RSF
THE ROAD SAFETY FUND

APPLICATION FORM

1. COVER PAGE

Project title	**Strengthen Road Safety Management for evidence-based intervention through reliable road crash data, building capacity in research and monitoring evaluation.**
Implementation organization(s)	Ministry of Works and Transport
Participating UN Organization(s)	United Nations Economic Commission for Africa
Other partner(s)	Uganda Road Accident Reduction Network Organization (URRENO)
Beneficiary country(ies)	Uganda
Country category	☐ Low-Income *indicate % of total cost:* 7.36% ☐ Middle-Income *indicate % of total cost:* _____
Total budget including co-financing (in USD)	*US$ 294,536*
Budget to be funded by UNRSF (in USD)	*US$ 265,082*
Estimated start date	01/12/2020
Estimated end date	1/12/2022
Duration (in months)	24 Months
Primary contact person *Name, title, e-mail and telephone*	Ronald Amanyire Secretary **National** Road Safety Council Tel: +256 772904543 Email: amronaldo77@gmail.com
Submitted by	Name and title: William H. Lugemwa. Director Private Sector Development & Finance. UNECA William.lugemwa@un.org Tel +25111 544 4632 Signature:

2. EXECUTIVE SUMMARY

Background and problem statement:

Whereas there are efforts by the Government of Uganda to address road safety management, the overall national results are far short of the changes that are urgently needed to reduce a large number of national road fatalities and injuries. In Uganda, road traffic crashes are responsible for the reported 3,689 deaths in 2018. The overall annual cost of road crashes is currently estimated at approximately UGX 4.4 trillion ($1.2 billion), representing 5% of Uganda's gross domestic product (GDP) which is a big cost to a developing economy.

One of the main challenges being faced in Uganda is implementation of road safety measures to address this carnage that are not evidence based, not well researched and lack of a monitoring and evaluation framework.

Despite recent progress Uganda has taken towards implementing comprehensive data collection related to road traffic crashes, the precise magnitude of injury-related mortality and disability data is not known. The existing data collected by the police, hospitals, insurance, and legal sectors is not harmonized and needs major revamping so as to achieve better and more reliable and sustained information. Uganda's road safety management lacks road safety management and monitoring of road safety interventions. This situation leads to inaccurate means in the development of remedial measures as well as evaluating the effectiveness of the road safety programs.

Proposed solution and approach

The proposed solution to the above problem is to revive and implement the Road Crash Data System (RCDS) project and subsequently roll-it out so as to provide better and more reliable and sustained data of crashes through improved collection, analysis and effective usage of road safety data

The project will also assist in the development of remedial measures as well as to evaluate the effectiveness of the road safety programs. It will also allow bringing together multiple stakeholders to discuss various issues regarding management and use of road traffic injuries and hence raising public awareness as well as advocating for the allocation of appropriate resources.

Its intended impact

The implementation of this project will lead to provision of reliable information on road crashes, that will consequently bring about planning based on accurate and comprehensive data which is a pre-requisite for correct diagnosis of the road safety problems, a unique tool to assess the new effective prevention policies by government agencies and non-state actors and hence resulting into substantial reduction of road traffic fatalities and injuries. Another intended impact from the implementation of the proposed project is the reduction of the costs of road crashes.

Linkages/synergies with on-going initiatives

The project proposes a joint ownership and maintenance of RCDS by Uganda Police and Ministry of Works and Transport (MoW&T). The Ministry of Health will also be integrated in the project.

Implementation arrangements

The Government of Uganda through MoW&T will design, coordinating, monitoring and evaluating RCDS project activities through the Project Management Unit (PMU).

Uganda Road Accident Reduction Network Organization (URRENO) is a partner in the implementation of the project.

The Project will be led by a Team Leader from the Ministry and deputized by URRENO. _Possible scale-up/replication and noteworthy innovations_

The road crash database system will interface with other systems for purposes of enhance crash data collection. Research, Monitoring and evaluation will be integrated into the routine activities of the Lead Agency the National Road Safety Council.

3.1 PROBLEM STATEMENT

What is the problem"

One of the main challenges being faced in Uganda is implementation of road safety measures that are not evidence based, not well researched and a lack a monitoring and evaluation framework. In order to address this aspect of Road safety management in Uganda, a programme to establish a Road Crash Database System was initiated by the Ministry of Works and Transport in collaboration with the Uganda Police. This programme could not be concluded due to cancellation of funding by World Bank.

The Government of Uganda had signed a credit Agreement (IDA Credit No.:4679-UG, Project ID: P092837) with World Bank in November 2009 to support the implementation of the Transport Sector

Development Project. This Project involving several components was being implemented by the Ministry of Works and Transport, and the Uganda National Roads Authority.

On 21st December 2015, the World Bank announced the cancellation of funding to the Transport Sector Development Project (TSDP) due to contractual breaches related to workers' issues, social and environmental concerns, not being implemented by the Contractor for the Fort-Portal Kamwenge road.

The cancellation affected implementation of one of the key programmes in the Ministry, the establishment of the Road Crash Database System that was under component B (Enhanced Road Safety) of the Project. The establishment of the Road Crash Database System was one of the key initiatives being implemented to improve road safety management in the country.

This is well documented in the Road Safety Performance Review of 2018 by UNECE and UNECA. The Government has now allocated some funding to revive and complete this programme, however, this funding is still inadequate to finalise its rollout, carryout training of Uganda Police and the staff of the Lead Agency (National Road Safety Council (NRSC) in the Ministry of Works and Transport (MoWT), build capacity to carry out data analysis and evidential research in road safety on the basis of crash data among others; and the need for a monitoring and evaluation framework for road safety interventions.

"Why does this problem exist?

The problem exists due to lack of adequate funding to finalise key pending tasks and technical capacity in data analysis, research and monitoring and evaluation

"What effects does this problem have in terms of road fatalities and injuries?"

Implementation road safety interventions that are not evidenced-based will not address the current road safety situation in the country. Last year 2018, the lives lost due to road crashes were 3,689 which was an increase by 5.6% of the 2017, despite the interventions put in place over the period. Without addressing the aspect of evidence-based interventions through reliable data, analysis, research, monitoring and evaluation; a lot of funds will be put to waste in implementation of interventions and lives will continue being affected. Rising road crashes has created an adverse effect on social, economic and physical status of Ugandans in terms of rising disability, morbidity and mortality trends, costing Uganda an estimate of UGX 4.4 trillion ($1.2 billion), representing 5% of Uganda's GDP annually.

"Who is affected by the problem?"

Whereas the problem being addressed has a direct effect on road crashes, the National Road Safety Council as the lead agency in the Ministry is not able to achieve its mandate of spearheading the road safety effort in the Country, including other agencies engaged in road safety activities, the Uganda Police, the Roads Authorities, the Municipal Councils, the Ministry of Health, the Academia and Civil Society Organisations.

Why does beneficiary country need help in solving this problem?

The beneficiary country needs support mainly due to build capacity currently which is lacking, in collection of reliable data, analysis, research and monitoring and evaluation. The agencies that are likely to benefit are the NRSC, the Uganda Police, Ministry of Health, and the civil society involved in road safety advocacy and social research. In this case URRENO (a Civil Society Organisation) has partnered with the Ministry to compile this proposal.

3.2 PAST, ONGOING AND PLANNED PROJECTS

List the past, ongoing and planned projects that have been designed to address this or related problem(s).

Ministry of Works & Transport

a) **Past projects**
   i. Road Safety Performance Review, 2018
   ii. Development of the Road Safety Policy 2011-2014
   iii. Review of the Traffic and Road Safety Legislation. The Bill for the amendment is now before Parliament for consideration
   iv. Developed Road engineering Manuals on Road Design, Traffic Signs, and Safety at Roadworks,
   v. Procured tools and equipment to facilitate Traffic law enforcement,
   vi. Develop Road Safety Education as part of the Primary School Curriculum,
   vii. Conducted a Feasibility Study on the Establishment of an Emergency Ambulance System
   viii. Conducted a Study on the Requirements for Accident Trauma Research and the Training

b) **Ongoing projects**
   i. Finalization of accession of UN road safety convention
   ii. Implementation of vehicle inspection
   iii. Finalise the Rollout road crash data base system
   iv. Finalization of the amendment and review of the Traffic and Road safety Act. The Bill is now before Parliament for consideration

c) **Planned projects**
   i. Establishment of the Automated Driver Test centres
   ii. Sustained Road Safety Education and awareness

URRENO

Past Projects

d) Kampala Urban Traffic Improvement Plan
e) Motor Cyclist road safety sensitization program
f) Development of P1-P4 Road safety education (RSE) curriculum
g) Development of Highway Code, Road Safety Audit Manuals
h) Roll-out RSE curriculum in 180 Primary schools

   Ongoing projects
i) Safer School zone project funded by Global Alliance of NGO for Road Safety
j) Road safety sensitization of Motorcyclists and Taxi driver along Northern Bypass Road

Planned projects

k) Road safety awareness in Kampala Primary schools with support from Rotary Club of Kampala Naalya

Justify the need for this project

The much needed support to build capacity for the NRSC, Uganda Police, URRENO, Ministry of Health to effectively and sustainably manage Road Crash Database System (RCDS) is justifiable. Currently, there are very few trained police to manage the road accident database.

We are not starting from scratch, something has already been done. The Software for the database has already developed. However, without a well-trained Team to collect this data analyse and interpreting it in the tool will not achieve the desired outcome. The system needs to be populated and iteratively

improved upon. The system will form a basis for future integration with other systems that will enhance crash data collection such as Ministry Health and Insurance Regulatory Authority among others.

Crash data has not been properly disseminated and interpreted as well as being used to farther research by the Lead Agency among others for future road safety interventions; such as awareness, infrastructure improvements, enforcement, etc.

This project will enable us raise awareness on crash data, road safety research, monitoring and evaluation. In case of research this is an area that has been delegated to the academia. The NRSC should take the lead in order to have meaningful interventions.

3.3. PROJECT OBJECTIVE

State the objective:

1. To strengthen the capacity of Uganda in data collection, analysis and research for evidence-based intervention, as well building capacity in monitoring and evaluation.

3.4 PROJECT STRATEGY AND RESULTS

Explain the overall project approach and strategy.

1. The Project approach and strategy shall follow the following; initiation of the Project, Planning, Execution, Monitoring and Evaluation and finally closing phase.

2. **Research and Development:** The project team will identify four experimental research areas. Proposals will be written and the research conducted. The output will be a peer reviewed for paper on road safety.

List of Expected Outputs:

1. Capacity built to collect, analyse and interpret road crash data
2. Built capacity in road safety research
3. Built capacity to monitor and evaluate road safety interventions
4. Four experimental research areas. Proposals will be written and the research conducted.

List of Expected outcomes

1. Improved Road Safety Management
2. Implementation of evidence-based road safety interventions
3. Reliable Road Crash data

Highlight population target groups as well as any innovative approaches

1. Traffic Police
2. Health Workers in Referral Hospitals
3. NRSC Staff
4. URRENO Staff

Innovative approaches

1. Conversion of the paper form to a phone app for data collection
2. Using GPS for accident scene location
3. Integration of Research in road safety programmes

Briefly describe the implementation plan coherent with proposed activities with estimated time schedule

1. At the inception, the project will develop and get working a new, improved accident database that is jointly managed by the Ministry of Works and Transport. It is envisaged that the partners will form a Technical Steering Committee to manage the project up-to the end. This will take 6weeks.
2. A training shall be commissioned and conducted for crash data collection, entry and analysis. This will mainly target the Uganda Police for an estimated number of 500 for 3 weeks
3. the training will focus on the following components: Importance of crash data, components of the crash form, data entry, data analysts, including queries, cross-tabulations, stick diagrams, map analysis, cluster analysis, reporting and printing. Training of data managers from Traffic Police, , Ministry of Health and NRSC and this will be carried by a consultant and will take 2 weeks
4. The working group will monitor data collection: This will be a continuous exercise for a period of 12 months
5. A review of the database system will be carried out after six months of commencement and data collection for sustainability and areas for improvements.
6. Training in research methods will be conducted in road safety research including monitoring and evaluation. The following are expected to benefit from the training: Uganda Police, NRSC and URRENO. The training will be conducted six months after commencement. Four experimental research areas will be identified and research carried out. The research is expected to take six months after the training.
7. A monitoring and Evaluation framework will be developed at the commencement of the project. This will be the basis for evaluating road safety programmes/interventions.
8. Monitoring and evaluation of project activities. This will be carried out throughout the project period.

3.5 COMPARATIVE ADVANTAGE

Describe your comparative advantage relative to other actors.

The Road Safety Performance Review in 2018 which was carried out for Uganda with support by UNECA and UNECE, identified many of the road safety issues that needed to be addressed and recommendations were made based on the seriousness of the problem. One of them was to urgently revive and complete the RCDS project and subsequently roll it out. We are not starting from scratch. A software database is already developed. However, there is need to improve and sustainably manage including putting to proper use of the database system. This puts Uganda at an advantage.

The fund used for the Performance Review was put to good use, and what is being implemented is one of the key recommendations of the Review Report.

The government has technical staff with multi-disciplinary competences in road safety engineering, education and training, legislation, vehicle safety and medical doctors who are offer a complete package to meet any needs of the project.

Government partner in this project (URRENO) is one of the most experienced and capable road safety organizations in Uganda. It has implemented a number of road safety actions meant to improve national road safety system including technical assistance. Despite previous attempts, Uganda is this time committed to oversee the road crash database system succeed that is why, it has prominently featured in actions to enhance road safety management.

Use key results and lessons learned from other projects that you have implemented to explain how you have added value so far.

1. The Ministry of Works and Transport through the NRSC was on course to complete the establishment of the Road Crash Database System had the funding from World Bank been not cancelled
2. The Ministry has successfully succeeded to amend the Traffic and Road Safety. The Amendment Bill is now before Parliament. The amendments are meant improve road safety management, regulation of transport services as well as enforcement of traffic rules.

What is the unique solution that is being proposed by your organization?

Implementation of RCDS and its subsequent roll-out will generate accurate and timely information on road crashes which is one of the keys to developing a more effective targeted program of action on road safety. The road crash data will be easily mapped. Integrating research and monitoring and evaluation will definitely enhance road safety management.

3.6 CONSISTENCY WITH GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY

I. *Indicate the following:*

☒ *Road Safety Management:* RCDS, Research and Monitoring and Evaluation as one of the areas for strengthening road safety management capacities.

☐ *Safe User:* The information generated from the RCDS will show the level of application of road safety awareness by the road users

☐ *Safe Vehicle:* The information generated from the RCDS will show the safer vehicles needed in the country

☐ *Safe Road:* The information generated will show the blackspots on the roads to determine what improvements needed on the road

☒ *Post-Crash Response:* The information generated will show the response time after the accident and access to a medical facility.

II. *Shade the relevant cell(s) of the figure below in gray to indicate which aspects the project will focus on:*

Area / Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
	Road safety management				
Safe user	Traffic rules Drivers Cyclists Pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal instruments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

III. *Explain how this project integrates the **safety system principles** and provides sustainable solutions to the root causes of the problem (max 300 words)*

The project aims to strengthen road safety management ensuring implementation of evidence based road safety interventions. The safety system principles recognize that people need protection in traffic in the process of using the road and the vehicle because there are known human limitations before harm occurs. One of the outputs of strengthened road safety management capacities is the establishment of a road crash database system which aims at developing a process for collection of data, production of indicators on road fatalities and injurie and monitor intermediate outcomes based on internationally available methodologies.

The project will coordinate between action taken by designated government agencies across road safety pillars and areas through providing correct information on the how safe roads are designed, how safe vehicles are made that enters the system to be forgiving of human fallibility.

The project will integrate its core aim of providing factual information to a Safe System which requires understanding and managing the complex and dynamic interaction between operating speeds, vehicles, road infrastructure and road user behavior in a holistic way.

The project will be providing information on optimal emergency response and post-crash medical care as part of a Safe System to prevent injuries from having serious health consequences and to ensure optimal recovery.

On completion, the project will disseminate information to those responsible for designing, building and operating the road system and vehicle owners to bear responsibility to ensure it encourages and supports safe use, addresses inherent safety risks, anticipates errors that users will make and ensure they do not result in serious harm.

The project generated data will inform government on what strategies to use for road users to take responsibility to obey traffic rules and use roads with due care for safety.

3.7 BENEFICIARY GOVERNMENT(S) ENDORSEMENT

☒ **Received**
☐ **Under discussion**
☐ **Comments:** A support letter was received from the Ministry of Works and Transport. The Project addresses some of the key recommendations of the Road Safety Performance Review by UNECE in 2018 *and the report is attached.*

3.8 EXPECTED IMPACT
Outline the likely quantitative impact of this project in the immediately following project conclusion towards reducing road fatalities and serious injuries.

IMMEDIATE IMPACT:

1. Number of planned national evidenced based road safety actions proposed for implementation in the country
2. Number of Research programmes launched

Likely quantitative impact of this project in the long-term towards reducing road fatalities and serious injuries.

POTENTIAL LONG-TERM IMPACT:

Number of policy proposals made

Other targeted road safety impact(s) (please describe):

- The implementation of RCDS will cause a reduction in economic loss due to road traffic crashes
- Reduced number of persons with disabilities due to road crashes
- Reduced Accident severity index from 29 to 20%

3.9 REPLICATION AND SCALE-UP

Describe how the project intends to sustain any achievements beyond the completion of the project.

At the end of the programme the Road Crash Database System will have gone live. The capacity to sustainably manage the system will have been built. There is already commitment by Government to ensure that the system is in operation and serving the purpose. Government will identify and provide funds to complement the efforts by this fund and beyond. Uganda Police Department will train master trainers who will train more data collection and entry officers countrywide. This will be done as one of the activities in their operations of strengthening the department.

The future prospects is also to integrate all data sources including the Hospitals and Insurance firms. There are plans to develop a mobile app for data collection at the time when the capacity is well built for purpose of data integrity. This will ensure that as much crash data as possible is captured, analysed and interpreted.

The ability to utilize crash data in research, monitoring and evaluation will be integrated in the routine activities the Ministry/Council as Lead Agency. This will enable the Council to realize its effective role of spearheading the road safety effort in the country.

The Road Crash Database System, research and monitoring are all anchored in the National Road Safety Policy as some of the efforts to strengthen road safety management.

Specify the arrangements to scale-up and replicate results, as relevant

The future prospects is also to integrate all data sources including the Hospitals and Insurance firms. There are plans to develop a mobile app for data collection at the time when the capacity is well built for purpose of data integrity.

3.10 INDICATIVE BUDGET

See Annex I of Application Guidelines for description of UNDG budget categories

Object of expenditure		Notes	Requested from UNRSF (US$)	Co-financing (US$)
1.	Staff and other personnel costs (not more than 20%)		30,0000	29,454
2.	Supplies, commodities, materials			-
3.	Equipment, vehicles and furniture including depreciation			-
4.	Contractual services			-
5.	Travel		11,500	-
6.	Transfers and grants counterparts		206,240	-
7.	General operating and other direct costs (Not more than 5%)			-
Total project direct costs			247,740	
8.	Indirect support costs (Not more than 6%)		17,342	-
Grand total			265,082	294,536

4.1 IMPLEMENTATION ARRANGEMENTS

Explain roles and responsibilities of the parties involved in governing and managing the project, for example, the number of full-time and part-time staff. Outline any governance mechanisms that will be utilized or established.

The Project will be implemented just like other grants similar the grant for the Road Safety Performance Review of 2018. The National Road Safety Council will provide the Secretariat for the Project. The Secretary to Council assisted by the three Senior Road Safety Officers will provide the Project Coordination.

The Oversight Roles will be by the Head of Department for Transport Regulation and Safety, the Director of Transport and the Permanent Secretary, Ministry of Works and Transport.

The Ministry will utilize its other structures for governance and accountability of the Project.

42 PARTNERSHIPS

Roles of implementation partners in the project and how they will be engaged.

The major partner in implementation of this Project will be the Uganda Police, who are mandated by law to collect crash data.

The other partner will be URRENO an Non Governmental Organisation which has participated in developing this Proposals. The key roles of URRENO will mainly be training and participation in road safety research, including the development of the Monitoring and Evaluation Framework.

Will the project utilize the existing cooperation platform(s) to achieve and sustain results?

The MoU between the partners shall expressly state the duties and responsibilities of the parties to achieve and sustain the results even after the project is complete.

4.3 RISK ASSESSMENT MATRIX

Please specify the key risks that can threaten the achievement of results through the chosen strategy and its assumptions. Describe how project risks will be mitigated, especially how potential adverse operational, social and environmental impacts will be avoided where possible and otherwise managed. Complete the table using the Risk Scoring Table in Annex II of Application Guidelines). Add additional rows, as needed.

Risk Assessment Matrix

Key Risk	Likelihood (2-5, see Annex II in Guidelines)	Impact (1-5 see Annex II in Guidelines)	Score (L x I)	Control/Mitigation Measure[1]	Mitigation Timeline
Strategic					
▪ Lack of Partnerships with NGOs and URCS	2	4	8	Start preparing the MoU's early enough to avoid delays	4weeks after award
▪ Delayed Formation of Project Management Unit (PMU)	3	2	6	The PMU duties and responsibilities shall be highlighted in the MoU	4weeks after award
Environmental					
▪ Excessive printing of RS materials	4	2	8	The project will minimize use of printing paper and instead use electronic templates and charts.	Always
Financial					
▪ Delayed transfer of funds from Participating to Implementing partners	2	4	8	Timely requisitions and accountability of the project funds	One week after requisition
▪ Delayed accountability from implementors	3	4	12	Timely requisitions and accountability of the project funds	One week after requisition
▪ Reduced funding due to forex rate fluctuations	3	4	12	Savings from the appreciation of Dollars to balance with its appreciation	Always
Operational					
▪ Procurement process taking long	3	3	9	Prepare and approve the procurement plan	At Project commencement

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[1] Where risk factors are scored "high" or "very high" (score 9 to 25), mitigation measures must be addressed through actions that are planned and costed in the project budget, with immediate actions for risks scored at "Very High" (score 20 to 25).

•					
• Covid -19 Pandemic and its restriction on mobility	4			Taking advantage of online applications to do work where possible	Always
Organizational • Lack of operational guidelines for the PMU to run the Project	3	3	9	At formation of the PMU, guidelines and policies to be made	4 weeks after award
Political • Poor attendance of road safety activities due to political campaigns going on	4	4	16	PMU to harmonize the project activities with political campaigns	Always

3 MONITORING AND EVALUATION

In this section please outline the project's monitoring and evaluation plans. Provide information on when monitoring and evaluation will occur. Specify the type of evaluation that will take place.

Project's monitoring and evaluation plans

Outcome	Indicators	Baseline (Starting point against which progress will be measured)	How will progress be measured? & by who? *(All measurement to be done by M & E team)*	Timing/ frequency of measurement	Evaluation Type
Accurate and timely information to use in the promotion of road safety	10000booklets of Revised crash report form printed	New report replaces the old report	Number of crash report printed	Quarterly	Quantitative
	200 personnel trained in data collection, data entry, data analysis	New additional staff trained	Number of staffs trained to manage RCDS project	Mid-term	Qualitative and Quantitative
	databases Installed	At the new data entry level	Number of RCDS stations established	Quarterly	Qualitative and Quantitative
	50,000 crash data collected and analysed	At the new data entry level	Number and type of crash data collected and analysed	Quarterly	Quantitative And qualitative
	A master database installed at the central place	An old master database was installed in 2004	Number of master database installed	Mid-term	Quantitative And qualitative
	Copies of databases installed	Three databases were installed in 2004	Number of master database installed	Mid-term	Quantitative And qualitative
	Published official road traffic and road safety data on websites of national agencies	At the new data entry level	Number of publications on the website	Mid-term	Quantitative And qualitative
Development of road safety intervention of based on evidence-based information	Two road safety actions implemented	New enforcement interventions based on evidence-based information	Number of enforcement interventions implemented	Annually	Quantitative And qualitative
	Increased awareness of road users	At the new entry level	Number and type of road users sensitized	Quarterly	Quantitative And qualitative

Road Safety Research	4 Number of Research carried out	After training and building capacity	By scope	Quarterly	Quantitative And qualitative
Monitoring and Evaluation Framework					
	Framework developed	After training and building capacity	By scope	Quarterly	Quantitative And qualitative
End of project Evaluation	100% implementation of project outputs. Evaluation will also be in terms of the impact, effectiveness, efficiency, and relevance of the project.	0% implementation of project outputs	An independent consultant will interview key stakeholders and review project documents/reports. Documents confirming the delivery of each output will be examined and stakeholders' perceptions of the impact, effectiveness, efficiency and relevance of the project will be obtained through interviews	End of project	Independent evaluation undertaken quantitatively and qualitatively

5. STATEMENT OF COMPLIANCE

The undersigned certifies, following diligent inquiry, as follows:

1. Project Personnel[2] have not engaged in any activity which would violate Sections III (Special Provisions Regarding Financing of Terrorism) or VII (Fraud, Corruption and Unethical Behavior) of the Fund MOU, nor do there exist any circumstances which could reasonably be perceived to present a potential or actual conflict of interest[3] on the part of the Applicant or its Implementing Partner(s), or any contractors, vendors or suppliers.

2. The Project (including related projects within a larger project or programme) shall not directly or indirectly (e.g., through Implementing Partners or third parties) engage or provide financial or personal benefit to, whether individually or by corporate ownership, participation or benefit, members of the Fund's governing bodies.

3. The Project (including related projects within a larger project or programme) is not currently engaged, nor shall it engage, in any relationship or arrangement, financial or otherwise, which may constitute a conflict of interest or a violation of Sections III or VII of the Fund MOU.

4. In managing and implementing Project activities, Project Personnel shall not seek or receive instructions from any Government or from any other authority external to the Applicant except as otherwise provided in the Project Documents and Governing Agreements.

5. It has disclosed all pertinent facts surrounding Project Personnel, and any relationship or arrangement, financial or otherwise, which may constitute a conflict of interest or a violation of the Fund MOU Sections III and VII [Attachment 1].

6. It has disclosed all complementary funding received, pledged or sought with respect to Project activities in item V. of the Project Proposal.

[Signature Block of Executive Officer or designate]

6. PROJECT SUBMISSION

ARE ALL THE FOLLOWING ELEMENTS INCLUDED AND COMPLETED IN YOUR APPLICATION?	
Section 1. Proposal Cover Page	☐ Yes √
Section 2. Executive Summary	☐ Yes √
Section 3. Project Description	☐ Yes √
Section 4. Project Management	☐ Yes √
Section 5. Statement of Compliance	☐ Yes √

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2 "Project Personnel" shall mean any person or entity employed or engaged in any capacity with respect to the Project, including without limitation, employees, interns, volunteers, contractors, or vendors, whether engaged directly or through third parties including Implementing Partners.

3 "Conflict of interest" shall refer to circumstances where, by act or omission, a party's private interests or those of his or her family members, such as outside professional relationships or personal financial assets, interfere or appear to interfere with the proper performance of his or her professional functions or obligations to the contracting organization.

Letters of support from national counterparts	☐ Yes √
Any other annexes (depending on application)	☐ Yes √ ☐ N/A

Annex 1: Logical Framework and Workplan

Note – please ensure alignment to sections 3.3 and 3.8 in the Application Form

A. LOGICAL FRAMEWORK

PROJECT OBJECTIVE: *To strengthen the capacity of Uganda in data collection, analysis and research for evidence-based intervention, as well building capacity in monitoring and evaluation.*

Expected outcome 1	Indicators	Means of verification
Improved Road Safety Management	Indicator 1: In-house research in collaboration with civil society Baseline: Target: 4No. Indicator 2: Dissemination of research findings and recommendations Baseline: Target: 4No Workshops held	*Research papers*

HOW DOES OUTCOME 1 CONTRIBUTE TOWARD ACHIEVING:

SDG 3.6: "By 2020, halve the number of global deaths and injuries from road traffic accidents"?
- *Implementation of evidence research and evidence based interventions*

SDG 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"?
- *Implementation of evidence research and evidence based interventions*

Performance targets (project outputs that show progress towards achieving outcome 1)	Expected Milestone for each reporting period (annual)
Output 1.1 *Staff trained in research methodologies*	*07/2021*
Output 1.2 *Concepts for 4No. research topics developed*	*12/2021*

1

Output 1.3 *Research carried out and disseminated*			*12/2021*

Output 1.1	Indicators	Means of verification	
Staff trained in research methodologies	*10 No. persons trained in research methodologies and preparation of research papers*	*Proof of training*	
Project activities:			**Expected Milestone for each reporting period (annual)**
1.1.1 *Identify staff and training institution or key expert to facilitate the training*			*05/2021*
1.1.2 Conduct training			*06/2021*

Output 1.2	Indicators	Means of verification	
Concepts for 4No. research topics developed	*Approval of 4No. Research concepts by the Ministry*	*Copies of approvals*	
Project activities:			**Expected Milestone for each reporting period (annual)**
1.2.1 develop concepts for 4No. research topics			*07/2021*

Output 1.3	Indicators	Means of verification	
Research carried out and disseminated	*Completion of researches*	*Peer review of research topics*	
Project activities:			**Expected Milestone for each reporting period (annual)**

1.3.1 *Prepare concepts for the research topics*	*08/2021*
1.3.2 *Conduct research*	*10/2021*
1.3.3 *Disseminate research findings*	*12/2021*

Expected outcome 2	**Indicators**	**Means of verification**
Implementation of evidence based road safety interventions	Indicator 1: *Mechanism/ Tool for monitoring and evaluation of road safety programmes/interventions in place* Baseline: Target:	*Data Source: Ministry of Works and Transport* *Application of the tool/mechanism of monitoring and evaluation*

HOW DOES OUTCOME 2 CONTRIBUTE TOWARD ACHIEVING:

SDG 3.6: "By 2020, halve the number of global deaths and injuries from road traffic accidents"?
- *By monitoring and evaluating effectiveness of road safety interventions or programmes*

SDG 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"?
- *By monitoring and evaluating effectiveness of road safety interventions or programmes*

Performance targets (project outputs that show progress towards achieving outcome 2)	**Expected Milestone for each reporting period (annual)**
Output 2.1[1] *Expert to develop a Monitoring and Evaluation framework recruited*	*06/2021*
Output 2.2 *Framework developed and tested*	*10/2021*

Output 2.1	**Indicators**	**Means of verification**

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[1] ***Performance Targets / Milestones:*** *Are benchmarks (not activities) that represent attainment of a project stage or project achievement that show progress towards project outcomes and outputs. Milestone attainment should be strictly answerable with a "yes" or "No" answer.*
<u>*Outcome milestone*</u> *will often show progress on a particular outcome indicator target, but can also be a major significance benchmark, believed to lead to the outcome*

Expert to develop a Monitoring and Evaluation framework recruited	Expert to develop a Monitoring and Evaluation Framework in place	A copy of the contract

Project activities:		Expected Milestone for each reporting period (annual)
2.1.1 Recruit Key Expert to develop the framework inline with applicable guidelines		04/2021

Output 2.2	Indicators	Means of verification
Framework developed and tested	A monitoring and evaluation framework tool in place	A copy of the document/ and or software tool for monitoring and evaluation

Project activities:		Expected Milestone for each reporting period (annual)
2.2.1 Develop draft framework		07/2021
2.2.2 Test draft framework		08/2021
2.2.3 Finalise the Framework		10/2021

Expected outcome 3	Indicators	Means of verification
Reliable Road Crash data	Indicator 1: Operationalising the Road Crash Database System Baseline: Target: Indicator 2: Entry of crash data into the System Baseline: Target:	The database system hosted on a server and assigning a domain and access accounts

Indicator 3: Baseline:	Target:	

HOW DOES OUTCOME 3 CONTRIBUTE TOWARD ACHIEVING:

SDG 3.6: "By 2020, halve the number of global deaths and injuries from road traffic accidents"?
- *Evidence based interventions on the basis of reliable crash data and analysis*

SDG 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"?
- *Evidence based interventions on the basis of reliable crash data and analysis*

Performance targets (project outputs that show progress towards achieving outcome 3)		Expected Milestone for each reporting period (annual)
Output 3.1[2] *Road Crash Data base system hosted to Server*		*02/2021*
Output 3.2 *System upgraded for interfaces and application of mobile app*		*04/2021*
Output 3.3 *Traffic Police Officers and Ministry Staff trained in data collection and entry*		*04/2021*

Output 3.1	**Indicators**	**Means of verification**	
Road Crash Data base system hosted to Server	*Completion of installation and operationalisation of the system*	*Ability to log in*	

Project activities:		Expected Milestone for each reporting period (annual)
3.1.1 Configure the server and install all the necessary accessories		*01/2021*

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[2] ***Performance Targets / Milestones:*** *Are benchmarks (not activities) that represent attainment of a project stage or project achievement that show progress towards project outcomes and outputs. Milestone attainment should be strictly answerable with a "yes" or "No" answer.*
<u>*Outcome milestone*</u> *will often show progress on a particular outcome indicator target, but can also be a major significance benchmark, believed to lead to the outcome*

3.1.2 Assign user accounts for the system			02/2021
3.1.3 Carry out User Acceptance tests for the system			02/2021

Output 3.2	Indicators	Means of verification	
System upgraded for interfaces and application of mobile app	Completion of the interface and application of the mobile app	Ability to test the mobile app and test the interfaces	
Project activities:			**Expected Milestone for each reporting period (annual)**
3.2.1 Carry out trouble shooting of bugs including provision of support services of the system			**Quarterly**
3.2.2 Confirm functional requirements of the system on the basis user acceptance tests			03/2021
3.2.3 Explore and upgrade to provide for a mobile app of the system			03/2021

Output 3.3	Indicators	Means of verification	
Traffic Police Officers and Ministry Staff trained in data collection and entry	200No. persons trained	Proof of training and attendance	
Project activities:			**Expected Milestone for each reporting period (annual)**
3.3.1 Train Trainer of Trainees in the Traffic Police			04/2021
3.3.2 Train the Ministry Staff in data interpretation and analysis			04/2021
3.3.3 Develop training manuals			04/2021

B. PROJECT WORKPLAN
Rows and columns can be added as required, please note that the number and descriptions of project activities have to be in line with the ones reflected in the application form, logical framework (above) and detailed budget

	Project Activities	Lead responsibility	Timeframe (by quarter – every 3 months)											
			Year 1				Year 2				Year 3			
No.	Description		Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12
1	Outcome 1:	*Improved Road Safety Management*												
1.1	Output 1.1:	*Staff trained in research methodologies*												
1.1.1	*Identify staff and training institution or key expert to facilitate the training*	Ministry of Works and Transport					▓							
1.1.2	Conduct training	Ministry of Works and Transport					▓							
1.2	Output 1.2:	*Concepts for 4No. research topics developed*												
1.2.1	develop concepts for 4No. research topics	Ministry of Works and Transport					▓							
1.3	Output 1.3:	*Research carried out and disseminated*												
1.3.1	*Prepare concepts for the research topics*	Ministry of Works and Transport						▓						
1.3.2	*Conduct research*	Ministry of Works and Transport						▓						

1.3.3	*Disseminate research findings*	Ministry of Works and Transport							▓													
2	**Outcome 2:**	Implementation of evidence based road safety interventions																				
2.1	**Output 2.1:**	*Expert to develop a Monitoring and Evaluation framework recruited*																				
2.1.1	*Recruit Key Expert to develop the framework inline with applicable guidelines*	Ministry of Works and Transport	▓																			
2.1.2																						
2.1.3																						
2.2	**Output 2.2:**	*Framework developed and tested*																				
2.2.1	*Develop draft framework*	Ministry of Works and Transport	▓																			
2.2.2	*Test draft framework*	Ministry of Works and Transport		▓																		
2.2.3	*Finalise the Framework*	Ministry of Works and Transport		▓																		
3	**Outcome 3:**	Reliable Road Crash data																				
3.1	**Output 3.1:**	*Road Crash Data base system hosted to Server*																				
3.1.1	*Configure the server and install all the necessary accessories*	Ministry of Works and Transport	▓																			

				██														
3.1.2	*Assign user accounts for the system*	Ministry of Works and Transport		██														
3.1.3	*Carry out User Acceptance tests for the system*	Ministry of Works and Transport		██														
3.2	**Output 3.2:**																	
3.2.1	*Carry out trouble shooting of bugs including provision of support services of the system*	Ministry of Works and Transport			██	██	██	██	██	██	██							
3.2.2	*Confirm functional requirements of the system on the basis user acceptance tests*	Ministry of Works and Transport			██													
3.2.3	*Explore and upgrade to provide for a mobile app of the system*	Ministry of Works and Transport			██													
3.3	**Output 3.3:**	*Traffic Police Officers and Ministry Staff trained in data collection and entry*																
3.3.1	*Train Trainer of Trainees in the Traffic Police*	Ministry of Works and Transport		██														
3.3.2	*Train the Ministry Staff in data interpretation*	Ministry of Works and Transport		██														

	and analysis			▓										
3.3.3	*Develop training manuals*	Ministry of Works and Transport		▓										

Annex 2: Contact details

PARTICIPATING UN ORGANIZATION (S) - PUNOs		
PUNO(s)		
☐ Mr. ☐ Ms.	Primary contact person (name)	
Functional Title		
Section / Department		
Address		
Telephone		
E-Mail		

IMPLEMENTING ORGANIZATION (S) (IF DIFFERENT FROM ABOVE)		
Project Implementing Organization	**Ministry of Works and Transport**	
☒ Mr. ☐ Ms.	Primary contact person (name)	**Kizito Edward**
Functional Title	**Senior Road Safety Officer**	
Section / Department	**Department of Transport Regulation and Safety, Ministry of Works and Transport Officer**	
Address	**Plot 57-59 Jinja Road, P.O. Box 7174, KAMPALA**	
Telephone	**Tel. : +256792529394, +256 752833618,**	
E-Mail	**kizito2000@hotmail.com, edward.kizito@works.go.ug**	

OTHER PARTNERS (AS APPLICABLE) (ADD ROWS FOR EACH PARTNER)	
For **each participating project partner,** please provide the following information	
Name of organization	

Contact person	
E-Mail	
Organization's role in the project:	*Indicate the specific tasks for each organization*

Annex 3: Past, ongoing and planned projects

Please refer to the information provided on section 3.2 in the Application Form.

PAST PROJECTS

Project Name	
Duration/Dates	
Budget	
How does the project proposal build on the lessons learned and achievements from this project?	

ONGOING PROJECTS

Project Name	
Duration/Dates	
Budget	
How will the project proposal be aligned with this project?	

PLANNED PROJECTS

Project Name	
Duration/Dates	
Budget	
How will the project proposal be aligned with this project?	