized website.	<ul style="list-style-type: none"> • Adequate enforcement of safety rules and measures is applied by the transport and law enforcement authorities.
	Op.1.2: Improved capacities in target countries to collect and monitor road safety data.	1.2.1. Number of targeted countries and municipalities supported in establishing a road safety data system.	Number of countries and municipalities supported in December 2022.	Number of countries and municipalities supported in December 2030.	Number of countries and municipalities supported in December 2023.	Reported by government/project reports/link of the government-recognized website.	<ul style="list-style-type: none"> • Road users and the public, in general, are mobilised and willing to comply with the introduced road safety rules and measures.
	Op.2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations.	2.1.1. Number of targeted countries and municipalities supported in developing safety standards for road design, construction, maintenance or signage that take into account safety of all road users – including children, persons with disabilities and/or older persons and women.	Number of countries and municipalities supported on legislative or related action in December 2022.	Number of countries and municipalities supported on legislative or related action in December 2030.	Number of countries and municipalities supported on legislative or related action in December 2023.	Published data on the websites of road assessment or audit authorities/project reports.	<ul style="list-style-type: none"> • Subregional and regional intergovernmental organizations have an interest in collaboration with the UN.

	2.1.2. Number of targeted countries and municipalities supported in establishing road safety enforcement action to ensure road audits, assessment or inspection by qualified teams.	Number of countries and municipalities supported on enforcement action in December 2022.	Number of countries and municipalities supported on enforcement action in December 2030.	Number of countries and municipalities supported on enforcement action in December 2023.	
	2.1.3. Number of countries and municipalities supported in implementing road safety educational awareness raising or training in support of safe road construction, maintenance or use.	Number of countries and municipalities supported on education-related action in December 2022.	Number of countries and municipalities supported on education-related action in December 2030.	Number of countries and municipalities supported on education-related action in December 2023.	
	2.1.4. Number of countries and municipalities supported in adopting the use of supportive technology-related actions and equipment to ensure safe road design, construction or performance.	Number of countries and municipalities supported on technology-related action in December 2022.	Number of countries and municipalities supported on technology-related action in December 2030.	Number of countries and municipalities supported on technology-related action in December 2023.	
	2.1.5. Number of countries supported in adopting UN Road Safety Conventions in support of improved safety of road infrastructure.	Number of countries supported in December 2022	Number of countries supported in December 2030	Number of countries supported in December 2023.	UNECE website for contracting parties to road safety-related United Nations legal instruments.
Op.3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.	3.1.1. Number of countries and municipalities supported in drafting road safety legislation and regulations on standards for admission of vehicles to traffic.	Number of countries and municipalities supported on legislative action in December 2022.	Number of countries and municipalities supported on legislative action in December 2030.	Number of countries and municipalities supported on legislative action in December 2023.	Reported by government/ project reports/link of the government-recognized website.

		3.1.2. Number of countries and municipalities supported in establishing systems to enforce vehicle certification and inspections by qualified inspectors.	Number of countries and municipalities supported on enforcement action in December 2022.	Number of countries and municipalities supported on enforcement action in December 2030.	Number of countries and municipalities supported on enforcement action in December 2023.	
		3.1.3. Number of countries and municipalities supported in implementing road safety educational awareness raising or training on vehicle safety systems.	Number of countries and municipalities supported on education-related action in December 2022.	Number of countries and municipalities supported on education-related action in December 2030.	Number of countries and municipalities supported on education-related action in December 2023.	
		3.1.4. Number of countries and municipalities supported in adopting the use of supportive technology-related actions and equipment to ensure vehicle safety system compliance.	Number of countries and municipalities supported on technology-related action in December 2022.	Number of countries and municipalities supported on technology-related action in December 2030.	Number of countries and municipalities supported on technology-related action in December 2023.	
		3.1.5. Number of countries supported in adopting UN Road Safety Conventions in support of improved safety of vehicles.	Number of countries supported in December 2022.	Number of countries supported in December 2030.	Number of countries supported in December 2023.	UNECE website for contracting parties to road safety-related United Nations legal instruments.
	Op.4.1: Enhanced capacities in target countries and municipalities to enforce national road safety laws.	4.1.1. Number of countries and municipalities supported in drafting legislation in support of safe road user behaviour.	Number of countries and municipalities supported on legislative action in December 2022.	Number of countries and municipalities supported on legislative action in December 2030.	Number of countries and municipalities supported on legislative action in December 2023.	Reported by government/ project reports/link of the government-recognized website.

		4.1.2. Number of countries and municipalities supported in establishing a system to enforce lawful behaviour on roads.	Number of countries and municipalities supported on enforcement action in December 2022.	Number of countries and municipalities supported on enforcement action in December 2030.	Number of countries and municipalities supported on enforcement action in December 2023.		
		4.1.3 Number of countries and municipalities supported in implementing road safety educational awareness raising or training in support of safe road user behaviour.	Number of countries and municipalities supported on education-related action in December 2022.	Number of countries and municipalities supported on education-related action in December 2030.	Number of countries and municipalities supported on education-related action in December 2023.		
		4.1.4 Number of countries and municipalities supported in adopting the use of supportive technology-related actions and equipment to ensure safe road user behaviour.	Number of countries and municipalities supported on technology-related action in December 2022.	Number of countries and municipalities supported on technology-related action in December 2030.	Number of countries and municipalities supported on technology-related action in December 2023.		
		4.1.5. Number of countries supported in adopting UN Road Safety Conventions in support of improved behaviour of road users.	Number of countries supported in December 2022.	Number of countries supported in December 2030.	Number of countries supported in December 2023.	UNECE website for contracting parties to road safety-related United Nations legal instruments.	
	Op.5.1: Strengthened capacities of targeted countries and municipalities to provide timely, quality and professional first emergency care rehabilitation services.	5.1.1. Number of countries and municipalities supported in drafting legislation that establish standards for data collection on post-crash response and investigation.	Number of countries and municipalities supported on legislative action in December 2022.	Number of countries and municipalities supported on legislative action in December 2030.	Number of countries and municipalities supported on legislative action in December 2023.	Reported by government/project reports/link of the government-recognized website.	

	5.1.2. Number of countries and municipalities supported in establishing systems to ensure oversight of post-crash response.	Number of countries and municipalities supported on enforcement action in December 2022.	Number of countries and municipalities supported on enforcement action in December 2030.	Number of countries and municipalities supported on enforcement action in December 2023.	
	5.1.3. Number of countries and municipalities supported in implementing training and related certifications to road users, rescue workers and investigators.	Number of countries and municipalities supported on education-related action in December 2022.	Number of countries and municipalities supported on education-related action in December 2030.	Number of countries and municipalities supported on education-related action in December 2023.	
	5.1.4 Number of countries and municipalities supported in adopting the use of supportive technology- related actions and equipment to ensure effective post-crash response.	Number of countries and municipalities supported on technology-related action in December 2022.	Number of countries and municipalities supported on technology-related action in December 2030.	Number of countries and municipalities supported on technology-related action in December 2023.	
	5.1.5 Number of countries supported in adopting UN Road Safety Conventions in support of improved post-crash care.	Number of countries supported in December 2022.	Number of countries supported in December 2030.	Number of countries supported in December 2023.	

APPENDIX C: EVALUATION CRITERIA AND SCORING

CONCEPT NOTE EVALUATION CRITERIA	Score [A]	Weighted Score [A] * [B]
ROAD SAFETY PROBLEM		
Is the problem specific and measurable?		
<i>Is the problem under Pillar 3 (Safe Vehicles) OR Pillar 5 (Post-Crash Care) or both. (Either one - 1 point. Both - 2 points)</i>		
Is the problem relevant and backed by evidence? Supporting documents required.		
PROPOSED SOLUTION AND TEAM		
Is the proposed solution apt and backed by evidence of positive impact? Supporting documents required.		
Is there evidence of government engagement? Government action as well as government interaction. Supporting documents required.		
Is the technical expertise adequate to implement the solution?		
Does the team have the relevant technical expertise to implement the solution? Supporting documents required.		
<i>Is this concept note a joint submission by two or more Participating organizations? (2 Participating organizations - 1 point; >2 Participating organizations - 2 points)</i>		
ACTION PLAN		
Are the activities well defined and sequenced?		
Are the deliverables and timelines realistic and implementable?		
Is there a monitoring and evaluation plan in place?		
Is the UN RCO informed? Supporting documents required.		
IMPACT AND SUSTAINABILITY		
Impact measurement has a clear baseline and expected change?		
<i>Impact on multiple countries? (2 countries - 1 point; >2 countries - 2 points)</i>		
<i>Impact addresses complementary SDG(s) other than SDG 3.6 and 11.2? (One additional SDG - 1 point; More than 1 SDG - 2 points)</i>		
Timeline for the impact is reasonable and in line with the action plan?		
Has sustainability been addressed in terms of resources and finance?		
INVESTMENT		

Co-financing as a % of total is >50%. Supporting documents required.		
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[A] Scores and [B] Weightage provided below.

[A] SCORING – TERNARY SCALE

- | |
|--|
| 0 - Not meeting the requirements |
| 1 - Partially meeting the requirements |
| 2 - Fully meeting the requirements |

Note: The reviewer can subtract 0.5 for scores 1 and 2 for more refined scoring

[B] WEIGHTAGE ASSIGNED BY UNRSF FOR EACH SECTION OF THE EVALUATION.
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ROAD SAFETY PROBLEM	5
PROPOSED SOLUTION AND TEAM	5
ACTION PLAN	4
IMPACT AND SUSTAINABILITY	3
INVESTMENT	2

WEIGHTAGE DEFINITION

- | |
|--------------------------|
| 5 - Very Important |
| 4 – Important |
| 3 - Moderately Important |
| 2 - Slightly Important |
| 1 - Unimportant |