

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	Star Rating for Safer Motorcycles in Southeast Asia – Establishing regional motorcycle star rating based on safety features & UN compliance						
MPTFO Project Id	Automatically assigned						
Start Date	01.11.2025 <i>The project's start date is defined in the project document and must be considered while designing the project document and workplan</i>						
End Date	31.10.2028 <i>The project's end date is defined in the project document and must be considered while designing the project document and workplan</i>						
Applicants	Status	Contact Type	Name	Email		Position	
	ESCAP	Substantive	Ishtiaque Ahmed	ahmed200@un.org		Economic Affairs Officer	
	MIROS	Substantive	Zarir Hafiz Zulkpli	zarirhafiz@miros.gov.my		Senior Research Officer	
Signatories	Signature Process	Role	Name of Organization	Name		User Email	
		Executive Secretary	ESCAP	Armida Salsiah Alisjahbana		escap-oes@un.org	
Contacts	Contact Type	Name	e-mail	Position	Additional e-mail	Telephone	Skype
	Project officer	Ishtiaque Ahmed	ahmed200@un.org	Economic Affairs Officer			
	Implementer manager	Zarir Hafiz Zulkpli	zarirhafiz@miros.gov.my	Senior Research Officers			

Description	The project aims to contribute to the reduction of traffic injuries and fatalities by introducing a consumer-oriented motorcycle star rating program, modelled after ASEAN NCAP, across ASEAN countries. This will involve collecting data on motorcycle safety, forming a dedicated working group and partnerships, delivering capacity-building for key stakeholders including the working group, government, and industry, piloting the rating system in selected countries, and actively promoting the program to raise awareness and encourage adoption region-wide.			
Universal Markers	Gender Equality Marker	Risk		
	GEM1	<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 • Low Middle Income • Upper Middle Income • High Income 		
Fund Markers	Fund Marker 1	Strengthened road safety management		
	Fund Marker 2	Improved safety of road infrastructure and broader transport networks		
	Fund Marker 3	Enhanced safety of vehicles		
	Fund Marker 4	Improved behaviour of road users		
	Fund Marker 5	Improved post-crash care		
Geographical Scope	Geographical Scope	Name of the Region	Region(s)	Country(ies)
	Southeast Asia	Southeast Asia/Asia Pacific		<i>Malaysia</i> <i>Vietnam</i> <i>Indonesia</i> <i>Thailand</i>
Participating Organizations and their Implementing Partners	Participating Organizations	Government/ Multilateral/N GO/Other	New Entities	Implementing Partners
	ESCAP	Multilateral		1. MIROS 2. AUTOLIV 3. AIP Foundation 4. Indonesia Partners (kyFU TBD others) 5. Thailand Partners (TBD)

Programme and Project Cost Please note that this should include the breakdown per Agency	Budget	Agency	Amount (in USD)	Comments
	Budget Requested	ESCAP	350,000	

	Total Budget Requested		350,000	
	Tranches <i>(in % when applicable)</i>	2		
	Other Sources (Parallel Funding)	Global Road Safety Facility (GRSF)	150,000 (co-financing)	
	Grand Total		500,000	
Thematic Keywords	<i>If there are some that might be useful to identify different features in the project</i>			
Programme Duration	Anticipated Start Date	November 1 2025		
	Duration (In months)	36 months		
	Anticipated End Date	October 31 2028		

Concept Note Narrative

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

Title	Text	Comments
<p>ROAD SAFETY PROBLEM: What is the road safety problem identified? 500 words</p>	<p>According to the Global Status Report on Road Safety 2023 (GSRRS 2023), powered two- and three-wheelers account for 30% of global road fatalities, highlighting the heightened vulnerability of motorcyclists and similar road users. This issue is particularly severe in the South-East Asia and Western Pacific regions, where these vehicles represent most road deaths. In the ASEAN countries, the situation is even more alarming, with findings from the Towards Zero Foundation showing that motorcyclists make up over 62% of road fatalities, ranking the ASEAN bloc among the highest globally for motorcycle-related deaths.</p> <p>Motorized two-wheelers are a significant road safety challenge in the South-East Asia subregion of the ESCAP due to their widespread use and associated risks. It is one of the primary modes of transport for millions, particularly in countries like Indonesia, Thailand, Viet Nam, and Malaysia, where high traffic volume, risky rider behaviour, speeding, non-certified helmets, and their inconsistent usage, are among the issues.</p> <p>Compounding this issue is the projected doubling of the world's motor vehicle fleet by 2030, which will further strain already weak road safety frameworks in many countries. Despite the growing number of vehicles, many new models fail to meet basic safety standards, particularly in regions with poor or non-existent regulations. Some manufacturers reduce costs by omitting critical life-saving technologies when selling in markets with lax regulations, increasing risks for vulnerable road users like motorcyclists, who lack access to modern safety features that could prevent accidents or reduce fatalities.</p> <p>This growing vulnerability underscores the need for a strategic push toward stronger regulations and safety standards, specifically designed for motorcycles and powered two-wheelers.</p>	<p>This pertains to the comments included in the Review process</p>
<p>ROAD SAFETY PROBLEM: How was this problem identified? 500 words</p>	<p>Table 1 shows the Number of countries with legislation on "core" vehicle safety standards, by income. While comprehensive data on four-wheeler regulations was reported in the Global Status Report on Road Safety 2023 (GSRRS 2023), data on two-wheelers is notably lacking, highlighting a significant gap in legislation for this vehicle category. In Malaysia, for</p>	

instance, approximately 59 UN regulations have been adopted for four-wheelers, covering crucial aspects such as structural safety, electronic systems, and occupant protection. In stark contrast, only around 40 regulations have been adopted for two-wheelers, despite motorcycles being a primary mode of transport and contributing to a high rate of fatalities. This imbalance reveals an underdeveloped regulatory framework for motorcycles, emphasizing the urgent need for more comprehensive legislation to enhance motorcycle safety.

Table 1: Number of countries with legislation on “core” vehicle safety standards, by income, 2022

	Total	Income levels*			
		High-income	Upper-middle-income	Lower-middle-income	Low-income
	N=170	N=51	N=43	N=46	N=27
Vehicle safety equipment:					
National law on front and side impact protection	52	39	9	4	0
National law on seat-belt and seat-belt anchorages	88	44	21	16	7
National law on electronic stability control	49	39	8	2	0
National law on pedestrian protection	44	35	7	2	0
National law on braking systems	56	38	11	6	1
National law requiring periodic vehicle inspection/assessment	134	46	30	35	20

*Not shown by income level counted in totals are the three countries for which there is no information on income level.

The situation is more concerning among the South-East Asian countries, where the adoption of UN safety regulations is even lower. This further underscore the necessity for coordinated regional efforts to adopt global safety standards and strengthen protective measures for motorcyclists, who remain among the most vulnerable road users.

ROAD SAFETY PROBLEM: Provide evidence to verify that the road safety problem exists and is relevant.
500 words

An ESCAP secretariat analysis of estimated data by WHO showed that, in 2021, two- and three-wheelers accounted for 35.33 per cent of all road deaths which was an increase from 32.38 per cent in 2010. In the South-East Asian subregion of ESCAP, motorized two and three-wheelers accounted for 58.23 per cent of road traffic deaths in 2021, which was an increase from 49.96 per cent in 2010.

Vehicle safety can be improved not only through legislation but also through consumer-oriented safety tests. Eighty-seven countries have crash test programs like New Car Assessment Programme (NCAP), aligned with UN Voluntary Performance Target 5, but only 25 of them make safety ratings public, and fewer than 20 require informing consumers about vehicle safety standards.

In the South-East Asia, the NCAP program has significantly raised passenger car safety standards. However, NCAP programs worldwide have largely focused on cars, despite motorcycles accounting for a large portion of road fatalities, particularly in South-East Asia. While advanced safety technologies such as Electronic Stability Control (ESC) and automatic emergency braking are standard in cars, progress in motorcycle safety has lagged due to a lack of regulatory mandates and consumer awareness. This underscores the need for a consumer-oriented safety rating program for motorcycles, like NCAP for cars, to provide critical information on motorcycle safety and encourage manufacturers to adopt safer designs. One example is the slow adoption of Anti-lock Braking Systems (ABS) for motorcycles, which can reduce fatal crashes by up to 31%. In South-East Asia, many motorcycles are still sold without ABS because there are no laws requiring it, unlike the regulations for passenger cars.

PROPOSED SOLUTION AND TEAM: What is the road safety solution being proposed?
750 words

The proposed road safety solution is to establish a consumer-oriented regional star rating program specifically for motorcycles, similar to the

	<p>successful ASEAN New Car Assessment Programme (ASEAN NCAP), which has significantly advanced passenger car safety across the region.</p> <p>This program aims to empower consumers to demand safer motorcycles and encourage manufacturers to prioritize safety through healthy market competition. Currently, motorcycle safety lags far behind that of cars, which now benefit from a wide range of advanced safety technologies. By raising safety standards for motorcycles, the program will also support governments in adopting and enforcing national regulations aligned with UN road safety instruments.</p> <p>While ASEAN NCAP evaluates vehicles based on crashworthiness and safety performance, no equivalent program currently exists for motorcycles making this initiative a pioneering effort. The project will develop specific assessment protocols and criteria to determine star ratings for motorcycles, laying the foundation for a new standard in two-wheeler safety.</p>	
<p>PROPOSED SOLUTION AND TEAM: Is there evidence of the impact of the proposed solution in other countries? 750 words</p>	<p>ASEAN NCAP provides strong evidence of how consumer-focused star rating systems can significantly improve vehicle safety across the region. It has helped drive advancements in car safety by influencing both consumer choice and manufacturer practices. However, for motorcycles, a comparable structured solution is still emerging. Notable examples that demonstrate early success and potential include the following:</p> <ol style="list-style-type: none"> 1. MyMAP (Malaysia) – The Malaysia Motorcycle Assessment Program (MyMAP) was launched to accelerate the adoption of key safety technologies for motorcycles, particularly Anti-lock Braking Systems (ABS). By awarding higher star ratings to models equipped with ABS, the program created a market incentive for manufacturers to prioritize safety improvements. This helped prepare the industry for Malaysia’s new regulation, which mandates that all motorcycles above 150cc sold from January 2025 must be fitted with ABS. Additionally, the government introduced fiscal incentives to encourage manufacturer participation. For instance, if a motorcycle model achieves a 5-star MyMAP rating, the manufacturer may qualify for import duty incentives. Some manufacturers have also developed tailored rider training programs linked to specific motorcycle models as part of their efforts to support higher MyMAP scores, demonstrating how the program promotes broader safety initiatives. 2. SHARP (UK) – The Safety Helmet Assessment and Rating Programme (SHARP) is a UK government initiative that provides independent safety ratings for motorcycle helmets. By testing and publishing results, SHARP helps riders make safer choices and encourages manufacturers to improve helmet design and protection performance. 3. MotoCAP (Australia & New Zealand) – The Motorcycle Clothing Assessment Program (MotoCAP) independently tests and rates motorcycle jackets, pants, and gloves based on safety and comfort. This helps consumers select higher-performing protective gear and pushes the apparel industry to meet rising safety expectations. 	

<p>PROPOSED SOLUTION AND TEAM: Who will benefit from the project? 750 words</p>	<p>The primary beneficiaries of the program are motorcycle riders, who will experience improved safety on the roads through the introduction of advanced safety features and rider education programs. By empowering riders with knowledge on proper braking techniques and defensive riding skills, the program aims to reduce accidents and fatalities.</p> <p>Motorcycle manufacturers will also benefit from the program by gaining a competitive advantage through the adoption of cutting-edge safety technologies. Higher ratings in the star rating system will enhance the marketability of their products, fostering healthy competition in the industry.</p> <p>Governments and regulatory bodies across the ASEAN region stand to benefit as well. The program will aid in aligning national road safety standards with United Nations regulations, making it easier to introduce and enforce stricter safety laws, ultimately contributing to improved road safety outcomes.</p> <p>Lastly, the program supports the broader community by contributing to reduced traffic fatalities and injuries, promoting safer roads, and helping countries achieve their UN Sustainable Development Goals related to road safety.</p>	
<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? 750 words</p>	<p>Each ASEAN member country has developed a national road safety plan that addresses key factors and challenges related to improving road safety, including laws and regulations aimed at enhancing motorcycle safety standards. However, progress has been slow, largely due to a lack of political will and insufficient consumer-driven demand for safer vehicles. This program is designed to act as a catalyst, accelerating the establishment of safety regulations across the region.</p> <p>By shifting the focus toward consumers, the program empowers them to demand safer motorcycles, putting pressure on manufacturers to engage in healthy competition by prioritizing safety features. As safety standards improve, the program will help create a more favorable environment for governments to implement national regulations that are aligned with UN road safety instruments, facilitating a smoother and faster path to improved road safety across ASEAN countries.</p> <p>In Malaysia, there are already incentives, such as tax reductions, for manufacturers that produce safer motorcycles. This program offers a solution by introducing a structured framework to systematically grade and assess motorcycle models based on their safety features. This not only ensures that manufacturers' claims of improved safety are validated but also provides consumers and regulators with a reliable reference to identify and promote safer motorcycles in the market.</p> <p>Under a UN Road Safety Fund financed project being implemented by ESCAP, MIROS and partners, studies are being conducted on ABS technology for motorcycles for Malaysia, Viet Nam and the Philippines.</p>	
<p>PROPOSED SOLUTION AND TEAM: Who are the government agencies and officials that have been engaged in the concept note development? 500 words</p>	<p>In Malaysia, the Ministry of Transport (MOT) has formally endorsed the program. The Secretary-General of MOT has issued an official letter supporting the concept note and formally requested the governments of Thailand, Indonesia, and Viet Nam to endorse and support the initiative. The MyMAP program is currently implemented by MIROS in partnership with the Malaysia Automotive, Robotics and IoT Institute (MARII), under the Ministry of Investment, Trade and Industry (MITI).</p> <p>In Thailand: For government support the following officials have been contacted:</p> <ul style="list-style-type: none"> • Chayatan Phromsorn - Permanent Secretary, Ministry of Transport • Kanpitcha Mek - International Affairs Division, Office of the 	

	<p>Permanent Secretary, Ministry of Transport</p> <p>Online and physical engagement also being made by MIROS and Autoliv with the following agencies in Thailand to support the project:</p> <ul style="list-style-type: none"> • Thai Automotive Institute • Road Safety Policy Foundation • Public Policy Study Institute Foundation <p>In Viet Nam: For government support the following official has been contacted:</p> <ul style="list-style-type: none"> • Le Van Dat - Deputy Director, Academy of Strategy and Cadre Training for Construction, Ministry of Construction (ACST), Viet Nam <p>Online and physical engagement also being made by MIROS and Autoliv with AIP Foundation team on partnership to implement this project in Viet Nam. The following officers have been engaged:</p> <ul style="list-style-type: none"> • Phong Le - Country Manager, Viet Nam, AIP Foundation • Ms. Khe Nguyen – Development Manager, Ho Chi Minh, Viet Nam • Ms. Phuong Luu – Program officer, Hanoi Viet Nam <p>In Indonesia: For government support the following official has been contacted:</p> <ul style="list-style-type: none"> • Irjen Pol. (Purn.) Dr. Aan Suhanan M.Si – The Director General of Land Transportation, Indonesia • Ibu Ellis – The Head of Sub-directorate of Safety Management, Indonesia <p>Online and physical engagement also being made by MIROS and Autoliv with AIP Foundation team on partnership to implement this project in Indonesia. The following officers have been engaged:</p> <ul style="list-style-type: none"> • Adrianto S. Wiyono - PT Karya Fajar Ultima (KyFU), Indonesia • Ibu Wildi Kusumasari – Badan Kebijakan Transportasi, Kementerian Perhubungan, Indonesia 	
<p>PROPOSED SOLUTION AND TEAM: What technical expertise is needed to deliver the project successfully? 500 words</p>	<p>To steer the project effectively, we need a multidisciplinary team whose expertise spans vehicle safety, regulatory compliance, and rider education. The core capabilities are:</p> <ul style="list-style-type: none"> • Legislative Analysis & Advocacy • Government Capacity-Building • Community Outreach, Education & Engagement • Qualitative & Quantitative Research • Project Monitoring & Evaluation • Vehicle Safety Engineering <p>In addition, having team members with direct experience in developing vehicle safety rating programmes—such as NCAPs—and working knowledge of United Nations vehicle regulations (e.g., UN Regulations under WP.29) will be a major asset.</p>	
<p>PROPOSED SOLUTION AND TEAM: How have the intended implementation partners demonstrated this technical expertise? 500 words</p>	<p>ESCAP as the regional Commission for Asia and the Pacific, promotes road safety and sustainable development across the Asia-Pacific region. Its experience and expertise will help coordinate cooperation between the South-East Asian countries and align the program with UN safety standards. The professional staff of ESCAP will utilize policy expertise and ensure the rating system aligns with global safety goals. The experience of implementation of the ongoing road safety projects funded by the UN Road Safety Fund will be helpful.</p> <p>Global Road Safety Facility (GRSF) is the global lead organization on road</p>	

	<p>safety and have expert professional staff on vehicle technology. The global experiences of the GRSF staff will help the South-East Asia subregional implementation of the project.</p> <p>The Malaysian Institute of Road Safety Research (MIROS) is the national road safety body of Malaysia and manages the ASEAN NCAP program. With its experience in coordinating regional safety initiatives, MIROS can support the implementation of this project. The MyMAP program, developed by MIROS, can serve as a practical case study to inform and guide regional expansion efforts.</p> <p>Autoliv: Autoliv is a multinational company with offices across ASEAN countries, making engagement with partner countries more accessible. As a global leader in automotive safety, Autoliv brings deep technical expertise particularly in advanced safety technologies such as motorcycle airbags. The company will play a key role in guiding the program by contributing to the development of safety standards and providing cutting-edge innovations for assessing motorcycle safety.</p> <p>Local Authorities (e.g., Ministries of Transport, Industry, and Trade): Local authorities play a crucial role in ensuring that the rating program is endorsed and supported by the government. They may also provide incentives to manufacturers participating in the program, encouraging the adoption of higher safety standards. Their involvement helps integrate the program into national policies, making it easier to regulate and enforce safety compliance across the industry.</p> <p>NGOs and research institutions can serve as strategic partners in implementing the program at the national level, helping to ensure independence, transparency, and public trust. Their expertise provides valuable insights into public perception, rider behavior, and national road safety needs. Additionally, private sector partners can offer targeted solutions and innovations that contribute directly to achieving the project's objectives and delivering impactful outcomes.</p>	
<p>THE ACTION PLAN: List the proposed activities to implement the solution. 750 words</p>	<p>Activity 1.1: Establish a regional working group and draft the initial ASEAN motorcycle safety rating framework.</p> <p>Activity 1.2: Collect baseline motorcycle safety data in participating countries.</p> <p>Activity 1.3: Train implementing partners on the use of the safety rating framework and assessment protocols.</p> <p>Activity 2.1: Conduct public awareness campaigns and disseminate motorcycle safety ratings.</p> <p>Activity 2.2: Launch motorcycle safety assessments and publish rating results.</p> <p>Activity 2.3: Host a final regional workshop to review outcomes and agree on a sustainability roadmap.</p>	

THE ACTION PLAN: Mention the proposed deliverables and timelines.

750 words

Activity	Result/Deliverable	Timeline
Activity 1.1	<ul style="list-style-type: none"> - Established Steering Committee and Regional Working Groups; - Inter-country coordination mechanisms in place; - Draft ASEAN motorcycle-star-rating framework (adapted from MyMAP) produced. - Initial stakeholder workshop conducted to gather input and build consensus 	Nov 2025 - Jun 2026
Activity 1.2	<ul style="list-style-type: none"> - Baseline data report on motorcycles (including current models, safety features, accident statistics, and relevant regulations) from each participating country. 	Jan 2026 - Sep 2026
Activity 1.3	<ul style="list-style-type: none"> - Trained implementing partners from participating countries capable of applying the framework and conducting accurate assessments; - Training materials and modules developed. 	Apr 2026 – Sep 2026
Activity 2.1	<ul style="list-style-type: none"> - Dissemination plan executed - Rating results effectively communicated to target audiences (consumers, manufacturers) - Public awareness campaign materials developed and launched 	Jan 2026 - Oct 2028
Activity 2.2	<ul style="list-style-type: none"> - Official launch of motorcycle safety rating assessments; - Publicly released star-rating results for assessed motorcycle models. 	Oct 2026 - Dec 2027
Activity 2.3	<ul style="list-style-type: none"> - Final workshop conducted with key stakeholders; - Comprehensive sustainability roadmap developed for the star-rating system; - Formalized partnership agreements for ongoing support and collaboration. 	Jan 2028- Oct 2028

THE ACTION PLAN: How will the activities be monitored and evaluated?

750 words

ESCAP, as the participating UN organization will monitor the implementation of the project as per its rules and regulations. An independent evaluation at the end of the project will be conducted in line with the requirements of the donor - the UN Road Safety Fund.

Additionally, MIROS and Autoliv has a dedicated Monitoring & Evaluation (M&E) Department which works closely with field staff and project partners to design and implement comprehensive monitoring and evaluation frameworks for all project activities. The table below outlines the respective M&E methodology that will be applied for each respective activity under this grant:

Activity	Indicator	Means of Verification
Activity 1.1	<ul style="list-style-type: none"> - Steering Committee and Regional Working Groups officially constituted; Initial draft of the framework completed; - Initial stakeholder workshop successfully held with documented attendance and feedback. 	<ul style="list-style-type: none"> - Signed committee charters/TORs; - Meeting minutes with attendance lists; - Draft framework document; - Workshop agenda, attendance sheet, and summary report of discussions and feedback
Activity 1.2	<ul style="list-style-type: none"> - Comprehensive baseline data collected from all participating countries; - Data analyzed and summarized into a report. 	<ul style="list-style-type: none"> - Data collection forms; - Raw data files; - Final baseline data report with analytical findings.
Activity 1.3	<ul style="list-style-type: none"> - Training materials developed and approved; - All identified implementing partners successfully complete the training program. 	<ul style="list-style-type: none"> - Training curriculum and materials; - Training attendance records; - Pre/post-training assessments or feedback forms from participants; - Certificates of completion.
Activity 2.1	<ul style="list-style-type: none"> - Dissemination plan implemented as scheduled; - Public awareness campaigns initiated and running; - Measurable increase in public understanding or engagement with the rating system. 	<ul style="list-style-type: none"> - Dissemination reports (e.g., website analytics, media reach statistics); - Campaign materials (ads, brochures, social media posts); - Survey results indicating public awareness levels; - Event participation records.
Activity 2.2	<ul style="list-style-type: none"> - Motorcycle safety rating assessments officially 	<ul style="list-style-type: none"> - Official launch announcements /

	<p>launched;</p> <ul style="list-style-type: none"> - Rating assessments completed for target models; - Star-rating results publicly released. 	<p>press releases;</p> <ul style="list-style-type: none"> - Completed assessment reports for each model; - Published star-rating results database or web portal; - Media coverage of results release. 	
<p>THE ACTION PLAN: Has the UN Resident Coordinator been informed? Yes/No?</p> <p>In case of “No”, please indicate the reasons. Insufficient or no reasons may lead to disqualification.</p>	<p>Yes</p>		
<p>IMPACT AND SUSTAINABILITY: How will you measure the road safety changes/improvements? 500 words</p>	<p>Firstly, one of the first signs of improvement will be how manufacturers respond to the ASEAN MAP rating system. While full changes may take time due to long product development cycles, we can track early signs of progress during the project. These include how manufacturers promote safety ratings in their marketing and how they update product designs based on the rating criteria. Their active involvement in working groups and willingness to improve or innovate will also show their commitment to motorcycle safety.</p> <p>Secondly, consumer response will serve as a key indicator of behavioral change and program impact. Several metrics could be used to assess this, including:</p> <ul style="list-style-type: none"> • Sales trends of higher-rated motorcycle models, providing insight into whether safety ratings influence purchasing decisions • Percentage of consumers who recognize and understand the star rating system, measured through periodic surveys and focus group discussions • Willingness to Pay (WTP) for safer motorcycles, gauged via targeted surveys before and after the dissemination of rating results • Shifts in purchase patterns, particularly any increase in market share for higher-rated models • Public engagement with safety awareness campaigns, tracked through social media analytics, website traffic, and the reach of educational content <p>Finally, over the longer term, we will compare crash data from before and after the project to assess whether motorcycle-related deaths and injuries</p>		

	<p>decrease. To ensure robust measurement, we will not rely solely on police-reported statistics, which can be incomplete and difficult to access. Instead, we plan to establish a baseline and endline dataset by engaging a specialized research firm or national partner to compile and analyze information from multiple sources, including both police and hospital records. Combining these datasets will provide a more accurate picture of motorcycle crashes, injuries, and fatalities, thereby allowing a credible assessment of the project's impact.</p>	
<p>IMPACT AND SUSTAINABILITY: By when will the road safety changes/improvements be effective? 500 words</p>	<p>The project is expected to bring about road safety improvements in a phased manner, with short-, medium-, and long-term impacts. In the short term (0–24 months), the project will focus on setting up the regional framework, finalizing the rating criteria, training stakeholders, and piloting the rating system in participating countries. While reductions in fatalities may not be immediate, this phase will lay the groundwork by raising public awareness, encouraging initial industry engagement, and generating consumer interest in safer motorcycles.</p> <p>In the medium term (36 months) after project completion, the program will begin to show measurable results. More motorcycle models with ABS and other safety features are expected to enter the market. Governments may begin aligning policies with the rating system, while consumers increasingly use star ratings in their purchasing decisions. Manufacturers will respond by improving safety features to attain higher ratings, and early policy.</p> <p>In the long term (5 years and beyond), the program aims to become a permanent part of the region's road safety framework. Star ratings will guide both consumers and policymakers in choosing and promoting safer motorcycles. Manufacturers are expected to improve their designs and invest in safety innovations. Like ASEAN NCAP, which led to new research and testing protocols for cars, this program will help grow research and data collection on motorcycle safety. This will support the development of better testing methods and stronger safety standards across ASEAN.</p>	
<p>IMPACT AND SUSTAINABILITY: What will be done to ensure sustainability post completion of the project? 500 words</p>	<p>Some proposed measures to ensure the sustainability of the program include:</p> <ol style="list-style-type: none"> 1. First, the star-rating system will be embedded in national road-safety policies and regulations, making it a permanent part of government programmes. 2. Second, a blended financing model will replace reliance on grants: modest annual allocations from transport or industry budgets will cover core operations; scaled assessment fees charged to manufacturers for rating assessment; and sponsorships from insurers, ride-hailing fleets and other private partners will generate additional revenue. 3. Finally, an independent Star Rating Trust Fund will pool contributions from motorcycle makers and OEMs to finance periodic protocol upgrades and region-wide outreach campaigns, ensuring the system stays current and visible. 	

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	Comments
<p>PROJECT SUMMARY 1500 words 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>Road crashes are a major public-health issue in Southeast Asia, where powered two- and three-wheelers cause up to 70% of traffic deaths. Most of these motorcycles lack basic life-saving features: to keep prices low in lightly regulated markets, manufacturers often leave out ABS, traction control, and similar technologies. Combined with limited consumer awareness and weak enforcement, this gap has created a market that undervalues safety thus hindering progress on SDG 3.6 (halving road deaths by 2030) and SDG 11.2 (safe, affordable transport).</p> <p>The proposed ASEAN Motorcycle Star-Rating Program tackles this problem by adapting the proven ASEAN NCAP model for cars. Each motorcycle would receive a clear one- to five-star safety score, empowering buyers to choose safer models and pushing manufacturers to compete on safety. Because the rating thresholds mirror UN vehicle-safety regulations, the system also hopefully could help governments adopt and enforce stronger national standards.</p> <p>The program will be launched in Malaysia, Viet Nam, Thailand, and Indonesia, the four countries that collectively account for a significant proportion of motorcycle-related fatalities in Southeast Asia and represent a diverse range of regulatory and market contexts. These countries were selected not only for their high burden of motorcycle crashes but also for their potential to lead change in the region. Working groups comprising government agencies, road safety experts, manufacturers, and civil society will be established, adapt and implement the regional motorcycle safety rating framework. These working groups will coordinate national efforts, oversee baseline data collection, and guide the evaluation process. The goal is to have the motorcycle safety rating system operational in at least one country by 2028.</p> <p>Expected outcomes include successful implementation of motorcycle safety ratings in at least one participating country. Manufacturer engagement will be reflected in how they incorporate safety ratings into marketing, update product designs, and participate in working groups. Their commitment to aligning with rating criteria will be a key indicator of progress. Consumer response will also be closely monitored. Indicators include sales trends of higher-rated models, public recognition of the star rating system, willingness to pay for safer motorcycles, and shifts in purchasing behavior toward safer options. In the long term, the project targets a 25–30% reduction in rider deaths and serious injuries. Additional incentives—such as insurance discounts, tax breaks, and fleet licensing linked to safety ratings—will help embed motorcycle safety into market systems and policy frameworks.</p> <p>The project serves to amplify ongoing initiatives rather than duplicate them especially under UN Road Safety Fund (UNRSF): The project complements current UNRSF ABS studies in Malaysia, Viet Nam and the Philippines by providing the consumer-pull side of the equation, and leverages RSF-financed helmet-quality interventions in Rwanda as a knowledge analogue. In addition, Alignment with national strategies each participating country such as Malaysia: National Automotive Policy 2020 and the MOT Road Safety Plan.</p> <p>Building on the experience of ASEAN NCAP and Malaysia’s MyMAP, the program is closely aligned with national road safety strategies and supports the implementation of UN General Assembly Resolution A/RES/74/299.</p>	

	<p>Specifically, the ASEAN MAP initiative responds directly to the resolution’s call to promote “safe and affordable vehicles equipped with appropriate safety technologies” (para 4e) and to encourage the “harmonised adoption of UN vehicle safety regulations in developing countries” (para 4f).</p> <p>The modular architecture of ASEAN MAP allows for flexible scale-up and replication across regions. It supports geographic expansion to the remaining five ASEAN member states—Cambodia, Lao People’s Democratic Republic, Myanmar, Brunei Darussalam, and Singapore—through mechanisms such as mutual recognition agreements. Beyond Southeast Asia, the program also has strong potential for technology transfer to other regions, particularly South Asia and Africa, by leveraging existing New Car Assessment Program (NCAP) networks.</p> <p>A noteworthy innovation of ASEAN MAP lies in its approach to the human element of road safety. Unlike other vehicle-assessment programs, ASEAN MAP allocates up to 10% of the total score to manufacturer-led initiatives that support rider behavior and protection. These include rider education programs, personal protective equipment (PPE) vouchers, and dealership demonstration days. By integrating these activities into the assessment framework, the program aligns closely with the Safe System approach, recognizing that safer outcomes depend not only on vehicle design but also on informed, well-equipped riders.</p>	
<p>GLOBAL PLAN FOR THE SECOND DECADE OF ACTION 2021-2030 300 words Explain how this project integrates the safety system principles and provides sustainable solutions to the root causes of the problem.</p>	<p>The Global Plan for the Second Decade of Action for Road Safety (2021–2030) advocates a Safe System mindset, viewing every fatal or serious crash as a design shortcoming rather than rider error. The proposed ASEAN Motorcycle Star-Rating Program applies this philosophy by concentrating on two complementary pillars:</p> <ul style="list-style-type: none"> • Safe Vehicles – Incentivize manufacturers to equip motorcycles with the most effective, market-proven safety technologies. • Safe Users – Empower riders through a dedicated support program that delivers certified training and personal protective equipment. 	
<p>REPLICATION AND SCALE-UP 500 words Describe how the project intends to sustain any achievements beyond the completion of the project. Specify the arrangements to scale-up and replicate results, as relevant.</p>	<p>This motorcycle star rating project is designed to follow the same growth curve that made ASEAN NCAP a regional success story: early catalytic funding, a shift to a fee-for-rating business model, and a research-driven upgrade cycle funded by industry itself. The approach rests on four mutually reinforcing mechanisms namely governance, finance, capacity-building, and innovation that ensure the scheme not only survives but continues to raise the safety bar across Southeast Asia and, ultimately, other LMIC regions. The following are some proposals to sustain the viability of the program:</p> <ol style="list-style-type: none"> 1. Governance embedded in ASEAN structures <ul style="list-style-type: none"> • The program could be nationalized as an initiative that could be put under framework for ASEAN Multi-sector Road Safety Special Working Group (MRSSWG), ensuring the star-rating label is recognized in regional transport strategies alongside ASEAN NCAP. 2. Self-financing model inspired by ASEAN NCAP <ul style="list-style-type: none"> • Like ASEAN NCAP which moved from FIA seed funding to full cost recovery ASEAN MAP will charge manufacturers for assessment. 3. OEM-funded Research & Innovation Consortium <ul style="list-style-type: none"> • Participating motorcycle manufacturers / OEM / industries will contribute form of levy / grant to an ASEAN Motorcycle Safety Innovation Fund. • Competitive grants from this fund will support studies on regional crash patterns, emerging technologies (e.g., connected helmets, motorcycle AEB), and human factors. 	

	<ul style="list-style-type: none"> Research outcomes will feed directly into five-year protocol revisions, ensuring assessment criteria evolve with real-world risks and encouraging OEMs to introduce next-generation safety features. <p>4. Regional capacity and shared infrastructure</p> <ul style="list-style-type: none"> A cooperative testing network mirroring ASEAN NCAP's model that allow member states to share laboratories, equipment, and auditing expertise, reducing duplication and cutting capital costs. 	
<p>SYNERGIES 1500 words 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>	<p>1. Synergies with Past and Ongoing Road Safety Projects</p> <ol style="list-style-type: none"> Scaling ASEAN NCAP and MyMAP Experience Complementing Ongoing UNRSF Initiatives GRSF and Safe System Integration Supporting Thailand's Helmet Safety Leadership <p>2. Synergies with National Priorities and Strategies</p> <ol style="list-style-type: none"> Alignment with Malaysia's Road Safety Plan and Automotive Policy Country-Specific Readiness and Reforms Support for National Regulation and Enforcement: <p>3. Synergies with Other Development Challenges and Issues</p> <ol style="list-style-type: none"> Reducing burden of road crashes in LMICs Equity and consumer empowerment Technology transfer and innovation 	
<p>APPROACH AND EFFECTIVENESS 1000 words 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>	<p>The project phased and regional approach is the most effective way to achieve its objectives because it directly addresses the core challenges behind high motorcycle fatality rates in Southeast Asia: lack of vehicle safety standards, limited consumer awareness, weak regulatory enforcement, and insufficient industry incentives. By combining technical assessments, capacity building, stakeholder engagement, and public outreach over a 3-year timeframe, the project offers a realistic yet impactful strategy to build the foundation for long-term safety improvements.</p> <p>The scope of the project is deliberately focused on high-burden countries Malaysia, Viet Nam, Thailand, and Indonesia which together account for a significant share of the region's powered two-wheeler deaths. These countries also represent a diversity of regulatory readiness, market maturity, and testing infrastructure, making them ideal pilot settings for a regional model that can later be scaled. Starting with four countries ensures deep technical engagement, effective use of resources, and strong national ownership while maintaining a manageable implementation structure.</p> <p>The timeframe of three years is sufficient to:</p> <ul style="list-style-type: none"> Develop and validate a regional motorcycle safety rating framework Establish governance mechanisms Train national technical teams Conduct pilot assessments Launch public awareness campaigns Secure commitments from governments and industry for post-project sustainability <p>This staged rollout reflects global experience from car safety rating programs such as ASEAN NCAP, where sustained impact followed from gradual system development, strong stakeholder buy-in, and credible assessment.</p>	

	<p>The project countries require targeted assistance because, despite having national road safety strategies, they face major implementation gaps:</p> <ul style="list-style-type: none"> • Motorcycle safety regulations (e.g., UN R78) are often not adopted or enforced. • Lack of technical expertise in conducting rating assessment and testing. • Consumers lack access to reliable safety information. • Weak regulatory or market incentives for manufacturers to improve motorcycle safety. <p>In short, without consumer demand or government pressure, there is little motivation for manufacturers to prioritize safety features in these markets.</p> <p>This project intends to provide the structure, resources, and technical support needed to overcome these barriers. It offers a practical, evidence-based tool to help governments integrate vehicle safety into their broader road safety plans and align with international frameworks, such as the UN Road Safety Performance Targets, SDG 3.6, and UNGA Resolution A/RES/74/299.</p> <p>Overall, this regional, phased, and capacity-driven approach ensures that ASEAN MAP not only delivers short-term outputs but also builds the institutional and public momentum needed to sustain and scale motorcycle safety improvements across Southeast Asia.</p>	
<p>EXPECTED IMPACT 750 words 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>	<p>The project is expected to make a meaningful contribution to reducing road traffic fatalities and serious injuries in Southeast Asia, particularly in high-risk countries such as Malaysia, Viet Nam, Thailand, and Indonesia. These countries have some of the world's highest rates of motorcycle use and fatality, with motorcyclists accounting for more than 60% of road deaths in some areas.</p> <p>Short-Term Impact (Within 3 Years) During the project period, ASEAN MAP will achieve the following early-stage impacts that are essential for enabling future reductions in crashes and fatalities:</p> <ul style="list-style-type: none"> • Technical capacity building in participating countries will ensure that regulatory bodies or relevant agencies can carry out safety assessments using standardized protocols. • Baseline safety ratings for commonly sold motorcycles will be published, providing the first-ever consumer reference for motorcycle safety in the region. • Increased manufacturer engagement, as companies respond to the framework and begin aligning products with higher safety performance expectations. • Public awareness campaigns will begin shifting consumer behaviour, with a focus on increasing demand for motorcycles equipped with ABS and other proven safety features. • Policy dialogue will be initiated, with governments exploring how ASEAN MAP can be integrated into type-approval systems, procurement standards, and tax or import duty incentives. <p>While crash reductions may not be immediately measurable in this phase, these foundational activities are strong leading indicators of change, setting the stage for sustained safety improvements.</p> <p>Medium-Term Impact (5 Years After Completion) In the medium term, as the program becomes integrated into national systems and consumer and industry responses accelerate, the project is expected to produce more tangible safety outcomes:</p> <ul style="list-style-type: none"> • More models rated and redesigned: Additional motorcycles will be tested and improved, especially those in the commuter segment 	

	<p>used by low- and middle-income riders.</p> <ul style="list-style-type: none"> • Policy adoption: Participating countries are expected to integrate the star-rating framework into road safety strategies, import regulations, or government vehicle procurement. • Improved safety standards in the market: As ABS and other safety features become standard in a growing share of new motorcycles, the average safety performance of vehicles on the road will rise. • Shifts in consumer demand: Buyers will increasingly favour higher-rated motorcycles, reinforcing the business case for manufacturers to prioritize safety. <p>By this stage, early reductions in fatalities and serious injuries are expected in countries adopted motorcycle ABS. These reductions may range from 10–15% in targeted areas, based on known effects of ABS adoption alone (which can reduce crash fatality risk by up to 31%).</p> <p>Long-Term Impact (Beyond 10 Years) The long-term goal is for ASEAN MAP to be fully institutionalized and adopted as a self-sustaining national or regional program. When scaled across the region and maybe embedded in national regulations, the project is expected to support:</p> <ul style="list-style-type: none"> • Full adoption of UN safety regulations relevant to motorcycles (e.g., UN R78) • Decreased crash severity through widespread use of ABS, improved lighting, and safer designs • A cultural shift in how safety is valued and marketed in the motorcycle sector <p>Within 10 years, a region-wide reduction of 15–25% in motorcycle-related fatalities and serious injuries is an achievable target especially in countries that fully adopt and sustain the star-rating system, as seen with the success of ASEAN NCAP in the car sector.</p>	
<p>LINK WITH MANDATE OF PARTICIPATING ORGANIZATION(S) 750 words</p> <p><small>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).</small></p>	<p>The ASEAN Motorcycle Assessment Program (ASEAN MAP) is closely aligned with the mandate, strategic priorities, and ongoing work of the United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), the lead UN entity supporting the project. It also aligns with broader UN objectives related to sustainable transport, road safety, regional cooperation, and the Sustainable Development Goals (SDGs), particularly SDG 3.6 and SDG 11.2.</p>	
<p>EVALUATION 1500 words</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 reflected adequately in the budget.</p>	<p>Because this star-rating program is the first of its kind for motorcycles, its short-term success is best measured by how well we build the foundations (framework, governance, capacity, and visibility), not by immediate reductions in crashes and injuries—which will follow only after the ratings have been widely adopted. Our evaluation plan therefore focuses on outputs and early outcomes that demonstrate the system is firmly in place and gaining traction across ASEAN.</p> <p>a. Baseline Review (Q4 2025)</p> <p>Linked to Activity 2 – Setting up governance & collecting baseline data</p> <ul style="list-style-type: none"> • Purpose – Capture the starting point: current regulations, testing capacity, manufacturer interest, and public awareness in each pilot country. • How – Document reviews and short stakeholder interviews led by the project team. • Cost – Already covered in Activity 2 (data collection & coordination). <p>b. Mid-Term Check-In (Q3 2026)</p>	

	<p><i>After Activity 4 – Staff training; before first public ratings</i></p> <ul style="list-style-type: none"> • Purpose – See whether training, stakeholder buy-in, and final assessment framework readiness are on track. • How – Light-touch site visits, training attendance logs, and feedback sessions. • Deliverable – A concise progress brief with recommendations, feeding straight into Activities 5 & 6. • Cost – Folded into the training budget; no extra line item. <p>c. Final Evaluation (Q3 2028)</p> <p><i>After Activity 7 – Regional workshop & sustainability plan</i></p> <ul style="list-style-type: none"> • Purpose – Assess overall effectiveness, efficiency, and future viability once ratings and awareness campaigns have run a full cycle. • How – Independent review combining desk analysis, interviews, and select field visits. • Deliverable – Final report with an executive summary plus policy pointers for regional scale-up. • Cost – Included under the project’s closing-phase evaluation allocation. <p>Ongoing Monitoring</p> <ul style="list-style-type: none"> • Monthly – Internal status notes (progress, obstacles, lessons) compiled within 30 days of each activity. • Quarterly – Programme teams enter updated indicators into project standard monitoring template. <p>ESCAP’s Project Evaluation and Monitoring Plan</p> <p>The project will undertake monitoring and evaluation (M&E) activities in line with the requirements of UN Road Safety Fund and ESCAP Monitoring and Evaluation Policy and Guidelines.</p> <p>An independent evaluation at the end of the project will be conducted in line with ESCAP M&E Policy and Guidelines. The evaluation will be conducted by an external consultant to assess the result achievements and performance of the project. A total budget of \$11,000 will be allocated to hire an independent consultant for this purpose for two work months. The evaluation will be designed and conducted in line with the United Nations norms and standards for evaluation. In line with the Standard Memorandum of Understanding for the United Nations Road Safety Trust Fund using Pass-Through Fund Management the following reports will be submitted by ESCAP to the UN RSF secretariat:</p> <ul style="list-style-type: none"> - Financial report to the UN RSF Annual financial report as of 31 December of each year with respect to the funds disbursed to be provided by 30 April of the following year. - Certified final financial statements and final financial reports to be provided no later than five months after the end of the calendar year in which the financial closure of the activities occurs. - Narrative report to the UN RSF Annual narrative progress reports as of 31 December of each year to be submitted by 31 March of the following year. - Final narrative reports, after completion of the activities in the approved programmatic document, to be provided no later than 30 April after the end of the calendar year in which the operational closure of the activities occurs. 	
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<p>COMMUNICATIONS PLAN 3000 words</p> <p>Describe the main elements of the communication strategy of your project and how it can be linked with the UNRSF brand. Clearly identify:</p> <p>1. Who do you want to reach, and which groups are the priority? [e.g., Local communities benefiting from the project interventions; Policymakers/decision-makers to scale-up impact of project; Funders to sustain project interventions in area/other areas].</p> <p>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].</p> <p>3. Set out project milestones that can be supported by communications [e.g., Project launch/close; Workshops; Field visits; Publication of Report].</p> <p>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].</p> <p>5. Who from the project team is responsible for the communication.</p> <p>6. Please also provide an indicative communications budget [ex. printing, design, photographer/video maker].</p>	<p>1. Who do you want to reach, and which groups are the priority?</p> <p>We have identified the following stakeholders that we will be engaging with throughout the project, including:</p> <ul style="list-style-type: none"> • ASEAN-level institutions, including the ASEAN Transport Ministers and the ASEAN Secretariat, to ensure the program is aligned with regional strategies and receives formal recognition. • National governments in participating countries, to secure support for implementation and explore opportunities for institutionalizing the program. • Country-level implementing partners, who will be responsible for local adaptation and on-the-ground delivery of project activities. • Motorcycle manufacturers and OEMs, who play a critical role in supporting vehicle assessments and integrating safety improvements. • Journalists and media professionals, to help raise public awareness and amplify project messages across a broader audience. • Public, especially motorcycle users, increase awareness of safety ratings and influence consumer choices. • Funders and development partners, to explore additional investment and sustain project activities in existing and new locations. <p>2. What are the main content areas you want to flag from the project?</p> <p>The project will focus on communicating the following key messages:</p> <p>Purpose and impact of the program:</p> <ul style="list-style-type: none"> • Why is a motorcycle safety rating system urgently needed in Southeast Asia. <ul style="list-style-type: none"> - How ASEAN MAP contributes to reducing injuries and fatalities by guiding consumers toward safer motorcycle choices. - How the program aligns with the UNRSF mission and global road safety goals. • Sustainability and future needs: <ul style="list-style-type: none"> - The importance of continued donor engagement and regional cooperation to maintain and expand the initiative. - The role of stakeholders in ensuring long-term program relevance and impact. <p>1. Set out project milestones that can be supported by communications</p> <p>Year 1: Project Launch (Press release, media briefing, web presence) Formation of Regional Working Group (Newsletter and social posts) First Regional Workshop (Live social media coverage, blog summary)</p> <p>Year 2: Capacity Building Activities (Photos/videos, media toolkit) Start of Motorcycle Assessments (Behind-the-scenes content, infographic releases) Website and social media pages set up Release of First Ratings (Press conference, consumer-facing materials)</p> <p>Year 3: Public Awareness Campaigns (Billboards, digital ads, testimonials)</p>	
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	<p>Final Workshop and Knowledge Sharing Event (Video recap, summary report) Publication of Final Report and Policy Briefs</p> <p>4. Outline how audience groups will be best reached and with what frequency</p> <p>a. Print and Digital Materials: Factsheets, brochures, and toolkits will be distributed monthly via project channels and during road safety events at MIROS and partner agencies.</p> <p>b. Social Media and Website: Weekly updates will be posted on Facebook, Instagram, Twitter (X), and LinkedIn featuring project news, infographics, and rider stories. On average, 1–2 news items or updates will be published per month, including content for updates on partner websites, and global press coverage.</p> <p>c. Media Engagement: Press releases and regional/local media briefings will be held annually or around major milestones to engage journalists and news outlets.</p> <p>5. Who from the project team is responsible for the communication? At MIROS, the Project Communication Manager will be responsible for overseeing all communication activities, including the development of materials and coordination of events. The Project Manager will provide final approval and ensure content alignment with project objectives and messaging standards.</p> <p>6. Please also provide an indicative communications budget Approximately 50,000 USD</p>	
<p>BENEFICIARY GOVERNMENT(S) ENDORSEMENT 1000 words</p> <p>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 counterparts) is received by the secretariat.</p>	<p>Please see the endorsement letters attached.</p>	
<p>STRENGTHENING NATIONAL CAPACITIES 1500 words</p> <p>Please describe how national capacities will be strengthened and monitored as relevant, and how national ownership will be ensured. In this context, identify key stakeholders and outline a strategy to ensure stakeholders are engaged</p>	<p>The ASEAN Motorcycle Assessment Program (ASEAN MAP) is designed to be a sustainable, regionally owned initiative that not only improves motorcycle safety but also strengthens national capacities in regulatory enforcement, testing protocols, stakeholder engagement, and public awareness. Each activity in the project directly contributes to building local and regional capacity so that the star-rating system can be maintained and expanded by the countries themselves after project completion.</p>	

<p>throughout.</p>		
<p>LEVERAGING 750 words 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>Yes. The UNRSF grant will serve as a catalytic investment to launch a regional motorcycle safety rating program in Southeast Asia. Like the successful NCAP programs for cars, this initiative aims to create a sustainable and long-term platform that raises consumer awareness and encourages the production and use of safer motorcycles. The grant provides a solid foundation to attract additional funding partners, technical collaborators, and institutional supporters to expand the program’s reach, strengthen its impact, and ensure continuity at the regional level.</p> <p>A confirmed co-financing source is the World Bank’s Global Road Safety Facility (GRSF), which is expected to contribute approximately USD 150,000. This funding will complement UNRSF-supported activities by providing technical expertise, supporting regional coordination, and enabling knowledge exchange. In addition, GRSF is planning to develop a dedicated Motorcycle Hub, which could serve as an online platform to display motorcycle safety ratings, host training resources, and provide public education in a clear, accessible format. This will complement UNRSF-supported activities by enhancing outreach and knowledge sharing.</p> <p>In collaboration with UNRSF and ESCAP, we plan to seek additional funding or in-kind contributions from technology companies, philanthropic donors, and academic institutions to design, develop, and sustain the digital platform. This could include private sector sponsorship or social investment from major ride-hailing and delivery platforms such as Grab and Gojek whose operations rely heavily on motorcycle safety.</p> <p>Furthermore, building on our ongoing collaboration with Honda Japan on long-term research into motorcycle passive safety, this initiative could serve as a springboard to engage leading motorcycle manufacturers and safety equipment suppliers such as Honda, Yamaha, Bosch, and others in forming a technical consortium. These partners are expected to contribute in-kind support, including test vehicles, advanced safety technologies, engineering expertise, and financial resources. Their involvement will be essential for the development, testing, and validation of the assessment protocol, and for driving continued innovation and advancement in motorcycle safety throughout the region.</p>	
<p>IMPLEMENTATION ARRANGEMENTS 750 words 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 project aims to replicate and expand Malaysia’s MyMAP (Malaysia Motorcycle Assessment Program) into a broader regional initiative, similar in spirit to ASEAN NCAP. However, given current grant limitations, the scope of the project may not immediately allow for a fully institutionalized ASEAN MAP structure. Instead, the project focuses on establishing a regional working group to develop a common rating framework and deliver capacity-building efforts for participating countries.</p> <p>At this stage, four countries Malaysia, Viet Nam, Indonesia, and Thailand have been identified for potential collaboration. Recognizing the practical challenges of multi-country implementation under limited funding, the project aims to ensure that at least one country becomes a formal partner in launching the ASEAN Motorcycle Star Rating Program.</p> <p>Below is a summary of engagement efforts by country:</p>	

	<p><u>Malaysia</u> Malaysia’s Ministry of Transport has officially endorsed the program since the launch of MyMAP in 2021. The program is currently implemented by MIROS in partnership with the Malaysia Automotive, Robotics and IoT Institute (MARII), under the Ministry of Investment, Trade and Industry (MITI).</p> <p><u>Viet Nam</u> Initial government engagement includes:</p> <ul style="list-style-type: none"> • Le Van Dat, Deputy Director, Academy of Strategy and Cadre Training for Construction, Ministry of Construction (ACST) <p>MIROS and Autoliv have also initiated both online and in-person discussions with AIP Foundation as a potential implementation partner. Engaged officers include:</p> <ul style="list-style-type: none"> • Phong Le – Country Manager, Viet Nam, AIP Foundation • Ms. Khe Nguyen – Development Manager, Ho Chi Minh City • Ms. Phuong Luu – Program Officer, Hanoi <p><u>Indonesia</u> Government officials engaged include:</p> <ul style="list-style-type: none"> • Irjen Pol. (Purn.) Dr. Aan Suhanan, M.Si – Director General of Land Transportation • Ibu Ellis – Head of Sub-directorate of Safety Management <p>Industry and technical partners engaged:</p> <ul style="list-style-type: none"> • Adrianto S. Wiyono – PT Karya Fajar Ultima (KyFU) • Ibu Wildi Kusumasari – Badan Kebijakan Transportasi, Ministry of Transportation <p><u>Thailand</u> Government engagement includes:</p> <ul style="list-style-type: none"> • Chayatan Phromsorn – Permanent Secretary, Ministry of Transport • Kanpitcha Mek – International Affairs Division, Office of the Permanent Secretary, Ministry of Transport <p>Potential implementation partners include:</p> <ul style="list-style-type: none"> • Thai Automotive Institute • Road Safety Policy Foundation • Public Policy Study Institute Foundation 	
<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 analyse sex-disaggregated data and qualitative information to understand roles and needs of women and men?</p>	<p>This motorcycle rating project promotes safer motorcycles for all riders, regardless of gender. It aims to improve motorcycle safety for everyone.</p> <p>To ensure inclusivity, public awareness campaigns and educational materials will reflect the experiences of both men and women, using clear and relatable messages. Workshops and community outreach activities will encourage equal participation from all genders.</p> <p>For any travel-related activities, the project will consider the gender needs of participants and team members to ensure a safe and comfortable experience for everyone.</p> <p>The project will not collect and analyse sex-disaggregated information.</p>	

<p>AGE 300 words</p> <p>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 project aims to improve motorcycle safety for all age groups, especially youth and the elderly, who are among the most vulnerable on the road. For youth, who often use motorcycles for school, work, or delivery jobs, the project promotes safer motorcycle models with features like ABS and better lighting. For older adults, who continue to rely on motorcycles for daily travel, the project supports safety features that improve stability, visibility, and ease of use making motorcycles safer and more manageable for aging riders. While the project does not directly involve children, it helps protect them by improving the safety of motorcycles used by their families.</p>	
<p>EXCLUDED GROUPS 300 words</p> <p>How have you ensured that the needs of excluded and vulnerable groups, including people with disabilities, are addressed within the project?</p>	<p>Motorcyclists are among the most vulnerable road users in Southeast Asia, especially those from low-income and informal sectors who rely on motorcycles as their main form of transport. This includes women, older riders, and individuals with physical limitations. These groups often face limited access to safer vehicles and reliable safety information. The motorcycle star rating system empowers all riders regardless of income level by providing transparent, easy-to-understand safety ratings, helping them make more informed choices. One of the project aims is to encourage manufacturers to include essential safety features such as ABS, improved lighting, and stability enhancements in a wider range of affordable models, ensuring that safety is not reserved for premium products. To ensure wide reach, the program will share campaign materials in simple, visual formats that are accessible to people with different levels of literacy and digital access.</p>	
<p>ENVIRONMENT 300 words</p> <p>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>	<p>On the positive side, the project encourages the adoption of newer, safer, and more energy-efficient motorcycles, helping phase out older, higher-emission models. As manufacturers respond to the ASEAN MAP star rating system, they are expected to introduce upgraded models that feature not only improved safety but also better fuel efficiency or electric drivetrains. This shift supports reduced emissions and contributes to the broader goal of promoting cleaner, more sustainable mobility. Additionally, the program will adopt a digital-first approach by publishing safety ratings, manuals, and outreach materials online thus minimizing paper use and reducing the project's overall environmental footprint.</p> <p>Potential negative impacts are limited but may arise from motorcycle performance testing, if such assessments are included. These could involve fuel consumption and exhaust emissions during brake and stability tests, as well as carbon emissions from transporting motorcycles, equipment, and personnel to and from test facilities.</p>	
<p>STATEMENT OF COMPLIANCE 100 words</p> <p>Please provide a short text confirming submission of the offline statement of compliance and upload the project manager's signed and dated offline Statement of Compliance by clicking on "Documents". In the "Abstract" section, please fill "Statement of Compliance."</p>	<p>The signed document is enclosed.</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	
Contributing Goals	
Indicate the UNRSF SDG targets that the project will be contributing towards	

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_# 3.6	% TARGET_# 11.2	% TARGET_#
PO # <i>UNESCAP</i>	# 80	# 20	100
Total contribution by target	80	20	100
Project contribution to SDG by target	80	20	<i>100</i>

RBM

Project Results

* Kindly find the attached Excel file for your reference and clearer viewing.

Project Title: Star Rating for Safer Motorcycles in Southeast Asia		MPTFO Project Id:	Lead implementing Participating Organization: UN ESCAP, MIROS, GRSF		
Results Chain		Indicator	Baseline	Plan/Target	Means of verification
Impact	UNRSF Impact: To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries.	UNRSF Impact Indicator: Death rate due to motorcycle road traffic injuries in pilot countries	WHO Global Status Report 2023 or national data	10% reduction in targeted countries by 2028	National statistics
	Project Impact: To contribute to increase consumer awareness and manufacturer to increase motorcycle safety standards	Project indicator: Number of UN regulations for motorcycle adopted by targeted countries	Current number of regulations adopted.	Number of regulations adopted by 2030 as committed by countries.	Reported by government
Outcome	UNRSF Outcome 3: Improved safety of vehicles.	UNRSF Outcome indicator: Indicator 3.1: Number of countries that have taken road safety action to improve safety of vehicles admitted to traffic.	Number of countries that have taken education or technology-related actions as a result of Fund support in December 2025.	Number of countries education or technology-related actions as a result of Fund support in December 2028. # countries	Reported by government/ project reports/link of the government-recognized website.
	Project Outcome 1: Improved road safety through the use of safer motorcycles in the South-East Asia subregion of ESCAP	Project Outcome indicator(s): Number of countries using motorcycle safety ratings in policy/regulation/consumer info	0	At least 1 country by 2028	Annual progress report
* The Project must link to only 1 Outcome of the UNRSF logframe					
Output	UNRSF Output 3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.	UNRSF Output indicator(s) 3.1.1: Number of countries and municipalities supported in drafting road safety legislation and regulations on standards for admission of vehicles to traffic. 3.1.2: Number of countries and municipalities supported in establishing systems to enforce vehicle certification and inspections by qualified inspectors. 3.1.5: Number of countries supported in adopting UN Road Safety Conventions in support of improved safety of vehicles.	Number of countries and municipalities supported on legislative action in December 2025. Number of countries and municipalities supported on enforcement action in December 2025. Number of countries supported in December 2025.	Number of countries and municipalities supported on legislative action in December 2030. Number of countries and municipalities supported on enforcement action in December 2030. Number of countries supported in December 2030	Reported by government/ project reports/link of the government-recognized website.
	Project Output 1: A standardized motorcycle safety rating system, aligned with international regulations, is developed and applicable across South-East Asian countries.	Project Output indicator(s): Indicator 1.1: Standardized regional motorcycle safety rating framework is documented and published. Indicator 1.2: Number of countries officially informed about the framework. Indicator 1.3: Number of safety standards referenced in the framework that are consistent with international norms (e.g., UNECE regulations)	0 0 0	1 6 3	Published framework (in website), workshop report Communication records, dissemination logs Technical annex of framework, expert review notes
	Activity 1.1 Establish a regional working group and draft the initial ASEAN motorcycle safety rating framework.				
	Sub-activity 1.1.1 Establish Steering Committee and Regional Working Groups.	Indicator 1.1.1: Number of Steering Committee and Regional Working Groups officially established.	0	1	Signed committee TORs; Official establishment/resolutions.
Sub-activity 1.1.2 Produce initial draft of the ASEAN motorcycle-star-rating framework.	Indicator 1.1.2: Completion status of the initial draft of the ASEAN motorcycle star-rating framework.	0	1	Draft framework document; Steering Committee meeting minutes reflecting approval.	
Sub-activity 1.1.3 Consult with other NCAP frameworks as necessary	Indicator 1.1.3: Number of consultations/inputs gathered from regional and global NCAP frameworks	0	1	Meeting notes, consultation reports, correspondence records, and references in the draft ASEAN motorcycle-star-rating framework	
Sub-activity 1.1.4 Conduct initial stakeholder consultation workshop.	Indicator 1.1.4: Number of stakeholder workshops held with documented attendance and feedback.	0	1	Workshop agenda, attendance sheet, and summary report of discussions and feedback.	
Activity 1.2 Collect baseline motorcycle safety data in participating countries.					
Sub-activity 1.2.1 Collect baseline data from all participating countries.	Indicator 1.2.1: Number of participating countries from which baseline data is collected.	0	4	Baseline data collected from all 4 participating countries Data collection forms; Raw data files from each country.	
Sub-activity 1.2.2 Analyze and summarize baseline data into a report.	Indicator 1.2.2: Completion status of data analysis and summary report.	0	1	Data from all 4 participating countries analyzed and compiled into a summary report Final baseline data report with analytical findings	
Activity 1.3 Train implementing partners on the use of the safety rating framework and assessment protocols.					
Sub-activity 1.3.1 Develop and approve training materials. Review the training material by a road and vehicle safety expert	Indicator 1.3.1: Training materials developed and officially approved.	0	1	Training curriculum and materials documents.	
Sub-activity 1.3.2 Ensure all identified implementing partners successfully complete the training program.	Indicator 1.3.2: Percentage of identified implementing partners who successfully complete the training program.	0	>90%	Training attendance records; Pre/post-training assessments or feedback forms from participants; Certificates of completion.	

Output 2	UNRSF Output 3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.	UNRSF Output indicator(s): 3.1.1. Number of countries and municipalities supported in drafting road safety legislation and regulations on standards for admission of vehicles to traffic.	Number of countries and municipalities supported on legislative action in December 2025.	Number of countries and municipalities supported on legislative action in December 2030.	Reported by government/ project reports/link of the government-recognized website.
		3.1.3. Number of countries and municipalities supported in implementing road safety educational awareness raising or training on vehicle safety systems.	Number of countries and municipalities supported on education-related action in December 2025.	Number of countries and municipalities supported on education-related action in December 2030.	
		3.1.4. Number of countries and municipalities supported in adopting the use of supportive technology-related actions and equipment to ensure vehicle safety system compliance.	Number of countries and municipalities supported on technology-related action in December 2025.	Number of countries and municipalities supported on technology-related action in December 2030.	
Project Output 2: A Motorcycle Assessment Program Is established to Accelerate the Adoption of Road Safety Laws and UN Standards in South-East Asia region.	Project Output indicator(s): Indicator 2.1: Number of countries adopting or updating motorcycle safety laws aligned with UN standards		0	1	Official government documents, press release; UNRSF reports
		Indicator 2.2: Percentage increase in public awareness of motorcycle safety and rating results in pilot countries	0%	10%	Pre- and post-campaign survey results; media analytics
Activity 2.1	Conduct public awareness campaigns and disseminate motorcycle safety ratings.				
Sub-activity 2.1.1.	Prepare and publicly release star-rating results.	Indicator 2.1.1: Status of public release of motorcycle star-rating results.	0	1	Published report, media coverage, project website announcement
Sub-activity 2.1.2.	Develop and implement a public awareness and dissemination strategy	Indicator 2.1.2: Number of public awareness campaigns on motorcycle safety initiated and running.	0	1	Dissemination reports (e.g., website analytics, media reach statistics); Campaign materials (ads, brochures, social media posts); Survey results
Activity 2.2	Launch motorcycle safety assessments and publish rating results.				
Sub-activity 2.2.1.	Officially launch motorcycle safety rating assessments	Indicator 2.2.1: Motorcycle safety rating assessment system officially launched in targeted countries	0	Motorcycle safety rating system officially launched in 4 countries	Official launch announcements/press releases; Event reports.
Sub-activity 2.2.2.	Conduct safety assessments for selected motorcycle models	Indicator 2.2.2: Motorcycle safety assessments completed for prioritized/targeted motorcycle models	0	1	Completed assessment reports for each model
Activity 2.3	Host a final regional workshop to review outcomes and propose sustainability plan				
Sub-activity 2.3.1.	Draft, consult, review on sustainability roadmap.	Indicator 2.3.1: Status of sustainability roadmap development	0 drafts/consultations	1 sustainability roadmap developed and reviewed by all relevant stakeholders	Sustainability roadmap document
Sub-activity 2.3.2	Identify and confirm partnership agreements for future implementation	Indicator 2.3.2: Formal partnership agreements signed with key stakeholders.	0 signed agreements	At least 3 signed agreements	Signed partnership agreements or Memoranda of Understanding (MOUs).
Sub-activity 2.3.3.	Organize and conduct final stakeholder workshop	Indicator 2.3.3: Final stakeholder workshop conducted with documented outcomes.	0 workshops conducted	1 final workshop held with representatives from all key stakeholder groups	Final workshop agenda, attendance records, and summary report.

Risks

Event Description	Category	Level	Likelihood	Impact	Mitigating Measures	Risk Owner
	€ Social and Environmental € Financial € Operational € Organizational € Political € Regulatory € Strategic	€ Low € Medium € High € Very High € Not applicable	€ Rare € Unlikely € Possible € Likely € Very Likely € Not applicable	€ Insignificant € Minor € Moderate € Major € Extreme € Not applicable		e-mail
Government Endorsement of the SSZ Guide and Policy Recommendations	€	€	€	€		
Capacity training and application of tools	€	€	€	€		
Public support of the Safe School Zone Guide	€	€	€	€		
SR4S Results	€	€	€	€		

Budgets

Budget by UNSDG Categories: Over all

Budget Lines	Description	Participating Organization - UN ESCAP	Total
1. Staff and other personnel	Evaluation consultant \$11,000 for ESCAP, ESCAP senior consultants: \$7,500 per month*4 months=\$30,000, ESCAP junior consultant: \$3,000 per month*5 months = \$15,000	56,000	56,000
2. Supplies, Commodities, Materials			
3. Equipment, Vehicles, and Furniture, incl. Depreciation			
4. Contractual services			
5. Travel	8 trips to Malaysia @ \$2,000 per trip = \$16,000, participation in national, regional, international events = \$4,103	20,103	20,103
6. Transfers and Grants to Counterparts	Transfer to MIROS	250,000	250,000
7. General Operating and other Direct Costs		1,000	1,000
Project Costs Sub Total		327,103	327,103
8. Indirect Support Costs	PSC 7%	22,897	22,897
Total			350,000

Performance-based Tranches Breakdown

Tranche	Tranche %	UN ESCAP	Total
Tranche 1	50%	\$ 175,000	\$ 175,000
Tranche 2	50%	\$ 175,000	\$ 175,000
Total		\$ 350,000	\$ 350,000

Results-based Budget

Outcome*	Output*	Activity*	Agency*	Budget (USD)*	% Allocated to GEWE (if any)
Outcome: Improved road safety through the use of safer motorcycles in the South-East Asia subregion of ESCAP			Sub Total	\$ 500,000	\$ Amount
	Output 1: A standardized motorcycle safety rating system, aligned with international regulations, is developed and applicable across South-East Asian countries.		Sub Total	\$ 210,000	\$ Amount
		Activity 1.1: Establish a regional working group and draft the initial ASEAN motorcycle safety rating framework.		\$80,000	\$ Amount
		Activity 1.2: Collect baseline motorcycle safety data in participating countries.		\$70,000	\$ Amount
		Activity 1.3: Train implementing partners on the use of the safety rating framework and assessment protocols.		\$60,000	
	Output 2: A Motorcycle Assessment Program is established to Accelerate the Adoption of Road Safety Laws and UN Standards in South-East Asia region.			\$290,000	
		Activity 2.1: Conduct public awareness campaigns and disseminate motorcycle safety ratings.		\$90,000	
		Activity 2.2: Implement motorcycle safety assessments and publish rating results.		\$100,000	
		Activity 2.3: Host a final regional workshop to review outcomes and agree on a sustainability roadmap.		\$100,000	
Total				\$500,000	

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

* Kindly find the attached Excel file for your reference and clearer viewing.

Results Chain no.	Project Results Chain	Linkages with the project logframe	Responsible (Participating organization, Government, NGO, CSO, Consultant etc.)	2025				2026				2027				2028			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
				Impact	To contribute to a substantial reduction of road traffic fatalities and injuries in the South-East Asian countries														
Outcome	Improved road safety through the use of safer motorcycles in the South-East Asia subregion of ESCAP																		
Output 1	A standardized motorcycle safety rating system, aligned with international regulations, is developed and applicable across South-East Asian countries.																		
Activity 1	Establish a regional working group and draft the initial ASEAN motorcycle safety rating framework.																		
Sub-activity 1.1.1	Establish Steering Committee and Regional Working Groups.	Project Outcome indicator(s): Number of countries using motorcycle safety ratings in policy/regulation/consumer info	MIROS (lead), Governments (nomination), UNESCAP (support)																
Sub-activity 1.1.2	Produce initial draft of the ASEAN motorcycle-star-rating framework.		MIROS (lead)																
Sub-activity 1.1.3	Consult with other NCAP frameworks as necessary		MIROS, GRSF & UN ESCAP																
Sub-activity 1.1.4	Conduct initial stakeholder consultation workshop.		MIROS (logistics & facilitation), UNESCAP (regional coordination), Governments (participants)																
Activity 1.2	Collect baseline motorcycle safety data in participating countries.	Output indicator(s) OP Indicator 1.1: Standardized regional motorcycle safety rating framework is documented and published																	
Sub-activity 1.2.1	Collect baseline data from all participating countries.	OP Indicator 1.1: Standardized regional motorcycle safety rating framework is documented and published	Governments (data), MIROS (guidance & collation)																
Sub-activity 1.2.2	Analyze and summarize baseline data into a report.	OP Indicator 1.2: Number of countries officially informed about the framework	MIROS (lead), GRSF																
Activity 1.3	Train implementing partners on the use of the safety rating framework and assessment protocols.	OP Indicator 1.3: Number of safety standards referenced in the framework that are consistent with international norms (e.g., UNECE regulations)																	
Sub-activity 1.3.1	Develop training materials.	OP Indicator 1.3: Number of safety standards referenced in the framework that are consistent with international norms (e.g., UNECE regulations)	MIROS (lead), GRSF (technical input/review)																
Sub-activity 1.3.2	Ensure all identified implementing partners successfully complete the training program.	OP Indicator 1.3: Number of safety standards referenced in the framework that are consistent with international norms (e.g., UNECE regulations)	MIROS (trainers), Governments (participants)																
Output 2	A Motorcycle Assessment Program is established to Accelerate the Adoption of Road Safety Laws and UN Standards in South-East Asia region.																		
Activity 2.1	Conduct public awareness campaigns and disseminate motorcycle safety ratings.																		
Sub-activity 2.1.1	Prepare and publicly release star-rating program information		MIROS (technical lead), Governments (channels)																
Sub-activity 2.1.2	Develop and implement a public awareness and dissemination strategy		Governments (lead), MIROS (materials), GRSF (support)																
Activity 2.2	Launch motorcycle safety assessments and publish rating results.																		
Sub-activity 2.2.1	Formally motorcycle safety rating program (PR release, announcement,)	Project Outcome indicator(s): Number of countries using motorcycle safety ratings in policy/regulation/consumer info	MIROS (lead), Governments (endorsement), GRSF																
Sub-activity 2.2.2	Conduct safety assessments for selected motorcycle models	Output indicator(s) OP Indicator 2.1: Number of countries adopting or updating motorcycle safety laws aligned with UN standards	MIROS (lead)																
Sub-activity 2.2.3	Announce and publicize the ratings at a dedicated launch event.	OP Indicator 2.2: Percentage increase in public awareness of motorcycle safety and rating results in pilot countries																	
Activity 2.3	Host a final regional workshop to review outcomes and agree on a sustainability roadmap.																		
Sub-activity 2.3.1	Draft, consult on, and endorse sustainability roadmap.	OP Indicator 2.2: Percentage increase in public awareness of motorcycle safety and rating results in pilot countries	MIROS (draft), GRSF (advise), UNESCAP (facilitate consultation)																
Sub-activity 2.3.2	Identify and confirm partnership agreements for future implementation		MIROS (lead), GRSF, UNESCAP (support), Governments (endorsement)																
Sub-activity 2.3.3	Organize and conduct final stakeholder workshop to validate roadmap		MIROS (host), UNESCAP (co-facilitate), Governments (present)																

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
Statement of compliance.docx	Other Docs	MIROS Autoliv			

Signature

Project Signatures

Name of Organization	E-mail	Name of Representative	Title	Signature Process	Signed	Signature
United Nations Economic and Social Commission for Asia and the Pacific						
		Executive Secretary of ESCAP and Under-Secretary-General of the United Nations				
		Email: escap-spm@un.org ; escap-td@un.org				

Workflow

Project Workflow

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