

Fund Management Platform (FMP) 2025 Offline Project Document Template

The offline template is being provided following requests by Participating Organizations to facilitate review among project team members before a final submission via the MPTFO portal.

**This template focuses on the key project information for project development and does not include all MPTFO portal information*

General Information

Fund	MPTF_00161: UN Road Safety Trust Fund				
FMP Record	Protecting Riders in MENA & Beyond – Strengthening motorcycle safety laws				
MPTFO Project Id	Automatically assigned				
Start Date	31.08.2025				
End Date	29.02.2028				
Applicants	Status	Contact Type	Name	Email	Position
	Project selected	Email address	Dr Hala Sakr	sakrha@who.int	Violence, injuries and disabilities- World Health Organization- Regional Office for the Eastern Mediterranean
Signature Process	Role	Name of Organization	Name	User Email	
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	Implementing agency	Royal Oman Police	Staff Lieutenant Colonel Saif Ahmed Mohammed Al Ramadhani	saifo7@rop.gov.om	
	Implementing agency	Social Research & Development Organization (SRDO) in Pakistan	Mr Hameed Akhtar	hameed.akhtar@yahoo.com	
	Implementing agency	Transport and mass transit department, Government of Sindh, Pakistan	Mr Bashir Hussain	mirjatbash@gmail.com	

	Implementing agency	National Transport Research Centre , Ministry of Communication, Pakistan	Mr Khizer Javaid	khizerja@gmail.com
	Implementing agency	National Council on Road Safety in Tunisia	Brigadier-General Aymen bin Ibrahim	benbrahim@onsr.nat.tn
	Implementing agency	National Council on Road Safety in Tunisia	Brigadier-General Anis Bouafia	bouafia.anis@yahoo.fr
	Project manager	World Health Organization-Regional Office for the Eastern Mediterranean	Dr Hala Sakr	sakrha@who.int
	Project partner	World Health Organization-Regional Office for the Eastern Mediterranean	Dr Rania Abdelhamid	saadr@who.int
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	Project partner	World Health Organization-Pakistan	Ms Narantuya JADAMBAA	jadambaan@who.int
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	Project partner	World Health Organization-Geneva	Dr Kacem IAYCH	iaychk@who.int
	Project partner	World Health Organization-Geneva	Dr Luo Fangfang	luof@who.int
Confirmed contribution	Project partner	Road Safety, Violence and Injury Prevention (VIP) WHO Regional Office for Europe	Mr Jonathon Passmore	passmorej@who.int

	Project partner	UNECE SUSTAINABLE TRANSPORT DIVISION, Vehicle Regulations, Road Traffic Safety and Transport Innovations Section	Mr François Guichard Mr Edoardo Gianotti	francois.guichard@un.org edoardo.gianotti@un.org
	Project partner	Health and Development, United Nations Development Programme (UNDP)	Dr. Elfatih Abdelraheem	elfatih.abdelraheem@undp.org
Confirmed contribution	Project partner	Asian Development Bank (ADB)	Ms Priti Gautam	pgautam@adb.org
Confirmed contribution	Project partner	Africa transport policy program (SSATP), World Bank group	Mrs Marisela Ponce de Leon Valdes	mponcedeleonvald@worldbank.org
Confirmed contribution	Project partner	General Secretariat of Ministerial committee for traffic safety, Saudi Arabia	Mr Mooath Mohammed Aldossari	mmdossari@mcts.gov.sa

	Contact Type	Name	e-mail	Position	Additional e-mail	Telephone
Contacts	Project Manager	Dr. Hala Sakr	sakrha@who.int	Regional Adviser, Violence, injuries and disabilities- World Health Organization- Regional Office for the Eastern Mediterranean		Office: +202-2276 5391 Mobile: +20100 663 6364 Fax: +202-2276 5415
Description	<p>The project aims to bring about significant improvements in legislative reviews and the development of criteria for 2-wheeler legislation, and the provision of regional guidance for multiple countries. The project will include activities related to:</p> <ul style="list-style-type: none"> - Strengthening lead agencies coordination role Improve the collection of high-quality evidence based crash data relevant to powered 2/3wheelers - Align with UN regulations 22 - Enhanced capacities in target countries and municipalities to pass and enforce a national motorcycle helmet law that align with WHO best practices <p>Participating organizations:</p> <ul style="list-style-type: none"> - World Health Organization- Regional Office for the Eastern Mediterranean with partnership of WHO HQ and EUROPE - United Nations Economic Commission for Europe (UNECE) 					

	<ul style="list-style-type: none"> - United Nations Development Programme (UNDP) - Asian Development Bank - Africa transport policy program (SSATP), World Bank group - General Secretariat of Ministerial committee for traffic safety, Saudi Arabia <p>Implementing partners</p> <ul style="list-style-type: none"> - Iran's National Road Safety Commission - NTRC, Ministry of Communications - Social research & development organization (SRDO) in Pakistan - National council on Road Safety in Tunisia - Royal Oman police 			
Universal Markers	Gender Equality Marker	Risk		
	GEM0 (no contribution) through GEM3 (principal objective)	<ul style="list-style-type: none"> · Low · Medium · High 		
Optional Markers	WB Income Category	<ul style="list-style-type: none"> · Low Income · Lower Middle Income (I.R. Iran, Pakistan, Tunisia) · Low Middle Income · Upper Middle Income · High Income (Oman) 		
Fund Specific Markers	Fund Marker 1	Strengthened road safety management		
	Fund Marker 3	Enhanced safety of vehicles		
	Fund Marker 4	Improved behavior of road users		
Geographical Scope	Geographical Scope	Name of the Region	Region(s)	Country(ies)
	Country	WHO Region	Eastern Mediterranean Region	I.R. Iran Pakistan Oman Tunisia
Participating Organizations and their Implementing Partners	Participating Organizations	Government/Multilateral/NGO/Other	New Entities	Implementing Partners
	<ul style="list-style-type: none"> - World Health Organization-Regional Office for the Eastern Mediterranean with partnership of WHO HQ and EUROPE - United Nations Economic Commission for Europe (UNECE) - United Nations Development 	Multilateral	<ul style="list-style-type: none"> Asian Development Bank (ADB) Africa transport policy program (SSATP), World Bank group General Secretariat of Ministerial committee for traffic safety, Saudi Arabia 	<ul style="list-style-type: none"> - Iran's National Road Safety Commission - NTRC, Ministry of Communications - Social research & development organization (SRDO) in Pakistan - National council on Road Safety in Tunisia

	Programme (UNDP)			- Royal Oman police
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Programme and Project Cost Please note that this should include the breakdown per Agency	Budget	Agency	Amount (in USD)	Comments
	Budget Requested	WHO Regional Office for the Eastern Mediterranean EXCLUDING 7% project support cost)	278977.8	Support of activities to the three implementing countries (Oman is self-funding)
		Health and Development, UNDP (EXCLUDING 7% project support cost)	93000.06	Support of activities to the three implementing countries (Oman is self-funding)
		UNECE SUSTAINABLE TRANSPORT DIVISION, Vehicle Regulations, Road Traffic Safety and Transport Innovations Section (EXCLUDING 7% project support cost)	93000.06	Support of activities to the three implementing countries (Oman is self-funding)
	Total Budget Requested	467290 (excluding the 7% project support cost)	464,977.92	
	Tranches (in % when applicable)	50%	232489	
	Other Sources (Parallel Funding)	Asian development Bank (ADB)	20000	Support to Pakistan to improve the crash data system in Karachi
Grand Total		484977.92	Excluding 7% project support cost	
Thematic Keywords	<i>If there are some that might be useful to identify different features in the project</i>			
Programme Duration	Anticipated Start Date	31/ August/2025		
	Duration (In months)	30		
	Anticipated End Date	29/February/2028		

Concept Note Narrative

All sections must be filled using the concept note submitted to UNRSF.

Title	Text																																																																																				
ROAD SAFETY PROBLEM: What is the road safety problem identified?	<ul style="list-style-type: none"> Road safety continues to be a pressing global concern, as highlighted by the findings of the Global status report for road safety 2023 (GSRRS 2023) The report unveils alarming statistics regarding the increase in deaths among powered 2/3 wheelers in the EMRO Region, with a rise from 14% to 17% of all road traffic deaths from 2010 to 2021 In countries like Pakistan, Iran, and Tunisia, the disproportionate number of road traffic deaths linked to 2/3 wheelers is staggering. For instance, in Pakistan, where 80% of registered vehicles are 2/3 wheelers, they account for 39% of road traffic deaths. Despite the availability of enforcement ens with measurable targets, none of the four targeted countries have implemented a national helmet law aligned with best practices Only one country in the Region has embraced anti-locking braking systems, and the WHO best-practice criteria for motorcycle helmet laws are followed in just two countries in the Region These revelations underscore the urgent need for enhanced road safety measures, including the adoption of laws and standards in alignment with UN legal instruments, to reduce the alarming rate of road traffic fatalities 																																																																																				
ROAD SAFETY PROBLEM: How was this problem identified?	<ul style="list-style-type: none"> The identification of legislative gaps and the determination of political will to address the pressing road safety problem among powered 2/3 wheelers were pivotal in shaping the proposal. The Global status report for road safety 2023 played a crucial role in identifying these gaps in the participating countries. Moreover, the WHO Regional Office engaged with national focal persons for road safety in Eastern Mediterranean countries, including I.R. Iran, Oman, Pakistan, and Tunisia, to gauge their interest and commitment to developing interventions related to powered 2/3 wheelers safety. Confirmation of their eagerness to prioritize this issue was received, paving the way for further discussions and initiatives. Subsequent analyses of the GSRRS 2023 among the interested countries revealed the availability of national road safety strategies with measurable targets and strategic objectives to enhance the safety of 2/3 wheelers. Additionally, a comprehensive rating exercise was conducted to evaluate proven effective interventions based on cost, impact, political will, urgency, and time to execute. The four countries were provided with a template on set of best practices to consult with relevant sectors and rate the priority of each intervention at the country level in term of cost, impact, political will, urgency and time to execute. Average rating of each intervention was calculated and based on this process that was lead by the national focal persons of the lead agency in the targeted countries through a series of bilateral consultative meetings, top priority interventions were identified <table border="1" data-bbox="517 1541 1551 1899"> <thead> <tr> <th>No</th> <th>PRIORITY</th> <th>COST (low cost= 3)</th> <th>IMPACT (high = 3)</th> <th>POLITICAL WILL (high = 3)</th> <th>URGENCY (high = 3)</th> <th>TIME TO Execute (short =3)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Setting and enforcing national helmet legislation that align with WHO best practices</td> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td>2</td> </tr> <tr> <td>2</td> <td>Demerit point system</td> <td>3</td> <td>2</td> <td>3</td> <td>2</td> <td>3</td> </tr> <tr> <td>3</td> <td>Graduated licensing system for motorcyclists</td> <td>3</td> <td>2</td> <td>2</td> <td>2</td> <td>3</td> </tr> <tr> <td>4</td> <td>Compulsory skills test for a motorcycle permit</td> <td>2</td> <td>3</td> <td>2</td> <td>3</td> <td>2</td> </tr> <tr> <td>5</td> <td>Motorcycle helmet standards</td> <td>1</td> <td>3</td> <td>2</td> <td>3</td> <td>2</td> </tr> <tr> <td>6</td> <td>Introduction of uniform treatment protocols and quick and accurate mechanisms for the rapid activation of emergency care systems.</td> <td>2</td> <td>3</td> <td>2</td> <td>3</td> <td>1</td> </tr> <tr> <td>7</td> <td>Mandatory registration of 2/3 vehicles for all ranges</td> <td>3</td> <td>2</td> <td>1</td> <td>2</td> <td>1</td> </tr> <tr> <td>8</td> <td>Traffic calming such as horizontal markings on the road to warn 2/3 wheelers</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>1</td> </tr> <tr> <td>9</td> <td>Wearing reflective and protective clothing</td> <td>1</td> <td>3</td> <td>1</td> <td>3</td> <td>1</td> </tr> <tr> <td>10</td> <td>Antilock brake systems (ABS) for motorcycles</td> <td>2</td> <td>2</td> <td>2</td> <td>1</td> <td>1</td> </tr> <tr> <td>11</td> <td>Exclusive motorcycle lanes</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table> <ul style="list-style-type: none"> The outcome of these phases culminated in a consensus on proposed interventions, including the establishment and enforcement of national helmet wearing laws in alignment with WHO best practice and the development and implementation of national helmet regulations/standards in line with UN regulation 22. 	No	PRIORITY	COST (low cost= 3)	IMPACT (high = 3)	POLITICAL WILL (high = 3)	URGENCY (high = 3)	TIME TO Execute (short =3)	1	Setting and enforcing national helmet legislation that align with WHO best practices	3	3	3	3	2	2	Demerit point system	3	2	3	2	3	3	Graduated licensing system for motorcyclists	3	2	2	2	3	4	Compulsory skills test for a motorcycle permit	2	3	2	3	2	5	Motorcycle helmet standards	1	3	2	3	2	6	Introduction of uniform treatment protocols and quick and accurate mechanisms for the rapid activation of emergency care systems.	2	3	2	3	1	7	Mandatory registration of 2/3 vehicles for all ranges	3	2	1	2	1	8	Traffic calming such as horizontal markings on the road to warn 2/3 wheelers	2	2	2	2	1	9	Wearing reflective and protective clothing	1	3	1	3	1	10	Antilock brake systems (ABS) for motorcycles	2	2	2	1	1	11	Exclusive motorcycle lanes	1	1	1	1	1
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	<ul style="list-style-type: none"> The collaborative efforts and commitment of the participating countries underscore the dedication and sincere resolve to tackle this critical road safety problem, laying the foundation for impactful and sustainable changes.
<p>ROAD SAFETY PROBLEM: Provide evidence to verify that the road safety problem exists and is relevant.</p>	<p>Data obtained from the findings of the Global Status Report on Road Safety 2023 across the four targeted countries reveals the following critical insights:</p> <p>Burden of Road Traffic Deaths:</p> <ul style="list-style-type: none"> In Iran, 22% of reported road traffic deaths involved users of 2/3 wheeled vehicles, while this percentage stood at 33% in Tunisia and 39% in Pakistan. Notably, a significant portion of these fatalities were within the productive age group of 15–44 years old in each country. Oman’s data did not provide specific insights into deaths based on the type of road user. <p>Targets and Information Systems:</p> <ul style="list-style-type: none"> In line with UN regulations, promoting the correct use of motorcycle helmets is a key target outlined within the national road safety strategies of all four countries. However, there is a recognized need to strengthen data systems for effectively monitoring and achieving these targets. <p>Compulsory Skill Testing:</p> <ul style="list-style-type: none"> Despite the existing licensing systems for 2/3 wheelers, including knowledge, practical, and medical tests in place within the traffic laws of the target countries, discussions have highlighted the interest in enhancing the current mechanisms to further improve the skill testing procedures. <p>Vehicle safety:</p> <p>Despite the existence of a national law for motorcycle helmets in the four countries, and despite Pakistan’s ratification of the relevant United Nations regulations, the results of the 2023 World Road Safety Report showed that none of the four countries are in line with the best practices of the World Health Organization.</p> <p>Multisectoral Coordination:</p> <ul style="list-style-type: none"> The project presents a significant opportunity to enhance multisectoral coordination and collaboration given the presence of well-established mechanisms led by the national agencies in the targeted countries. This alignment is crucial to addressing the identified road safety challenges comprehensively and effectively.
<p>PROPOSED SOLUTION AND TEAM: What is the road safety solution being proposed?</p>	<p>The road safety solution being proposed is a comprehensive and multi-faceted approach based on the principles of the safe system approach, incorporating various proven or effective interventions to address road safety challenges in the targeted countries.</p> <p>Prioritized Interventions:</p> <ol style="list-style-type: none"> Strengthening lead agencies coordination role Improve the collection of high-quality evidence based crash data relevant to powered 2/3wheelers: <ul style="list-style-type: none"> Develop a case study of lead agency capacity for evidence- based policy development on 2/3 wheelers safety Develop a model for lead agencies for institutional management Align with UN regulations 22: <ul style="list-style-type: none"> Conduct helmet testing (Impact absorption tests, Rigidity tests, Dynamic test of the Retention System, Retention (detaching) test and Peripheral Vision Testing) Approval and certification: the manufacturer submits the results to a designated testing authority to reviews the documentation and test results and grants a type approval certificate. Manufacturer produce helmets that conform to the approved type and marked with the ECE approval mark Ongoing quality control and testing to ensure that ensure that their production helmets continue to meet the approved standards

	<p>3. Enhanced capacities in target countries and municipalities to pass and enforce a national motorcycle helmet law that align with WHO best practices:</p> <ul style="list-style-type: none"> • Enhanced capacities in target countries and municipalities to pass a national motorcycle helmet law that align with WHO best practices • Official passing of national helmet laws • Develop enforcement plans for the updated helmet laws with annual targets • Enhance the capacity building of the police officers on the amended enforcement plans • Monitor helmet-wearing rates through on-road observations. The availability of good-quality data on helmet wearing rate will provide a good monitoring system to ensure that the desired behavioral change is achieved • Assess the current situation for Compulsory skill test for motorcycle permit • Design an amended test and pilot test for Compulsory skill test for motorcycle permit <p>Implementation Strategies:</p> <ol style="list-style-type: none"> 1. Gender-Inclusive Design: Infusing gender perspectives into the design and execution of interventions to ensure inclusivity and address specific road safety concerns among diverse user groups 2. Utilization of Technology: Introducing innovative monitoring and evaluation mechanisms using artificial intelligence technology, particularly in Oman, to enhance data collection and analysis for informed decision-making 3. Stakeholder Collaboration: Fostering shared responsibility through strategic partnerships with academia, private entities, youth organizations, and governmental bodies to collectively promote road safety awareness and compliance 4. Capacity Building: Strengthening the capacity of lead agencies through targeted initiatives focusing on enhancing data management systems, securing adequate financing for road safety projects, and conducting impactful research to further knowledge on powered 2/3-wheeler safety measures 5. Contribute to the development of the WHO best practice criteria for the legislation on motorcycle safety: the data and evidence of the effectiveness of the proposed interventions in the participating countries as well as good cases will be guided, reviewed and potentially used by the technical working group of the WHO best practice criteria for the legislation on motorcycle safety. One of the deliverables of the project will be the contribution to the development of the international guidelines for motorcycle safety legal framework.
<p>PROPOSED SOLUTION AND TEAM: Is there evidence of the impact of the proposed solution in other countries?</p>	<p>The World Health Organization how to manual on Helmets: a road safety manual for decision-makers and practitioners, , 2023 have revealed that motorcycle helmets that apply to all roads, all engine types, all riders with a helmet standard and to be correctly fastened is a proven to be effective measure</p>
<p>PROPOSED SOLUTION AND TEAM: Who will benefit from the project?</p>	<ol style="list-style-type: none"> 1. Riders and Passengers of Motorcycles: The project will directly impact the safety and well-being of riders and passengers. 2. National and International Legislators and Policy Makers: The outcomes of the project will inform and guide national legislators and policy makers in developing evidence-based road safety policies and legal frameworks. They will also support the development of the WHO best practice criteria for the legislation on motorcycle safety. 3. National Lead Agencies: the project will enhance national lead agencies capacity to implement and oversee best practice legal changes and road safety performance. 4. Members of the Judiciary and Politicians: The project will foster a culture of accountability and responsibility. 5. Police Officers: the project will empower police officers to effectively set and enforce best practice helmet laws, improving enforcement capabilities and ensuring

	<p>compliance with road safety regulations.</p> <ol style="list-style-type: none"> 6. Ministry of Health: Improved reporting and classification of serious injuries. 7. Governmental and Non-Governmental Institutions: This will benefit various institutions by raising awareness, promoting compliance with helmet laws. 8. Helmet Manufacturers and Distributors: The project will enable helmet manufacturers and distributors to meet and exceed safety regulations. 9. Employers in Public and Private Sectors: The project will enhance safety protocols for professional users, customers, and employees, leading to a safer working environment and reduced risks. 10. Researchers on Road Safety: The project will enhance local knowledge, research capacity, and research agendas in the field of road safety. 11. Insurance Industry Personnel: the project will benefit insurance industry personnel by ensuring alignment with updated road safety standards and practices. 12. Instructors in Driving and Road Safety: The project will directly benefit instructors by enhancing their capacity to deliver effective road safety training.
<p>PROPOSED SOLUTION AND TEAM: What government action has already taken place or is planned to take place to which this solution will add more value?</p>	<p>The proposed solution aligns seamlessly with existing government actions and strategies in various countries, enhancing current initiatives and driving sustained impact in the realm of road safety. Below are key government actions, to which this solution will add significant value:</p> <ol style="list-style-type: none"> 1. National Road Safety Strategic Plan (NRSSP) 2021-2030 of I.R. Iran: This plan encompasses 16 strategic objectives, including a focus on improving motorcyclists' safety, enhancing vehicle safety standards, and strengthening the coordination of the national lead agency. 2. National Road Safety Strategy 2021-2030 in Pakistan: This strategy sets clear targets for promoting helmet use, with a specific goal of increasing helmet usage among riders. The proposed solution will complement these targets by providing additional support and resources to boost compliance and effectiveness in promoting helmet safety in Pakistan. 3. National Road Safety Strategy 2024-2034 in Tunisia: The newly developed strategy prioritizes interventions aimed at enhancing the safety of powered 2/3-wheeled vehicles. Focusing on strengthening the enforcement of helmet laws, implementing best practice regulations, the proposed ensure effective implementation of these measures. 4. National Road Safety Strategy in Oman 2021-2030: Oman's strategy includes a multi-faceted approach to improving road safety, such as strengthening vehicle registrations and inspections, enhancing legislation and enforcement mechanisms, conducting awareness campaigns, and bolstering road traffic data systems to capture serious injuries. The strategy also outlines plans to enforce the mandatory use of motorcycle helmets through innovative means, including the use of artificial intelligence technology to detect offenses. The proposed solution will complement these initiatives by offering technical support, expertise, and capacity-building measures to enhance the enforcement and impact of helmet laws in Oman.
<p>PROPOSED SOLUTION AND TEAM: Who are the government agencies and officials that have been engaged in the concept note development?</p>	<p>The concept note development involved engagement with key government agencies and officials who have shown commitment and leadership in promoting road safety initiatives. The following agencies actively contributed to the concept note and provided supporting letters:</p> <ol style="list-style-type: none"> 1. Iran's National Road Safety Commission: Led by the Minister of Road and Urban Development, this commission serves as the national lead agency overseeing various committees focusing on fleet management, road safety engineering, training and culture, post-crash rescue and medical emergencies, and traffic laws and regulations. 2. Royal Oman Police: As a pivotal member of the national road safety committee, the Royal Oman Police plays a crucial role in coordinating the development of strategies and initiatives, setting key targets, and fostering collaboration among authorities in the health, transport, and environmental sectors. 3. Social Research & Development Organization (SRDO) in Pakistan: Karachi-based NGO, known for its impactful work in raising awareness and providing capacity-building

	<p>training on road safety and traffic management, brings valuable expertise and community engagement to the concept note development process.</p> <p>4. National Council on Road Safety in Tunisia: Serving as the coordinating body for all stakeholders in Tunisia, the National Council on Road Safety plays a vital role in supporting awareness-raising, training, and field activities proposed by partners across the country.</p>
<p>PROPOSED SOLUTION AND TEAM: What technical expertise is needed to deliver the project successfully?</p>	<p>The project necessitates a diverse range of technical skills and knowledge, including:</p> <ul style="list-style-type: none"> • Expertise in Motorcycle Safety Standards (including technical inspection): Essential to address the unique challenges and risks associated with motorcycle accidents. • Understanding Human Behavioral Changes: Knowledge of how human behavior responds to legislative improvements is vital for shaping effective road safety policies and interventions. • Legal Texts Review: Expertise in reviewing legal texts related to road safety regulations is crucial for ensuring compliance with laws and standards. • Policy Dialogues and Advocacy: Experience in conducting policy dialogues with decision-makers and politicians is essential for advocating for road safety initiatives at the policy level. • Enforcement and Policing Expertise: Leveraging technology for enforcement purposes will enhance the effectiveness of policing efforts. • Data Analytics and Artificial Intelligence: Utilizing data analytics and artificial intelligence for enforcement and monitoring will enable real-time insights and decision-making for proactive road safety interventions. • Economic Projections and Modeling: Expertise in economic projections and modeling is needed to estimate the effectiveness of road safety interventions. • Case Studies and Success Stories Documentation: Documenting case studies and success stories is essential for showcasing the impact and outcomes of road safety initiatives. • Traffic Data Analysis: Advanced skills in traffic data analysis are crucial for extracting valuable insights from data sources to inform evidence-based decision-making. • Capacity Building for Lead Agencies: Strengthening institutional capacities will enhance the long-term impact of interventions. • Research and Publication Writing: Proficiency in research and publication writing will contribute to knowledge-sharing and contribute to the global road safety discourse.
<p>PROPOSED SOLUTION AND TEAM: How have the intended implementation partners demonstrated this technical expertise?</p>	<p>The examples below highlight the specific contributions and capabilities of partners:</p> <ul style="list-style-type: none"> • WHO Eastern Mediterranean Regional Office (WHO-EMRO): will be the central coordinating body for the project, providing technical expertise in strategic planning, strengthening data systems and research, and establishing multisectoral networks and partnerships. WHO-EMRO supported the legislative review of Pakistan road safety act through a previous UNRSF project. • WHO Country Offices of I.R. Iran, Oman, Pakistan, and Tunisia (WCOs): will closely support daily implementation at country level. WCOs supported GSRRS2023 implementation and legislative assessments in the four countries. • WHO Headquarters (WHO-HQ): will provide support for legislative processes and monitoring and evaluation. WHO-HQ led GSRRS2023 implementation and in-depth legislative assessments including in the four countries and lead the development of the WHO best practice criteria for the legislation on motorcycle safety • WHO European Region (WHO-EURO): will offer evidence-based guidance on improving road traffic policing activities. Their Technical Manual for Road Policing for Road safety will be used for capacity building & technical guidance on road safety legislation enforcement (in publication). • United Nations Economic Commission for Europe (UNECE): will provide technical support on vehicle safety standards and UN legal instruments such as developing the global framework plan of action for road safety on UN Vehicle Agreements. • United Nations Development Programme (UNDP): will support economic analysis of road traffic incidents burden and modeling of interventions similar to the ongoing road safety investment cases in Tunisia and Gulf countries.

	<ul style="list-style-type: none"> · Asian development bank (ADB) will support the strengthening of crash data system in Pakistan which will have a direct implication on improved crash data system for all the four participating countries · Africa transport policy program (SSATP), World Bank group will support the strengthening of the role of lead agencies and crash data systems in Tunisia which will have a direct implication on the participating countries · General Secretariat of Ministerial committee for traffic safety, Saudi Arabia will provide technical support through their laboratory regard the testing of helmets
<p>THE ACTION PLAN: List the proposed activities to implement the solution.</p>	<p>Activity 1: Amending and enforcing a national helmet law that meets the UN legal instruments:</p> <p>1.1 By the end of 2026: Update and officially endorse national helmet laws that meet WHO best practice criteria for legislation on motorcycle helmet wearing and UN Regulation 22.</p> <p>1.2 By March 2027: Develop enforcement plans that is linked with increased awareness for the updated helmet laws with annual targets.</p> <p>1.3 April – June 2027: Conduct a police training using a combined approach of enforcement, publicity campaigns, education, and training.</p> <p>1.4 By December 2026 set up a system to check helmet quality and remove unsafe helmets from the market.</p> <p>1.5 December 2027 Regular technical inspection.</p> <p>1.6 By December 2026 a market surveillance system for helmets through regular technical inspections of the vehicles to ensure the continued functionality and roadworthiness of motorcycles with removing unsafe helmets should be removed from the market to protect motorcyclists.</p> <ul style="list-style-type: none"> · By December 2027, helmet quality testing will be completed with technical support from the Saudi Arabian laboratory. <p>Activity 2: Preparing for Compulsory skill test for motorcycle permit:</p> <p>2.1 February – March 2025: Assess the current state.</p> <p>2.2 April – December 2025: Design an amended test and pilot test.</p> <p>2.3 January – March 2026: Develop a package of online training courses and License Examiner Standards.</p> <p>2.4 April 2026 and ongoing: Assess the impact of the developed course and strengthen the motorcycle driver license system</p> <p>Activity 3: Strengthen the role of lead agencies in 2/3 wheelers safety:</p> <p>3.1 By December 2025: Strengthen Data Collection and Include Gender-Specific Information disaggregated by age and gender to understand which groups are most at risk.</p> <p>3.2 By December 2026 Build capacity in the road safety lead agencies to 1) create a methodology to report national helmet wearing rates in each country; 2) check police-reported fatal crash data for 2-wheeler crashes, age/gender of fatal riders/pillion riders, helmet use during crash, collision partner, road name, road type and GPS location of crash; 3) robust motorcycle driver licensing and vehicle registration system and identify the responsibility and accountability regulations.</p> <p>3.3 April – June 2027: Develop a case study of lead agency capacity for evidence-based policy development on 2/3 wheelers safety.</p> <p>3.4 January – March 2027: Develop a model for lead agencies for institutional management.</p>
<p>THE ACTION PLAN: Mention the proposed deliverables and timelines.</p>	<p>Activity 1: Updating/Upgrading National Helmet Laws and Development of Enforcement Plans:</p> <p>Deliverables:</p> <p>1.1 By December 2026: Officially endorsed national helmet laws for powered 2 wheelers based on WHO best practice criteria and UN Regulation 22</p> <p>1.2 By December 2026 a system to check helmet quality and remove unsafe helmets from the market</p> <p>1.3 By March 2027: Well-established enforcement plans for the updated helmet laws with annual targets.</p> <p>1.4 By June 2027: Finalized evaluation report of the conducted campaign assessing the impact</p>

	<p>of the updated helmet laws.</p> <p>1.5 Ongoing: Availability of necessary data on helmet-wearing rates to ensure regular evaluation of the impact of the updated laws.</p> <p>1.6 December 2027 a market surveillance system for</p> <p>1.7 Collaborate with a local certification lab to test helmet quality.</p> <p>Activity 2: Compulsory Skill Test for Motorcycle Permit: Deliverables:</p> <p>2.1 By March 2025: Assessment report on the current state of skill testing is prepared.</p> <p>2.2 By December 2025: Findings and recommendations from the pilot test are available.</p> <p>2.3 By March 2026: Availability of an online package of training and License Examiner Standards of Performance.</p> <p>2.4 Ongoing: Regular reports on the impact assessment of the skill testing program.</p> <p>Activity 3: Strengthening the Role of Lead Agencies in 2/3 Wheelers Safety: Deliverables:</p> <p>3.1 By December 2025: Number of countries that strengthened Data Collection and motorcycle driver licensing and vehicle registration system, which including Gender-Specific Information disaggregated by age and gender By December 2026 Number of countries created a methodology to report national helmet wearing rates in each country;</p> <p>3.2 By December 2026: Number of countries with a high quality data on police-reported fatal crash data for 2-wheeler crashes, age/gender of fatal riders/pillion riders, helmet use during crash, collision partner, road name, road type and GPS location of crash</p> <p>3.3 By June 2027: Case study of Iranian lead agency's capacity for evidence-based policy development on 2/3-wheeler safety is completed.</p> <p>3.4 By March 2027: Finalized report of the assessment of similar or other systems in I.R.Iran, Oman, Pakistan, and Tunisia.</p> <p>3.5 By March 2027: Established model of the support system by lead agencies for institutional management.</p> <p>3.6 Ongoing: Number of countries achieved a progress made towards establishing a monitoring system for 2/3-wheeler safety initiatives.</p> <p>3.7 Ongoing: Number of countries with a Digital tracking of AI tools to enforce traffic violations could be integrated into national road safety agencies.</p> <p>3.8 Number of countries with data-led enforcement strategies with police for increasing helmet use</p>
<p>THE ACTION PLAN: How will the activities be monitored and evaluated?</p>	<p>Monitoring and Evaluation Strategy: Monitoring and evaluation framework will align with the country-level monitoring tool developed by WHO EMRO, a key resource of the Global Status Report on Road Safety 2023. This alignment ensures that the project will contribute to the regional strategic support for countries in the region. The following key metrics will be used to assess the quality and effectiveness of the proposed activities and deliverables:</p> <p>1. Strengthening lead agencies coordination role Improve the collection of high-quality evidence based crash data relevant to powered 2/3wheelers:</p> <p>1.1 Availability of a model of support system by lead agencies to improve coordination</p> <p>1.2 Number of countries with improved reporting of road traffic data systems for motorized 2/3wheelers</p> <p>1.1.1 Number of case studies that show case lead agency capacity for evidence-based policy development on 2/3 wheelers safety</p> <p>1.2.1 Number of models for improved lead agencies for institutional management</p> <p>2: Align with UN regulations 22</p> <p>2.1 Number of countries with conducted full helmet testing</p> <p>2.2 Number of countries with received approved certification frm the testing authority</p> <p>2.3 Proportion of certified helmets in participating countries</p> <p>2.4 Number of countries who met the approved standards with every quality control testing</p> <p>3: Enhanced capacities in target countries and municipalities to pass and enforce a national</p>

	<p>motorcycle helmet law that align with WHO best practices</p> <p>3.1 Number of countries with a national helmet law align with WHO best practices</p> <p>3.2 Number of countries with a pre-final submission of an amended law align with WHO best practices (at the parliamentary level)"</p> <p>3.3 Number of countries with improved enforcement of helmet use</p> <p>3.4 Weighted average effect of reduction in motorcycle-related crashes due to the police enforcement after the capacity building</p> <p>3.4 Increased helmet wearing rates</p> <p>3.5 Number of process maps based on the assessment that guide for an improvement in the compulsory skill testing's</p> <p>3.6 Number of motorcycle riders with improved driving skills who can address risk-taking behaviors</p>
<p>THE ACTION PLAN: Has the UN Resident Coordinator been informed? Yes/No?</p>	<p>UNDP is one of the implementing partners.</p>
<p>IMPACT AND SUSTAINABILITY: How will you measure the road safety changes/improvements ?</p>	<p>Measuring Road Safety Changes/Improvements:</p> <p>Expected Change: The project aims to bring about significant improvements in legislative reviews and the development of criteria for 2/3-wheeler legislation, culminating in potential inclusion in the next Global Status Report on Road Safety (GSRRS) and the provision of regional guidance for multiple countries.</p> <p>Measurement Approach: A comprehensive conceptual framework will be developed to intricately link the project interventions with specific outcomes and impacts. To measure the effectiveness of these interventions, a controlled before-and-after study will be utilized to evaluate their impact. Additionally, qualitative data on the success and impact of the interventions will be gathered through focus group discussions.</p> <p>Baseline Comparison: A baseline for legislative criteria and regional guidance will be established, and the projected changes to this baseline will be compared to quantify the improvements achieved. Detailed outcome and impact indicators will be developed in consultation with the project team at the national levels to ensure alignment with the project's objectives and anticipated outcomes.</p>
<p>IMPACT AND SUSTAINABILITY: By when will the road safety changes/improvements be effective?</p>	<p>Expected Effectiveness Timeline for Road Safety Changes/Improvements:</p> <p>Planning Phase (Year 1): The first year of the project will be dedicated to planning the interventions, and during this phase, the expected change is not anticipated to happen. Activities in this phase will include finalizing the amendment of the law for endorsement, designing the skills training package, and developing a data system to report serious injuries.</p> <p>Implementation Phase (Year 2 onwards): Upon the implementation of project interventions, including the mixed enforcement educational campaign, capacity building through skill training for powered 2/3 wheelers, and the collection of data on serious injuries, the monitoring of outcomes and impacts will commence at each location site on a monthly basis. A mid-term evaluation will be conducted in 2027, followed by an end-year evaluation in 2028.</p> <p>Expected Final Impact (2030): The anticipated final impact of the project will progressively materialize by the end of the Decade (2030), resulting in a targeted reduction of 50% in the number of deaths and serious</p>

	<p>injuries among powered 2/3 wheelers since 2021. The culmination of this impact will signify the effective implementation of road safety changes and sustained improvements.</p>
<p>IMPACT AND SUSTAINABILITY: What will be done to ensure sustainability post completion of the project?</p>	<p>Ensuring Sustainability Beyond Project Completion: The project team aims to establish sustainable practices post-completion through the development of successful national systematic mechanisms of developing interventions at the national levels that uses evidence-base and best practices with the presence of international and regional partners. These interventions will be documented in the form of case studies and used as tool for the four countries and for the Region as a model of a systematic mechanisms to conduct these interventions for powered 2/3-wheeler safety. These success cases will serve as role models to be adapted and enhanced in countries with similar contexts. For instance, experiences from Oman can inspire improvements in Bahrain, Kuwait, Qatar, Saudi Arabia, and the United Arab Emirates. Similarly, lessons from I.R. Iran and Tunisia can benefit regions like Afghanistan, Pakistan, Djibouti, Egypt, Morocco, Sudan, Libya, and Somalia, depending on appropriateness.</p> <p>The project will develop a capacity development plan to train local officials and organizations in the participating countries so they can continue road safety efforts after the project ends to ensure that the governments take ownership so that safety rules remain enforced in the long run.</p> <p>We will develop a pilot testing of the passed law and its enforcement,</p> <p>Dissemination and Collaboration: As the project nears its conclusion, dissemination of results will be a key focus, ensuring that the achievements are integrated into the ongoing strategies of the collaborating countries. Furthermore, engagement with regional entities such as the Gulf-CDC, Asian Development Bank, and African-CDC will be prioritized post-project completion to share valuable insights and lessons learned for potential adoption in other countries within the region. To facilitate broader knowledge sharing, peer-reviewed publications will be developed to showcase the project's outcomes and successes to road safety professionals globally, facilitating continuous improvement in road safety practices worldwide.</p> <p>The UNDP Investment Case on road safety will be used by the project team as a model for developing the new case study of the project.</p> <p>Contribute to the development of the WHO best practice criteria for the legislation on motorcycle safety: the data and evidence of the effectiveness of the proposed interventions in the participating countries as well as good cases will be guided, reviewed, and potentially used by the technical working group of the WHO best practice criteria for the legislation on motorcycle safety. One of the deliverables of the project will be the contribution to the development of the international guidelines for motorcycle safety legal framework.</p>

Project Narrative

All sections must be answered.

This section provides an opportunity to reflect updated information from the concept note stage to project development stage.

Title	Text
<p>PROJECT SUMMARY</p> <p>Provide a summary of the project by including the following: background and problem statement, proposed solution, and approach in the targeted country(ies), its intended impact, linkages/synergies with ongoing initiatives, national strategies, SDGs, UN General Assembly resolution A/RES/74/299, possible scale-up/replication and finally, any noteworthy innovations.</p>	<p><u>background and problem statement:</u></p> <p>Road safety continues to be a pressing global concern, as highlighted by the findings of the Global status report for road safety 2023 (GSRRS 2023). The report unveils alarming statistics regarding the increase in deaths among powered 2/3 wheelers in the EMRO Region, with a rise from 14% to 17% of all road traffic deaths from 2010 to 2021. In countries like Pakistan, Iran, and Tunisia, the disproportionate number of road traffic deaths linked to 2/3 wheelers is staggering. For instance, in Pakistan, where 80% of registered vehicles are 2/3 wheelers, they account for 39% of road traffic deaths. Despite the availability of enforcement plans with measurable targets, WHO best-practice criteria for motorcycle helmet laws are followed in just two countries in the Region. These revelations underscore the urgent need for enhanced road safety measures, including the adoption of laws and standards in alignment with UN legal instruments, to reduce the alarming rate of road traffic fatalities.</p> <p><u>Proposed solution, and approach in the targeted country(ies)</u></p> <p>The road safety solution being proposed is a comprehensive and multi-faceted approach based on the principles of the safe system approach, incorporating various proven or effective interventions to address road safety challenges in the targeted countries.</p> <p>Prioritized Interventions:</p> <p>1. Safer Road Users:</p> <ul style="list-style-type: none"> • Implementation of national helmet wearing laws and standards aligned with WHO best practice criteria and UN R22 guidelines, ensuring compliance with best practices for helmet safety. • Reviewing and enhancing the compulsory skill testing framework for motorcycle driving license to ensure comprehensive evaluation and certification of riders. <p>2. Strengthening Lead Agency Roles in 2/3-Wheeler Safety:</p> <ul style="list-style-type: none"> • Leveraging the existing expertise of national lead agencies to coordinate and bolster road safety initiatives specifically tailored towards powered 2/3-wheeler safety. • Establishing a model support system led by the national agencies to drive monitoring and evaluation processes, focusing on key areas such as vehicle registration, gender-inclusive transport initiatives, reporting of serious injuries, and performance monitoring in the context of 2/3 wheeler safety. <p>Implementation Strategies:</p> <p>1. Gender-Inclusive Design: Infusing gender perspectives into the design and execution of interventions to ensure inclusivity and address specific road safety concerns among diverse user groups.</p> <p>2. Utilization of Technology: Introducing innovative monitoring and evaluation mechanisms using artificial intelligence technology, particularly in Oman, to enhance data collection and analysis for informed decision-making.</p> <p>3. Stakeholder Collaboration: Fostering shared responsibility through strategic partnerships with academia, private entities, youth organizations, and governmental bodies to collectively promote</p>

road safety awareness and compliance.

4. Capacity Building: Strengthening the capacity of lead agencies through targeted initiatives focusing on enhancing data management systems, securing adequate financing for road safety projects, and conducting impactful research to further knowledge on powered 2/3-wheeler safety measures.

Intended impact, linkages/synergies with ongoing initiatives, national strategies, SDGs, UN General Assembly resolution A/RES/74/299, possible scale-up/replication and finally, any noteworthy innovations.

The proposed solution will align with the current government actions and strategies in the participating countries:

1. National Road Safety Strategic Plan (NRSSP) 2021-2030 of I.R. Iran: This plan encompasses 16 strategic objectives, including a focus on improving motorcyclists' safety, enhancing vehicle safety standards, and strengthening the coordination of the national lead agency.

2. National Road Safety Strategy 2021-2030 in Pakistan: This strategy sets clear targets for promoting helmet use, with a specific goal of increasing helmet usage among riders. The proposed solution will complement these targets by providing additional support and resources to boost compliance and effectiveness in promoting helmet safety in Pakistan.

3. National Road Safety Strategy 2024-2034 in Tunisia: The newly developed strategy prioritizes interventions aimed at enhancing the safety of powered 2/3-wheeled vehicles. Focusing on strengthening the enforcement of helmet laws, implementing best practice regulations, and mandating anti-lock braking systems (ABS) on motorcycles. The proposed ensure effective implementation of these measures.

4. National Road Safety Strategy in Oman 2021-2030: Oman's strategy includes a multi-faceted approach to improving road safety, such as strengthening vehicle registrations and inspections, enhancing legislation and enforcement mechanisms, conducting awareness campaigns, and bolstering road traffic data systems to capture serious injuries. The strategy also outlines plans to enforce the mandatory use of motorcycle helmets through innovative means, including the use of artificial intelligence technology to detect offenses. The proposed solution will complement these initiatives by offering technical support, expertise, and capacity-building measures to enhance the enforcement and impact of helmet laws in Oman.

The project will also achieve some of the important targets of the Voluntary performance targets for road safety risk factors and service delivery mechanisms:

1. Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with timebound targets.
2. Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.
3. Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.
4. Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%

Achieving SDGs, UN General Assembly resolution A/RES/74/299:

- The project will provide an overall aim in reducing road traffic deaths and serious injuries by 50% by 2030 and thus achieving SDG3.6.1 on reducing road traffic mortality rate/100 000 population
- Aligning with key calls of the UN General Assembly resolution A/RES/74/299
- Support the Second Decade of Action for Road Safety, with a goal of reducing road

	<p>traffic deaths and injuries by at least 50 per cent from 2021 to 2030</p> <ul style="list-style-type: none"> - Adopting comprehensive legislation on key risk factors - Reaffirms the role and importance of the United Nations legal instruments on road safety - ensure the safety and protection of all road users by taking into account the needs of motorized and non-motorized transport, and other vulnerable road users - Address road safety holistically, starting with the implementation or continuation of a road safety management system - Encourages Member States to strengthen institutional capacity through adequate training and capacity-building with regard to road safety laws and law enforcement, vehicle safety - Develop and implement appropriate social marketing campaigns to raise awareness - Adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility - Contribute to the development of the WHO best practice criteria for the legislation on motorcycle safety.
<p>GLOBAL PLAN FOR THE SECOND DECADE OF ACTION 2021-2030</p>	<p>The project will integrate the safe system principles reflected in the 2nd Global Plan for the Decade of Action for Road Safety 2021-2030 through the following:</p> <ul style="list-style-type: none"> • Vehicle safety: Require high-quality harmonized safety standards for anti-lock braking system for motorcycles • Motorcycle helmets certified according to international harmonized standards • Mandate the use of protective equipment • Enact and enforce road safety legislation: helmets • Implement competency-based testing for driver licensing • Legal frameworks: United Nations (UN) road safety legal instruments build domestic legal frameworks and systems that contribute to road safety and facilitate international road traffic • Capacity development: training for professionals for strengthening advocacy and policy support for road safety efforts. • Ensuring a gender perspective in transport planning • Focus on low- and middle-income countries: sharing lessons learned and technical support, high-income countries with multinational corporations operating in middle-income countries • Shared responsibilities between government and non-governmental institutions • Monitoring and evaluation: A 50% reduction in the number of road traffic deaths and serious injuries is called for by 2030 together with monitoring in-country implementation through the collection of quality data • The central role of government in leading and coordinating a country's road safety together with sharing responsibility with other actors through the following actions <p>Thus, areas related to vehicle safety and safety of road users of the safe system principles will be implemented together with sustaining mechanisms for capacity development, focus on middle income countries, road safety management and monitoring and evaluation.</p> <p>Global Plan for the Decade of Action for Road Safety 2021-2030; available at: https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?sfvrsn=65cf34c8_35&download=true</p>
<p>REPLICATION AND SCALE-UP</p> <p>Describe how the project intends to sustain any achievements beyond the completion of the project. Specify the arrangements to</p>	<p>The project aims to establish sustainable practices after its completion through the following:</p> <ul style="list-style-type: none"> - The improved national systematic mechanisms for powered 2/3-wheeler safety will serve as role models to be adapted and enhanced in countries with similar contexts. For instance, experiences from Oman can inspire improvements in Bahrain, Kuwait, Qatar, Saudi Arabia, and the United Arab Emirates. Similarly, lessons from I.R. Iran and Tunisia can benefit regions like Afghanistan, Pakistan, Djibouti, Egypt, Morocco, Sudan, Libya, and Somalia, depending

<p>scale-up and replicate results, as relevant.</p>	<p>on appropriateness.</p> <ul style="list-style-type: none"> - The project achievements are integrated into the ongoing strategies of the collaborating countries. This will ensure that the activities achieved in the project will be reflected on the national agenda through the national strategies - Engagement with regional entities such as the Gulf-CDC and Asian Development Bank will be prioritized post-project completion to share valuable insights and lessons learned for potential adoption in other countries within the region. - To facilitate broader knowledge sharing, peer-reviewed publications will be developed to showcase the project's outcomes and successes to road safety professionals globally, facilitating continuous improvement in road safety practices worldwide. - All interventions are designed to ensure that capacity building and leadership development opportunities. This approach aims to foster equal development of technical expertise, thereby contributing to improving the capacity of the Region to support future similar needed experiences
<p>SYNERGIES Explain how this project maximizes synergies (i) with other past or ongoing road safety projects in the country or beyond; (ii) with national priorities and strategies; (iii) other development challenges and issues.</p>	<ul style="list-style-type: none"> - A review of other existing Road Safety Projects will be done including the national road safety plans in each country. For example, Pakistan developed lanes for motorcycles in some districts and activities in the country-specific action plans to enhance the project's scope and impact. - The draft Road Safety Act (RSA), dated October 3, 2019, was developed by Ministry of Communications Pakistan and NTU International with an aim to harmonize the road safety laws across Pakistan, as well as, enabling some degree of local autonomy of the provincial governments to adopt context-specific regulations. Under UN Road Safety Fund, Ministry of Communication in collaboration with World Health Organization and the Johns Hopkins International Injury Research Unit (JH-IIRU) conducted a legislative assessment of the draft RSA and institutional assessment of key stakeholder organizations working on road safety in Pakistan. Results of this assessment will be considered during updating/Upgrading National Helmet Laws and Development of Enforcement Plans of the project - Iran's performance in policy making and implementation was targeted for improvement through effectiveness and efficiency enhancement in the country's road safety management system. The project under UN Road Safety Fund in 2021 aims to ensure political commitments to strengthen the lead road safety agency. The proposed project aims to establish a decision support system to help the lead agency build the capacity for evidence-based policy development and implementation through enhancement in data collection and integration, monitoring and evaluation, decision support system for evidence-based resource allocation and research and development. One of the key interventions in the project is to strengthen the role of the lead agency and the lessons learned from this project will be benefited from. - In Tunisia, UN Road Safety Fund project was conducted in 2021 aims to bring about safer behaviors by motorcycle users on the roads by reviewing the existing legal framework, developing model action plans and raising the awareness and knowledge of users based on a behavioral study. Results of the project will be used in the enforcement plans of the project to ensure that the safer behaviors identified will be addressed in the enforcement and communication plans of the project. - In 2024, Tunisia was supported by the World Health Organization to develop a national strategy for road safety. The strategy was endorsed by the national lead agency for road safety and it have several components to address motorcycle safety. Efforts will be made to ensure that the interventions in the project are aligned with the targets in the national Tunisian strategy for motorcycle helmet safety. - In Oman, the National Committee for Road Safety designed and implemented large scale, government-funded interventions based on the recommendations of the National Research Council's studies. These included changes to traffic laws, increases in fines, more police patrols and modifications to the road system. Public awareness campaigns were undertaken, and public-private partnerships developed with the oil and gas sector for road

	<p>safety advocacy and promotion. As a result, between 2012 and 2019 the total number of fatalities fell by almost 55%, despite a 70% increase in the number of registered vehicles and a 71% increase in licensed drivers. Activities developed by the project activities National Committee for Road Safety will be reviewed against the achievements of the project to ensure that all the learned lessons of the project are reflected in the current national agenda.</p>
<p>APPROACH AND EFFECTIVENESS Explain why you consider this approach (scope/timeframe etc.) to be the most effective way to reach the project's objectives and outcomes. Outline why the country(ies) need assistance.</p>	<ul style="list-style-type: none"> - The identification of legislative gaps and the determination of political will address the pressing road safety problem among powered 2/3 wheelers were pivotal in shaping the proposal. The Global status report for road safety 2023 played a crucial role in identifying these gaps in the participating countries. Moreover, the WHO Regional Office engaged with national focal persons for road safety in Eastern Mediterranean countries, including I.R. Iran, Oman, Pakistan, and Tunisia, to gauge their interest and commitment to developing interventions related to powered 2/3 wheelers safety. Confirmation of their eagerness to prioritize this issue was received, paving the way for further discussions and initiatives. Subsequent analyses of the GSRRS 2023 among the interested countries revealed the availability of national road safety strategies with measurable targets and strategic objectives to enhance the safety of 2/3 wheelers. Additionally, a comprehensive rating exercise was conducted to evaluate proven effective interventions based on cost, impact, political will, urgency, and time to execute - This process, led by the national focal persons of the lead agency in the targeted countries, was followed by a series of bilateral consultative meetings. The outcome - of these phases culminated in a consensus on proposed interventions, including the establishment and enforcement of national helmet wearing laws in alignment with WHO best practice and the development and implementation of national helmet regulations/standards in line with UN regulation 22. The collaborative efforts and commitment of the participating countries underscore the dedication and sincere resolve to tackle this critical road safety problem, laying the foundation for impactful and sustainable changes.
<p>EXPECTED IMPACT Explain the likely impact of this project on road safety in the project country(ies) demonstrating the linkage of project results towards a reduction of road fatalities and serious injuries. Justify how the results of the project will be sustainable.</p> <p>Describe how the project will contribute to the reduction of traffic fatalities and injuries of the target country in the short, medium and long term following project conclusion.</p>	<ul style="list-style-type: none"> - The anticipated final impact of the project will progressively materialize by the end of the Decade (2030), resulting in a targeted reduction of 50% in the number of deaths and serious injuries among powered 2/3 wheelers since 2021. The culmination of this impact will signify the effective implementation of road safety changes and sustained improvements. As indicated, the burden of fatalities among the users' of 2/3 wheelers are high. For example, In Iran, 22% of reported road traffic deaths involved users of 2/3 wheeled vehicles, while this percentage stood at 33% in Tunisia and 39% in Pakistan. Notably, a significant portion of these fatalities were within the productive age group of 15-44 years old in each country. - As per the 2nd Global Plan for the Decade of Action for Road Safety 2021-2030, the safe system principles can contribute to the overall targets in decreasing road traffic fatalities and serious injuries. It is indicated that the project align with several safe system principles of the global plan including: <ol style="list-style-type: none"> 1. Vehicle safety: Require high-quality harmonized safety standards for anti-lock braking system for motorcycles 2. Motorcycle helmets certified according to international harmonized standards 3. Mandate the use of protective equipment 4. Enact and enforce road safety legislation: helmets 5. Implement competency-based testing for driver licensing 6. Legal frameworks: United Nations (UN) road safety legal instruments build domestic legal frameworks and systems that contribute to road safety and facilitate international road traffic 7. Capacity development: training for professionals for strengthening advocacy and policy support for road safety efforts. 8. Ensuring a gender perspective in transport planning 9. Focus on low- and middle-income countries: sharing lessons learned and technical support,

	<p>high-income countries with multinational corporations operating in middle-income countries</p> <ol style="list-style-type: none"> 10. Shared responsibilities between government and non-governmental institutions 11. Monitoring and evaluation: A 50% reduction in the number of road traffic deaths and serious injuries is called for by 2030 together with monitoring in-country implementation through the collection of quality data 12. The central role of government in leading and coordinating a country's road safety together with sharing responsibility with other actors through the following actions
<p>LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S)</p> <p>Explain how this project fits within the programme of work of your respective UN organization(s). Please also outline your organization's experience in relation to the issues targeted in this proposal and in this country(ies).</p>	<ul style="list-style-type: none"> - WHO Eastern Mediterranean Regional Office (WHO-EMRO): provide technical expertise in strategic planning, strengthening data systems and research, and establishing multisectoral networks and partnerships. WHO-EMRO supported the legislative review of Pakistan road safety act through a previous UNRSF project. WHO-EMRO also supported the development of national road safety strategy in Tunisia and conducted in 2024 a regional workshop on strengthening road traffic data systems in partnership with the ministerial committee for traffic safety in Saudi Arabia. I.R.Iran, Oman, Pakistan and Tunisia were participating in this workshop. - WHO Country Offices of I.R. Iran, Oman, Pakistan, and Tunisia (WCOs): closely support daily implementation at country level. WCOs supported GSRRS2023 implementation and legislative assessments in the four countries. - WHO Headquarters (WHO-HQ) provide support for legislative processes and monitoring and evaluation. WHO-HQ led GSRRS2023 implementation and in-depth legislative assessments including in the four countries. - WHO European Region (WHO-EURO): will offer evidence-based guidance on improving road traffic policing activities. Their Technical Manual for Road Policing for Road safety will be used for capacity building & technical guidance on road safety legislation enforcement (in publication). - United Nations Economic Commission for Europe (UNECE): provide technical support on vehicle safety standards and UN legal instruments such as developing the global framework plan of action for road safety on UN Vehicle Agreements. - United Nations Development Programme (UNDP): support economic analysis of road traffic incidents burden and modeling of interventions similar to the ongoing road safety investment cases in Tunisia and Gulf countries. - Asian Development Bank (ADB) hosts the Asia Pacific Road Safety Observatory which aims to collect, manage and analyses an Asia and Pacific regional database for road crashes in Member countries, facilitating on-going applied research and data-driven interventions, provide research and technical assistance for Members on road crash data collection systems, standards and norms, share research, evidence and technical material, software and necessary tools for collecting and analyzing road crash data, share evidence and foster dialogue on road safety within Asia and the Pacific, support the creation of a governing body and a lead agency for road safety in every Member state, as well as strengthen existing ones and provide capacity building on technical issues and evidence based guidelines related to road safety. -
<p>EVALUATION</p> <p>Outline the project's evaluation plans. This should not repeat the project indicators and should provide information on when evaluation will occur. Specify the type of evaluation that will take place and costs for stated evaluation should be</p>	<ul style="list-style-type: none"> - A timed evaluation plan will be developed with each [participating country, together with an overall regional evaluation plan. The plan will be developed to be strategic, practical, cost-effective and include evaluations of different types (project, interventions, outcome, etc.) that will generate the most critical and useful information for UNRSF and the project partners in future programming. The plan will ensure accountability and learning from implementation. - When we are going to submit the evaluation plan, it will be accompanied by an evaluation rationale: a brief text explaining the justification for the evaluations included in the plan (how the evaluations contribute to learning and accountability, and the achievement of strategic results and how the evaluations provide sufficient and balanced coverage of the partners engagement). Participating countries and partners will be included in the development of

<p>reflected adequately in the budget.</p>	<p>the evaluation plan.</p> <ul style="list-style-type: none"> - The evaluation plan will also consider the timing of evaluations to ensure that timing allows for completion and contribution to key planning activities such as outcome evaluations, and independent country programme evaluations conducted by the participating countries, if any - Socioeconomic, political and environmental risks will be considered when outlining the evaluation plan - Contents of the evaluation will use the SMART approach as follow: <p>RELEVANCE</p> <ol style="list-style-type: none"> 1. How relevant was intervention to the specific needs and priorities of the countries and the regional plans? 2. To what extent was the national efforts development consistent with project priorities including the global plan of the decade of action for road safety 2021-2030 3. How relevant are the activities with regards to vulnerable groups such as gender equality and empowerment of women, disabilities, children, young groups and elderly <p>EFFECTIVENESS</p> <ol style="list-style-type: none"> 1. To what extent were the expected accomplishments of the road safety efforts achieved? 2. What were the challenges/ obstacles to achieving the objectives and expected accomplishments? 3. How effective are the road safety activities to helping the national strategies <p>EFFICIENCY</p> <ol style="list-style-type: none"> 1. Did the current efforts achieve its objectives within the anticipated budget and allocation of resources? 2. Were the resources (financial and human) appropriate to the design the programmes 3. Were the activities implemented according to the planned timeframe? <p>SUSTAINABILITY</p> <ol style="list-style-type: none"> 1. To what extent will the results of the road safety activities continue after completion of the work? 2. How is the stakeholders' engagement likely to continue? 3. To what extent the key national road safety institutions are ready to take over and have required capacities to sustain the activities results? <p>IMPACT</p> <ol style="list-style-type: none"> 1. Have the activities been used and/or results led to new policies or policy changes? 2. Is there any evidence that measures have been taken to implement recommendations for improvement of national road safety? 3. To what extent has the work contributed to impact at the global and regional level? 4. Were there any unintended effects on any groups that were not adequately considered in the interventions?
<p>COMMUNICATIONS PLAN Describe the main elements of the communication strategy of your project and how it can be linked with the UNRSF brand. Clearly identify:</p> <ol style="list-style-type: none"> 1. Who do you want to reach, and which groups are the priority? [e.g., Local 	<p>A communication plan will be developed under consultation with all the implementing partners and participating countries to ensure that every and each activity of the project will be well communicated between relevant parties. For example, the legal aspects will be communicated between WHO and UNECE, crash data improvement will be communicated between WHO and ADB. In the communication plan roles and responsibilities of key stakeholders will be clearly defined to ensure the successful implementation of the project activities.</p> <p>There will be a component in the communication plan to engage private companies, such as helmet manufacturers, should be included to ensure quality helmet production</p>

communities benefiting from the project interventions; Policymakers/decision-makers to scale-up impact of project; Funders to sustain project interventions in area/other areas].

2. What are the main content areas you want to flag from the project? [e.g., How project will make a difference in X areas linked to X priorities; Facts/figures/results from project interventions and human stories; Continued support needed for X interventions to achieve X long-term].

3. Set out project milestones that can be supported by communications [e.g., Project launch/close; Workshops; Field visits; Publication of Report].

4. Outline how audience groups will be best reached and with what frequency [e.g., Leaflet/flyers/newsletters; social media/website; Print/online/radio media; Events/press conferences].

5. Who from the project team is responsible for the communication.

6. Please also provide an indicative communications budget [ex. printing, design, photographer/video maker].

Prior developing the communication plan, all potential risks will be identified with prioritizing risks based on potential impact with monitoring risk development through development of a risk mitigation plan. To benefit from UNRSF resources, we will benefit from other risk mitigation and communication data tools funded by other UNRSF projects in the Region.

1. The main content areas we want to flag from the project

1. Expertise in Motorcycle Safety Standards: Essential to address the unique challenges and risks associated with motorcycle accidents.
2. Understanding Human Behavioral Changes: Knowledge of how human behavior responds to legislative improvements is vital for shaping effective road safety policies and interventions.
3. Legal Texts Review: Expertise in reviewing legal texts related to road safety regulations is crucial for ensuring compliance with laws and standards.
4. Policy Dialogues and Advocacy: Experience in conducting policy dialogues with decision-makers and politicians is essential for advocating for road safety initiatives at the policy level.
5. Enforcement and Policing Expertise: Leveraging technology for enforcement purposes will enhance the effectiveness of policing efforts.
6. Data Analytics and Artificial Intelligence: Utilizing data analytics and artificial intelligence for enforcement and monitoring will enable real-time insights and decision-making for proactive road safety interventions.
7. Economic Projections and Modeling: Expertise in economic projections and modeling is needed to estimate the effectiveness of road safety interventions.
8. Case Studies and Success Stories Documentation: Documenting case studies and success stories is essential for showcasing the impact and outcomes of road safety initiatives.
9. Traffic Data Analysis: Advanced skills in traffic data analysis are crucial for extracting valuable insights from data sources to inform evidence-based decision-making.
10. Capacity Building for Lead Agencies: Strengthening institutional capacities will enhance the long-term impact of interventions.
11. Research and Publication Writing: Proficiency in research and publication writing will contribute to knowledge-sharing and contribute to the global road safety discourse.

2. Who do you want to reach, and which groups are the priority?

A. Decision- and policymakers

1. National Legislators and Policy Makers: The outcomes of the project will build the capacities of institutions to develop and pass the laws and enforce it so that behaviour of users change in developing evidence-based road safety policies and legal frameworks.
2. National Lead Agencies: the project will enhance national lead agencies capacity to implement and oversee best practice legal changes and road safety performance.
3. Members of the Judiciary and Politicians: The project will foster a culture of accountability and responsibility.
4. Police Officers: the project will empower police officers to effectively set and enforce best practice helmet laws, improving enforcement capabilities and ensuring compliance with road safety regulations.
5. Ministry of Health: Improved reporting and classification of serious injuries.
6. Governmental and Non-Governmental Institutions: They will benefit various institutions by raising awareness, promoting compliance with helmet laws.
7. Helmet Manufacturers and Distributors: the project will enable helmet manufacturers and distributors to meet and exceed safety regulations.
8. Employers in Public and Private Sectors: The project will enhance safety protocols for

professional users, customers, and employees, leading to a safer working environment and reduced risks.

9. Researchers on Road Safety: The project will enhance local knowledge, research capacity, and research agendas in the field of road safety.

10. Insurance Industry Personnel: the project will benefit insurance industry personnel by ensuring alignment with updated road safety standards and practices.

11. Instructors in Driving and Road Safety: The project will directly benefit instructors by enhancing their capacity to deliver effective road safety training.

B. Road users:

Riders and Passengers of Motorcycles: the project will directly impact the safety and well-being of riders and passengers.

C. Journalists (television, radio, newspapers) - as an indirect target group, which could influence the decision makers, increase awareness and inform/public

3. Project milestones that can be supported by communications

- Communication with decision makers group on the Implementation of national helmet wearing laws and standards aligned with UN R22 guidelines, ensuring compliance with best practices for helmet safety.
- Communication with road users for disseminating the capacity on enhancing the compulsory skill testing framework for motorcycle permits
- Communication with lead agencies for disseminating the model support system led by the national agencies to drive monitoring and evaluation processes

4. How audience groups will be best reached and with what frequency?

- Communication channels such as email, website, social media, newsletter, webinar, presentation, or report will be selected after regular consultation with the communication department of WHO-Eastern Mediterranean Region and according to the defined communication goals, audiences, and budget
- Audiences mapping will be created when the communication plan is finalized to identify the channels and frequency of communication, depending on the consultation with the communication department and according to the defined budget of the project relevant to communication.

5. Who from the project team is responsible for the communication?

- The communication plan will be lead by WHO-Eastern Mediterranean Region with partnership and defined clear responsibilities of all participating countries and partners on implementation of the communication plan
- The project team will conduct regular consultations for the project design and the time required to finish consultations will be considered in the timeline of the project

6. Indicative communications budget [

- Communication costs to implement the communication plan, such as staff salaries, printing materials, advertising fees, travel expenses and human resources are already included in the project budget breakdown. Each component of outcomes defined in the project proposal will have a specific budget for communication component.

- The exact communication costs and resources will be calculated during the detailed action plan based on the agreed communication channels and tools that will be decided in consultation with participating countries and partners.

BENEFICIARY GOVERNMENT(S) ENDORSEMENT

1000 words

Please attach the relevant request or endorsement by the beneficiary government(s) to your plan. Please note budget funds will only be transferred when a letter of support from the relevant national counterpart(s) is received by the secretariat.

The relevant request or endorsement by the beneficiary government(s) is as follow:

GOVERNMENT REQUEST FOR SUPPORT LETTER

[Name] : Kamal Hadianfar
 [Title/Position] : Deputy Minister of Transportation
 [Organization] : Ministry of Road and Urban Development
 [Address] : Nelson Mandela Blv- Dadman Str.
 [City, Country] : Tehran- Iran
 [Date] : Sep- ۲۲-۲۰۲۴

To: United Nations Road Safety Fund Palais des Nations, 11 avenue de la Paix 1211 Geneva, Switzerland

Subject: Request for Support to UNRSF

With this letter, **Ministry of Road and Urban Development (National Road Safety Commission)** of Iran writes to express our commitment to improving road safety. To that end, we call on the support of the UNRSF to address:

<p>Select one pillar among the following five pillars:</p> <p><input type="checkbox"/> Pillar 1: Strengthened road safety management.</p> <p><input type="checkbox"/> Pillar 2: Improved safety of road infrastructure and broader transport networks.</p> <p><input type="checkbox"/> Pillar 3: Enhanced safety of vehicles.</p> <p><input checked="" type="checkbox"/> Pillar 4: Improved behavior of road users</p> <p><input type="checkbox"/> Pillar 5: Improved post-crash care</p>	<p>If the area of support is pillar 1, please indicate whether the request for support relates to either:</p> <p><input type="checkbox"/> (a) strengthening government capacities to explore existing public financing, budgeting and management arrangements concerning road, policing and emergency health providers, etc. in order to find ways of bringing related safety financing requirements more directly and more substantially into the government's general budgetary allocation and expenditure processes; or</p> <p><input type="checkbox"/> (b) building government capacities to strengthen the enabling environment for private investment, which may include engaging with national or municipal governments to adopt specific policy changes or supporting targeted mediating mechanisms like incubators and accelerators.</p>
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Specifically, we are requesting UNRSF support to improve the safety of two and three wheelers safety in select middle- and high-income countries in the Eastern Mediterranean

I have designated a focal point for this project within our Ministry to facilitate efficient communication and coordination. The project focal point's name is **Hormoz Zakeri**, and you can reach them at h.zakeri@mrud.ir and hormozzakeri@gmail.com

[Name/Position]: Deputy Minister of Transportation
 [Government Ministry Name]: Ministry of Road and Urban Development
 [Contact Information]: ۰۰۹۸۲۱۸۸۶۶۶۰۱, ۰۰۹۸۲۱۸۸۶۶۶۰۷

GOVERNMENT REQUEST FOR SUPPORT LETTER

[Royal Oman Police]
 [Sultanate of Oman]
 [Muscat]
 [22/10/2024]

To: United Nations Road Safety Fund
 Palais des Nations
 8-14 avenue de la Paix
 1211 Geneva, Switzerland

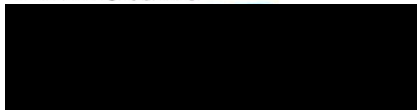
Subject: Request for Support to UNRSF

With this letter, [Royal Oman Police] of [Sultanate of Oman] writes to express our commitment to improving road safety. To that end, we call on the support of the UNRSF to address:

<p>Select one pillar among the following five pillars:</p> <p><input type="checkbox"/> Pillar 1: Strengthened road safety management.</p> <p><input type="checkbox"/> Pillar 2: Improved safety of road infrastructure and broader transport networks.</p> <p><input type="checkbox"/> Pillar 3: Enhanced safety of vehicles.</p> <p><input checked="" type="checkbox"/> Pillar 4: Improved behavior of road users</p> <p><input type="checkbox"/> Pillar 5: Improved post-crash care</p>	<p>If the area of support is pillar 1, please indicate whether the request for support relates to either:</p> <p><input type="checkbox"/> (a) strengthening government capacities to explore existing public financing, budgeting and management arrangements concerning road, policing and emergency health providers, etc. in order to find ways of bringing related safety financing requirements more directly and more substantially into the government's general budgetary allocation and expenditure processes; or</p> <p><input type="checkbox"/> (b) building government capacities to strengthen the enabling environment for private investment, which may include engaging with national or municipal governments to adopt specific policy changes or supporting targeted mediating mechanisms like incubators and accelerators.</p>
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Specifically, we are requesting UNRSF support to improve the safety of two and three wheelers safety in select middle- and high-income countries in the Eastern Mediterranean with noting that our contribution in the project is a collaborating, self-funded, contributor to the overall project

I have designated a focal point for this project within our Ministry to facilitate efficient communication and coordination. The project focal point's name is [Saif Ahmed Al Ramadhani], and you can reach them at [saifo7@rop.gov.om].



REQUEST FOR SUPPORT LETTER

Abdul Qadir Bullo,
President
Social Research & Development Organization (SRDO)
Office # 404, 4th Floor, Plot#21-C, 2nd Stadium Lane, D.H.A, Phase-V
Karachi, Pakistan
Date: 22-10-2024

To: United Nations Road Safety Fund
Palais des Nations
8-14 avenue de la Paix 1211 Geneva,
Switzerland

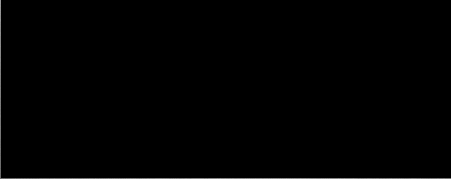
Subject: Request for Support to UNRSF

With this letter, Social Research & Development Organization (SRDO) a NGO of Pakistan writes to express our commitment to improving road safety. To that end, we call on the support of the UNRSF to address:

<p>Select one pillar among the following five pillars:</p> <p><input type="checkbox"/> Pillar 1: Strengthened road safety management.</p> <p><input type="checkbox"/> Pillar 2: Improved safety of road infrastructure and broader transport networks.</p> <p><input type="checkbox"/> Pillar 3: Enhanced safety of vehicles.</p> <p><input checked="" type="checkbox"/> Pillar 4: Improved behavior of road users</p> <p><input type="checkbox"/> Pillar 5: Improved post-crash care</p>	<p>If the area of support is pillar 1, please indicate whether the request for support relates to either:</p> <p><input type="checkbox"/> (a) strengthening government capacities to explore existing public financing, budgeting and management arrangements concerning road, policing and emergency health providers, etc. in order to find ways of bringing related safety financing requirements more directly and more substantially into the government's general budgetary allocation and expenditure processes; or</p> <p><input type="checkbox"/> (b) building government capacities to strengthen the enabling environment for private investment, which may include engaging with national or municipal governments to adopt specific policy changes or supporting targeted mediating mechanisms like incubators and accelerators.</p>
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Specifically, we are requesting UNRSF support to improve the safety of two and three wheelers safety in select middle- and high-income countries in the Eastern Mediterranean with noting that our contribution in the project is a collaborating, self-funded, contributor to the overall project.

I have designated a focal point for this project within our Institution to facilitate efficient communication and coordination. The project focal point's name is **Eng Hameed Akhtar**, and you can reach him at **H.NO 589, East Avenue, Blk F, Gulberg Residencia, Gulberg Greens, Islamabad. Mobile phone # +923005388791, Email: hameed.akhtar@yahoo.com**



**Government of Pakistan
Ministry of Communications**

Islamabad, April 18, 2025

No. 2/Misc./Tech

To,

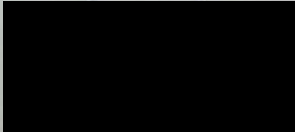
Dr. Dapeng Luo,
WHO Representative/Head of Mission,
NIH Premises, Park Road, Chak Shahzad,
P.O. Box 1013, Islamabad

Subject: Collaboration with WHO for Implementation of Road Safety Project and Nomination of Focal Person

Please refer to World Health Organization's letter No. WR.PAK.04.023, dated 10th April, 2025 on the above subject.

2. It is informed that Ministry of Communications acknowledges and appreciates the initiatives aimed at promoting road safety in Pakistan. However, to consider any collaboration, the Ministry requires comprehensive project details, including information about the sponsoring agency, implementing / executing body and the proposed financing mechanism (aid / grant etc.).

3. As regards nomination of focal person, Mr. Khizer Javaid, Chief, National Transport Research Centre (NTRC), Ministry of Communications is nominated as focal person for the initiative.



C.C. Chief NTRC, Islamabad



Karachi Dated: 23rd April, 2025

To,
The Section Officer (General)
Transport & Mass Transit Department
Government of Sindh

SUBJECT: COLABORATION WITH "WHO" FOR IMPLEMENTATION OF ROAD SAFETY PROJECT AND NOMINATION OF FOCAL PERSON
Reference: Letter dated: 10th April 2025 from World Health Organization WHO received through Administrative Department

I am directed to refer to the subject cited above, and to Nominate Mr. Bashir Hussain Director Administration & Finance is nominated to liaise with WHO and Provincial Stake Holders.

A copy is forwarded for information to:

1. The P.S to Secretary Transport & Mass Transit Department GoS.
2. The P.S to Managing Director Sindh Mass Transit Authority GoS.
3. Master file

GOVERNMENT REQUEST FOR SUPPORT LETTER

KHEFIFI SABEUR
General Director
National Road Safety Observatory
Under the Ministry of Interior of
Tunisia
Ariana, Tunisia [14/10/2024]

To: United Nations Road Safety
Fund Palais des Nations
8-14 avenue de la Paix
1211 Geneva,
Switzerland

Subject: Request for Support to UNRSF

With this letter, the National Road Safety Observatory, under the Ministry of Interior of Tunisia, writes to express our commitment to improving road safety. To that end, we call on the support of the UNRSF to address:

Pillar 4: Improved behavior of road users

Specifically, we are requesting UNRSF support to improve the safety of two and three wheelers safety in select middle- and high-income countries in the Eastern Mediterranean.

I have designated a focal point for this project within our Observatory to facilitate efficient communication and coordination. The project focal point's name is Chamseddine Adouani, Head of the Vehicles Unit, and you can reach them at [unite.vehicules@onsr.nat.tn].

Sincerely,

KHEFIFI SABEUR
General Director
National Road Safety Observatory
Ariana, Tunisia [14/10/2024]

STRENGTHENING NATIONAL CAPACITIES
1500 words

Please describe how national capacities will be strengthened and monitored as relevant, and how national ownership will be ensured. In




We are planning to develop a regular monthly meeting with the national lead agencies for the road safety in the four participating countries to conduct a policy dialogue on the progress of the project activities and the areas that is well performed in enhancing the national capacities. It is important to note that the focal persons of I.R. Iran, Oman and Tunisia are from the national lead agency, and this will support our plan for strengthening the networking between the project interventions and the overall national strategies and capacities. We will ensure that these regular dialogues will include concerned governmental and non-governmental parties from participating countries such as health,

<p>this context, identify key stakeholders and outline a strategy to ensure stakeholders are engaged throughout.</p>	<p>traffic, transport, industry, academia, non-governmental organizations, local municipalities, etc.</p> <p>It is also planned to ensure that our dialogue with the national authorities will be mutually exchanged to ensure that the dialogues does not only aim to share the project activities progress, but we will ensure that we will also discuss the national plans and its progress and if there are any changes at the environmental and political levels. This will enable us to make sure that our activities within the project are working in harmony with the national agenda in a continuous basis and risk management of the project is addressed.</p> <p>By the end of the project, we will do a final evaluation of the progress and examine its relevance and effectiveness to provide added value to the national vision and agenda at the country and regional levels.</p> <p>One of our key deliverables that we will work specifically with one of our partners (Asian Development Bank- ADB) to strengthen data collection database which will help to better monitor the progress of improving 2/3 wheelers safety in the four participating countries. The database can serve as model to all the stakeholders in the four countries and can be a resource to the countries so that the project can contribute to the progress of the national work even after the end of the project by end of 2027.</p>									
<p>LEVERAGING</p> <p>Do you plan to use the UNRSF grant to leverage/seek additional resources to implement the project? If yes, please explain how and with whom?</p>	<p>We already started this approach and in our initial submission the partners were UNECE and UNDP. Further communication was made with Asian Development Bank (ADB) and they confirmed their contribution as a partner to support Pakistan. Additionally, we are in the process also to invite African Union if they would also be interested to be a partner and support Tunisia and we are awaiting their response.</p>									
<p>IMPLEMENTATION ARRANGEMENTS</p> <p>Identify the national partner(s) from the government and civil society that will be implementing project activities/outputs. Please list the focal point name, email contact and relevant activity/output.</p>	<p>The following are the list of national partners(s) from the government and civil society that will be implementing project activities/outputs. It is important to note that except in Pakistan, all activities of the project will be implemented by all participating countries (with the fact that the lead in the other three countries are national lead agencies). In Pakistan, the country will work on the Preparing for Compulsory skill test for motorcycle permit and strengthening the crash data system)</p> <ol style="list-style-type: none"> 1. Iran's National Road Safety Commission: Led by the Minister of Road and Urban Development, this commission serves as the national lead agency overseeing various committees focusing on fleet management, road safety engineering, training and culture, post-crash rescue and medical emergencies, and traffic laws and regulations. 2. Royal Oman Police: As a pivotal member of the national road safety committee, the Royal Oman Police plays a crucial role in coordinating the development of strategies and initiatives, setting key targets, and fostering collaboration among authorities in the health, transport, and environmental sectors. 3. Social Research & Development Organization (SRDO) in Pakistan: Karachi-based NGO, known for its impactful work in raising awareness and providing capacity-building training on road safety and traffic management, brings valuable expertise and community engagement to the concept note development process. 4. National Council on Road Safety in Tunisia: Serving as the coordinating body for all stakeholders in Tunisia, the National Council on Road Safety plays a vital role in supporting awareness-raising, training, and field activities proposed by partners across the country. <table border="1" data-bbox="432 1899 1501 2049"> <thead> <tr> <th data-bbox="432 1899 699 1933">National partner</th> <th data-bbox="699 1899 963 1933">Focal point name</th> <th data-bbox="963 1899 1501 1933">Email contact</th> </tr> </thead> <tbody> <tr> <td data-bbox="432 1933 699 2029">Iran's National Road Safety Commission</td> <td data-bbox="699 1933 963 2029">Mr Hormoz Zakeri</td> <td data-bbox="963 1933 1501 2029">hormozzakeri@gmail.com</td> </tr> <tr> <td data-bbox="432 2029 699 2049">Royal Oman Police</td> <td data-bbox="699 2029 963 2049">Staff Lieutenant</td> <td data-bbox="963 2029 1501 2049">saifo7@rop.gov.om</td> </tr> </tbody> </table>	National partner	Focal point name	Email contact	Iran's National Road Safety Commission	Mr Hormoz Zakeri	hormozzakeri@gmail.com	Royal Oman Police	Staff Lieutenant	saifo7@rop.gov.om
National partner	Focal point name	Email contact								
Iran's National Road Safety Commission	Mr Hormoz Zakeri	hormozzakeri@gmail.com								
Royal Oman Police	Staff Lieutenant	saifo7@rop.gov.om								

	Colonel Saif Ahmed Mohammed Al Ramadhani	
NTRC, Ministry of Communications	Mr Khizer Javaid	khizerja@gmail.com
Social Research & Development Organization (SRDO) in Pakistan	Mr Hameed Akhtar	hameed.akhter@yahoo.com
National Council on Road Safety in Tunisia	Brigadier-General Aymen bin Ibrahim	benbrahim@onsr.nat.tn
	<p>WHO-HQ will be contacting the International Motor Vehicle Inspection Committee to support the vehicle inspection component</p>	
<p>GENDER EQUALITY 300 words Explain how this project integrates gender dimensions and are project activities designed to meet the specific needs of women and men. Will the project collect and analyses sex-disaggregated data and qualitative information to understand roles and needs of women and men?</p>	<p>The project's will focus on gender equality by its commitment to engaging in focus group discussions during the post-project evaluation that actively consider and incorporate gender equality perspectives. By incorporating diverse viewpoints and actively addressing gender-related considerations, the project endeavors to make a tangible contribution to gender equality and empower women within the realms of road safety initiatives. The project acknowledges the importance of gender-based data and is committed to integrating it as a refined component within national data systems. Furthermore, all interventions are designed to ensure that capacity building and leadership development opportunities are equally accessible to both men and women. This inclusive approach aims to foster equal development of technical expertise and strengthen the involvement of women in technical roles within the project, thereby contributing to their empowerment.</p>	
<p>AGE 300 words What impact will the project have on different age groups (e.g., children, youth and the elderly)? If the project involves working with children, how are child protection issues to be addressed?</p>	<p>The situational analysis conducted reveals that the young reproductive age group in the participating countries are highly affected by the problem of 2/3 wheelers injuries. However, the interventions do not focus on specific age groups but will apply all the interventions to all the population. No specific age group will be excluded</p>	
<p>EXCLUDED GROUPS 300 words How have you ensured that the needs of excluded and vulnerable groups, including people with disabilities, are addressed within the project?</p>	<p>No group will be excluded</p>	

<p>ENVIRONMENT 300 words Specify what impact (positive, negative, neutral) your project is likely to have on the environment. If negative, what steps will you take to mitigate these?</p>	Neutral
<p>STATEMENT OF COMPLIANCE 100 words Please provide a short text confirming submission of the offline statement of compliance and upload the project manager's signed and dated <u>offline Statement of Compliance</u> by clicking on "Documents". In the "Abstract" section, please fill "Statement of compliance."</p>	<p>We are confirming through this submission of the action plan the commitment of the participating and implementing organizations for the implementation of the action plan</p>

SDG Targets

Target	Description
Main Goals	
Goal 3. Ensure healthy lives and promote well-being for all at all ages	
TARGET_3.6	3.6 By 2030, halve the number of global deaths and injuries from road traffic accidents
Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable	
TARGET_11.2	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
Secondary Goals	
Indicate the UNRSF SDG targets that the project will be contributing towards	
UNRSF SDG Goals	Related Target(s)
	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents.
	5.5 Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life
	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

	<p><i>17.7 Promote the development, transfer, dissemination and diffusion of environmentally sound technologies to developing countries on favorable terms, including on concessional and preferential terms, as mutually agreed</i></p> <p><i>17.9 Enhance international support for implementing effective and targeted capacity-building in developing countries to support national plans to implement all the sustainable development goals, including through North-South, South-South and triangular cooperation</i></p> <p><i>17.16 Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the sustainable development goals in all countries, in particular developing countries</i></p> <p><i>17.17 Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships</i></p> <p><i>17.18 By 2020, enhance capacity-building support to developing countries, including for least developed countries and small island developing States, to increase significantly the availability of high-quality, timely and reliable data disaggregated by income, gender, age, race, ethnicity, migratory status, disability, geographic location and other characteristics relevant in national contexts</i></p>
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SDG Indicators

Indicator Code	Description
C110201	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
C030601	3.6.1 Death rate due to road traffic injuries

Contribution to SDGs

The “Contribution to SDG” table will list each lead Participating Organizations (POs) for the project as a row and selected SDG targets as columns.

Each POs row needs to total 100. See a sample below to indicate how the various rows and columns are relevant and should add up.

Participating Organization	% TARGET_# 1.1	% TARGET_# 5.1	% TARGET_# 1.2	% TARGET_# 5.2	% TARGET_#
PO # WFP	# 80	# 20	# 0	# 0	100
PO # UNICEF	# 0	# 0	# 30	# 70	100
Total contribution by target	80	20	30	70	
Project contribution to SDG by target	40	10	15	35	100

RBM**Project Results**

*Please download the excel file template provided by the Secretariat by clicking [here](#)

United Nations Road Safety Trust Fund (UNRSTF) Logical framework		
	Result chain	Indicator
Impact	To contribute to a substantial reduction of road traffic fatalities and injuries among users of motorized 2/3wheeled vehicles in selected middle- and high-income countries Oc.4: Improved behavior of road users.	1. Death rate due to road traffic injuries among 2/3 wheelers in targeted countries.
		2. Number of road traffic injuries among 2/3 wheelers in targeted countries.
	Op.4.1: Enhanced capacities in target countries and municipalities to enforce national road safety laws.	4.1. Number of countries and municipalities that have taken road safety action to ensure lawful road user behavior.
		4.1.1. Develop enforcement plans for the updated helmet laws with annual target
		4.1.2. Number of countries and municipalities supported in establishing a system to enforce lawful behaviour on roads.
		4.1.3 Number of countries and municipalities supported in implementing road safety educational awareness raising or training in support of safe road user behavior.
	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 behavior.	

Risks

Event Description	Category	Level	Likelihood	Impact	Mitigating Measures	Risk Owner
	€ Social and Environmental		€ Rare	€ Insignificant		e-mail
	€ Financial	€ Low	€ Unlikely	€ Minor		
	€ Operational	€ Medium	€ Possible	€ Moderate		
	€ Organizational	€ High	€ Likely	€ Major		
	€ Political	€ Very High	€ Very Likely	€ Extreme		
	€ Regulatory	€ Not applicable	€ Not applicable	€ Not applicable		
	€ Strategic					

Budgets

Budget by UNSDG Categories: Over all

Budget Lines	Description	Participating Organization	Participating Organization	Participating Organization	Total
1. Staff and other personnel	To support the coordination and technical assistance for the implementation of the deliverables of the project	WHO Regional Office for the Eastern Mediterranean	NA	NA	138551.5
2. Supplies, Commodities, Materials	NA	NA	NA	NA	-
3. Equipment, Vehicles, and Furniture, incl. Depreciation	NA	NA	NA	NA	-
4. Contractual services	To support contracting for case investment case by UNDP, legal assessments by UNECE and implementation at the country-level to Iran, Pakistan and Tunisia	WHO Regional Office for the Eastern Mediterranean	UNDP	UNECE SUSTAINABLE TRANSPORT DIVISION, Vehicle Regulations, Road Traffic Safety and Transport Innovations Section	236,175.00
5. Travel		WHO Regional Office for the Eastern Mediterranean	UNDP	UNECE SUSTAINABLE TRANSPORT DIVISION, Vehicle Regulations, Road Traffic Safety and Transport Innovations Section	34,833.00
6. Transfers and Grants to Counterparts	NA	NA	NA	NA	-
7. General Operating and other Direct Costs		WHO Regional Office for the Eastern Mediterranean			25000
Project Costs Sub Total					434,559.50
8. Indirect Support Costs	Programme support costs (7%)				30,419.17
Total					464,978.67

Performance-based Tranches Breakdown

Tranche	Tranche %	WHO Regional Office for the Eastern Mediterranean	Health and Development, UNDP	UNECE SUSTAINABLE TRANSPORT DIVISION, Vehicle Regulations, Road Traffic Safety and Transport Innovations Section	Total
Tranche 1	50%	139488.9	46500.03	46500.03	232489
Tranche 2	50%	139488.9	46500.03	46500.03	232489
Total		278977.8	93000.06	93000.06	464978

Results-based Budget

Outcome*	Output*	Activity*	Agency*	Budget (USD)*	% allocated to GEWE (if any)
	Output 1.1	Enhanced capacities in target countries and municipalities to enforce national road safety laws	Sub-total	103564	
		Activity 1.1: Amending and enforcing a national helmet law that meets the UN legal instruments	WHO Regional Office for the Eastern Mediterranean	82112.3	
			UNECE SUSTAINABLE TRANSPORT DIVISION, Vehicle Regulations, Road Traffic Safety and Transport Innovations Section	93000.06	
		Activity 1.2: Preparing for Compulsory skill test for motorcycle permit	WHO Regional Office for the Eastern Mediterranean	33224	
	Output 3	Improved capacities to develop a national plan for road safety and improve coordination	Sub-total	125090	
		Activity 3.1 Strengthening the Role of Lead Agencies in 2/3 Wheelers Safety	WHO Regional Office for the Eastern Mediterranean	25090	
			Health and Development, UNDP	93000.06	
			Total (EXCLUDING 20,000 from ADB)	326,426.32	

Budget per Gender (GEWE)

		Total
USD Towards GEWE	(Not be filled in at this stage)	
% Towards GEWE		

*This will be automatically calculated by the portal based on UNSDG Categories

Work Plan

Workplan - Month 2025 to Month 2027

Prepared by WHO-EMRO in consultation with participating and implementing organizations

N.B Each country will submit its Action Plan in the light of indicated action plan of the project

	Results Chain	Indicator	Baseline	Plan/Target	Means of verification
Impact	UNRSF Impact: To contribute to a substantial reduction of road traffic fatalities and injuries among users of motorized 2/3wheeled vehicles in selected middle- and high-income countries	Deaths due to road traffic injuries among 2/3 wheelers in targeted countries.	In Iran, 22% of reported road traffic deaths involved users of 2/3 wheeled vehicles, while this percentage stood at 33% in Tunisia and 39% in Pakistan. No data available in Oman	at least 20% decrease in the targeted countries	Reported mortality from road traffic data systems
UNRSF Outcome	UNRSF OUTCOME: Improved behaviour of road users of motorized 2/3wheeled vehicles	Proportion of road users of motorized 2/3wheeled vehicles in participating countries and municipalities that have taken road safety action to ensure lawful road user behaviour.	0	4	The road behaviour relevant to the use of motorized 2/3 wheeled vehicles will be the use of motorcycle helmet that allign with WHO best practices. None of the four countries are using helmets alligned by WHO best practices by law. We will then measure the this behaviour following the endorcment of the new law using on-road observational studies

PROJECT OUTCOME	<p>PROJECT OUTCOME: This project aims to reduce road traffic fatalities and injuries related to the use of 2/3 motorized wheeled vehicles by increasing compliance with motorcycle helmet laws . This outcome will be achieved through passing a best practice motorcycle helmet law combined with improved enforcement through police training, and updated enforcement protocols using a good-quality crash data systems and amended skill testing</p>	<p>Proportion of road users of motorized 2/3wheeled vehicles in participating countries and municipalities with improved road behaviour by using a helmet that align with WHO best practices (national law that covers all riders, applies to all road types and all engine types, and requires the helmet to be fastened and meet a standard)</p> <p>Proportion of police officers in participating countries and municipalities with improved attitude toward the use of the updated enforcement protocols</p>	0	<p>At least 2/4 of participating country will deliver effective enforcement of best practice helmet law and at least 2/4 of participating countries will deliver effective enforcement with the current motorcycle helmet law</p>	<p>The road behaviour relevant to the use of motorized 2/3 wheeled vehicles will be the use of motorcycle helmet that align with WHO best practices. None of the four countries are using helmets alligned by WHO best practices by law. We will then measure the this behaviour following the endorcment of the new law using on-road observational studies</p> <p>The attitude will be measured by knowledge, atti=ude and perception surveys</p>
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Output 1	<p>Op.1 Strengthening lead agencies coordination role Improve the collection of high-quality evidence based crash data relevant to powered 2/3wheelers</p>	<p>1.1 Availability of a model of support system by lead agencies to improve coordination</p>	0	1	<p>A lead agency model that is published by the end of the project as an example for guidance to other countries in the Region</p>
	<p>N.B: Currently, there are variation regard the quality of collected crash data related to owered 2/3wheelers in the 4 countries. WHO will work with ADB and WB to develop a model for reporting a high quality data. WHO-EMRO have allready developed a tool and this tool will be baseline for improvement with a monitoring system to ensure that data is collected in the four countries. The availability of good-quality data will reflect on the outcome of the project to ensure that the progress of the deliverables is based on evidence</p>	<p>1.2 Number of countries with improved reporting of road traffic data systems for motorized 2/3wheelers</p>	0	4	<p>Status of consistency and quality of current road traffic data systems will be assessed</p>
	<p>Project Activity 1.1: Develop a case study of lead agency capacity for evidence-based policy development on 2/3 wheelers safety</p>	<p>1.1.1 Number of case studies that show case lead agency capacity for evidence- based policy development on 2/3 wheelers safety</p>	0	4	<p>Tunisia case study was developed on overall road safety by UNDP and they will conduct the same approach among the 4 countries focusing in 2/3 wheelers safety</p>

	Project Activity 1.2: Develop a model for lead agencies for institutional management	1.2.1 Number of models for improved lead agencies for insitutional management	0	4	Evaluation of the functions of the lead agencies in the 4 countries will be done
Output 3	Op.2: Align with UN regulations 22				
	Project Activity 2 .1: Conduct helmet testing (Impact absorption tests, Rigidity tests, Dynamic test of the Retention System, Retention (detaching) test and Peripheral Vision Testing)	2.1.1 Number of countries with confucted full helmet testing	0	2	Validation of helmet standards by the technical support of the laboratory in Saudi Arabia
	Project Activity 2.2:Approval and certification: the manufacturer submits the results to a designated testing authority to reviews the documentation and test results and grants a type approval certificate.	2.1.2 Number of countries with received approved certification frm the testing authority	0	2	
	Project Activity 2.3: Manufacturer produce helmets that conform to the approved type and marked with the ECE approval mark	2.1.2 Proportion of certified helmets in participating countries	0	2	
	Project Activity 2.4: ongoing quality control and testing to ensure that ensure that their production helmets continue to meet the approved standards	2.1.1 Number of countries who met the approved standards with every quality control testing	0	2	
Output 4	Op.3: Enhanced capacities in target countries and municipalities to pass and enforce a national motorcycle helmet law that align with WHO best practices				
	Op.3.1: Enhanced capacities in target countries and municipalities to pass a national motorcycle helmet law that allign with WHO best practices				

<p>Project Activity 3.1: Official passing of national helmet laws</p>	<p>3.1.1 Number of countries with a national helmet law align with WHO best practices</p> <p>3.1.2 Number of countries with a pre-final submission of an amended law align with WHO best practices (at the parliamentarian level)</p>	<p>4.1.1 : 0</p> <p>4.1.2 (Tunisia)</p>	<p>4.1.1 : at least 2</p> <p>4.1.2 : 4 countries</p>	<p>Legal review</p>
<p>Op.3.2: Enhanced capacities in target countries and municipalities to enforce a national motorcycle helmet law that align with WHO best practices</p>				
<p>Project Activity 3.2.1: Develop enforcement plans for the updated helmet laws with annual targets</p>	<p>3.2.1 Number of countries with improved enforcement of helmet use</p>	<p>0</p>	<p>4</p>	<p>The European tool for assessment of status of enforcement and policing will be used. The status will be collected at the start of the project and after the intervention to compare the progress</p>
<p>Project Activity 3.2.2: Enhance the capacity building of the police officers on the amended enforcement plans</p>	<p>3.3.1 Weighted average effect of reduction in motorcycle-related crashes due to the police enforcement after the capacity building</p>	<p>0</p>	<p>at least 2</p>	<p>Crash data will be analyzed before and after the police training to study the reduction due to the implementation of the capacity building</p>
<p>Project Activity 3.2.3: Monitor helmet-wearing rates through on-road observations. The availability of good-quality data on helmet wearing rate will provide a good monitoring system to ensure that the desired behavioural change is achieved</p>	<p>3.3.1 Increased helmet wearing rates</p>	<p>0</p>	<p>At least 2/4 of participating countries will increase the use of a best practice helmet and at least 2/4 of participating countries will increase the use of the current motorcycle helmet</p>	<p>on-road observational studies that will be conducted before and after the intervention</p>
<p>Project Activity 3.2.3 : Assess the current situation for Compulsory skill test for motorcycle permit</p> <p>N.B : Improving the skill test is relevant to the outcome of the project since the rider ability to control the motorcycle in different situations is important in preventing crashes</p>	<p>3.5.1 Number of process maps based on the assessment that guide for an improvement in the compulsory skill testings</p>	<p>0</p>	<p>At least 2/4 of participating</p>	<p>Assessment reports</p>

Project Activity 3.2.5 : Design an amended test and pilot test for Compulsory skill test for motorcycle permit	3.6.1 Number of motorcycle riders with improved driving skills who can address risk-taking behaviours	0	At least 2/4 of participating	Data analysis of the crash data to measure the Involvement in a motorcycling crash following participation in the developed new skill testing
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**ADB and WHO will support Pakistan in developing a model for improving the quality of road traffic crash data specifically in Islamabad alongside Karachi. ADB will be directly financing Pakistan with USD 20.000 and WHO support will be benefiting all the implementing agencies. The joint support of ADB and WHO in Islamabad alongside Karachi will result in an action plan for improving crash data system that will be implemented during the 3 years project duration. While ADB will follow up the implementation in Karachi, WHO will follow up the same model in other participating countries*

List of Documents

Enclosing list of complementary documents for uploading in the Document Management System in the Project platform (example on how it will look like on the FMP)

Document	Document Type	Document Source	Document Abstract	Modified By	Modified On
TEST Document UPLOADING.docx	Other Docs	Concept		cristina.bertarelli@undp.org	Nov 20, 2025

Signature

Project Signatures

Name of Organization	E-mail	Name of Representative	Title	Signature Process	Signed	Signature
<i>*The project document should be signed by the respective UNRSF focal point(s) of the participating organization(s)</i>						

Workflow

Project Workflow

Workflow Status	Project Type	Comments
Submitted for review		
Reviewed		
Approved		
In progress		