

General Information

Fund	MPTF_00161: UN Road Safety Trust Fund						
FMP Record	MPTF_00161_00048: Improving Motorized Two-wheeler Safety in Thailand						
MPTFO Project Id							
Start Date							
End Date							
Applicants	Status	Contact Type	Name	e-mail	Position	Telephone	Skype
	No data available.						
Signatories	Signature Process	Role	Name of Organization		Name	User Email	
	Digital	Signatory	UNHABITAT: UNHABITAT (United National Human Settlements Programme)		Mr Andre Dzikus	andre.dzikus@un.org	
	Digital	Signatory	WHO: WHO (World Health Organization)		Mr Jonathon Passmore	passmorej@who.int	
	Digital	Signatory	ESCAP: Economic and Social Commission for Asia and the Pacific		Mr Ishtiaque Ahmed	ahmed200@un.org	
Contacts	Contact Type	Name	e-mail	Position	Additional e-mail	Telephone	Skype
	Focal Point	Andre Dzikus	andre.dzikus@un.org				
	Focal Point	Jonathon Passmore	passmorej@who.int				
	Project Manager	Ishtiaque Ahmed	ahmed200@un.org				

Description	<p><i>Motorized two-wheeler safety is a major concern in the Asia-Pacific region as 39.2% of road fatalities in 2016 involved motorized two-wheelers. Among the subregions of ESCAP, South-East Asia suffers from the most challenge in terms of motorized two-wheeler safety as 62% of road fatalities in 2016 were users of motorized two-wheelers. According to WHO, in 2019, Thailand was one of the countries in South-East Asia with the highest number of motorized two-wheeler fatalities. The number of road traffic fatalities is over 20,000 each year, and 74% of them are the users of motorized two-wheelers. According to the statistical data from the Department of Land Transport (DLT) of Thailand, in 2019, there were more than 21 million registered motorized two-wheelers in the country which was 53% of all registered vehicles. Motorized two-wheeler users are at great risk of being injured or killed in road crashes and a motorized two-wheeler user is 9 to 30 times more likely to be killed compared to a car driver per kilometer of travel in Thailand. To reduce the number of motorized two-wheeler crashes, injuries, and fatalities in Thailand, it is necessary to identify the root causes of motorized two-wheeler crashes and develop new policies and strategies to improve the motorized two-wheeler safety.</i></p> <p><i>Currently, the Thailand Road Safety National Master Plan (2022-2027) is under development, and the 12 voluntaries global performance targets are being considered under Thailand's context in the national plan. However, the national master plan is not specific to motorized two-wheeler safety improvement. Therefore, it is vital to have a master plan for specific activities specifically for motorized two-wheeler safety in Thailand. The motorized two-wheeler safety master Plan will ensure the government agencies act toward the reduction of motorized two-wheeler crashes, injuries, and fatalities by implementing safety improvements and monitoring systems.</i></p> <p><i>The objective of this project is to develop a motorized two-wheeler safety master plan for Thailand. The outcome of this project will enable the related agencies to develop countermeasures to increase active safety to prevent or reduce the occurrences of motorized two-wheeler crashes or passive safety to reduce the severity of motorized two-wheeler crashes. In addition, the project will select one community area where motorized two-wheeler crashes can be reduced. The case study will be conducted in Suphanburi Province of Thailand. A detailed motorized two-wheeler crash data analysis will be conducted for this area and some proposed countermeasures such as road design improvement will be implemented to improve motorized two-wheeler safety by using the Ministry of Transportation budget.</i></p> <p><i>This concept note was prepared by the Ministry of Transport Thailand in consultation with other Government agencies, ESCAP, WHO Thailand, and UN-Habitat Thailand as well as PUNOs, and the concept note was submitted to ESCAP by the Ministry of Transport indicating a strong commitment of the Government.</i></p>			
Universal Markers	Gender Equality Marker	Risk		
	<ul style="list-style-type: none"> GEM1 - The Key Activity contributes to GEWE in a limited way 	<ul style="list-style-type: none"> Low Risk 		
Optional Markers	WB Income Category			
Fund Specific Markers	Core Strategic Priorities	Core Strategic Priorities <ul style="list-style-type: none"> Road Safety Priority (1) Strengthened road safety management Road Safety Priority (2) Improved safety of road infrastructure and broader transport networks Road Safety Priority (4) Improved behaviour of road users 		
Geographical Scope	Geographical Scope	Name of the Region	Region(s)	Country
	<ul style="list-style-type: none"> Country 		<ul style="list-style-type: none"> Asia 	<ul style="list-style-type: none"> Thailand
Participating Organizations and their Implementing Partners	Participating Organizations <ul style="list-style-type: none"> UNHABITAT - UNHABITAT (United National Human Settlements Programme) WHO - WHO (World Health Organization) ESCAP - Economic and Social Commission for Asia and the Pacific 	Government/ Multilateral/ NGO/ Other	New Entities	Implementing Partners <p>Ministry of Transport of Thailand (MOT);</p> <p>Asian Institute of Technology (AIT), Thailand,</p> <p>Road Safety Policy Foundation (RSPF), Thailand.</p>

Programme and Project Cost	Participating Organization	Amount (in USD)	Comments
	Budget Requested		
		\$400,000	
	Total Budget Requested	\$400,000	
	Tranches		
	Tranche 1 (100%)		
	:		\$400,000
	Total:		\$400,000
	Other Sources (Parallel Funding)		
Thematic Keywords	Ministry of Transport of Thailand (MOT)	\$180,000	
	Total	\$580,000	
Programme Duration	Anticipated Start Date	01-Mar-2023	
	Duration (In months)	34	
	Anticipated End Date	01-Jan-2026	
Comments	<p>Logframe guidance to be addressed:</p> <p>Outcomes Tab:</p> <ul style="list-style-type: none"> The project impact level is missing. What would the master plan referred to in 1.1.7 entail? If it entails the ministry of transport to take action to improve road safety management, then it is an outcome. The project was suggested to clarify this during the information session. <p>Manage Indicators Tab:</p> <p>Imported Fund Outcome / Output Indicators:</p> <ul style="list-style-type: none"> None specified <p>Project indicators</p> <ul style="list-style-type: none"> The indicator for outcome 'Improved road safety management' which is 'The proportion of the surveyed stakeholders in Thailand indicated that they benefitted through the knowledge of the root causes of the motorized two-wheeler crashes in Thailand and relevant best practices and the developed master plan under the project' is not an indicator but rather a MOV. The indicator should rather be something like Stakeholders use data on root causes of motorized ... developed by project, subsequently that is what needs to be measured. Similar to the first point, the indicator for outcome 2 'The proportion of the surveyed local stakeholders in the selected community area indicating that they have been informed or involved in the project to improve motorized two-wheeler safety in the selected community area' is not an indicator for 'Improved safety of road infrastructure.' Specify indicators which are specific to each output listed in the outcomes tab. Now it is not clear which specific outputs the indicators are referring to. There are no means of verification, can that be added under description? <p>(Comments on behalf of the experts review team)</p>		

Narratives

Title	Text	Comments
FOUNDATION Location: List the countries where this project is being implemented.		

<p>FOUNDATION Purpose: Why are we doing the project? 200 words</p>	<p>Road safety is a major challenge for sustainable transport development in Thailand. According to the statistical data from the Department of Land Transport (DLT) of Thailand, in 2019, there were more than 21 million registered motorized two-wheelers in the country. Thailand is one of the countries in South-East Asia with the highest number (15,000) of motorized two-wheeler fatalities.</p> <p>The objective of this project is to reduce motorized two-wheeler crashes, injuries, and fatalities in Thailand.</p> <p>The first step toward reducing the number of motorized two-wheeler crashes would be to identify the root causes of two-wheeler crashes. Currently, the Thailand Road Safety National Master Plan (2022-2027) is under development. However, the national road safety master plan is not specific to motorized two-wheeler safety. Therefore, it is vital to have a master plan for specific interventions specifically for motorized two-wheeler safety in Thailand. The Plan will ensure the government agencies act toward the reduction of motorized two-wheeler crashes, injuries, and fatalities by implementing safety improvements and monitoring systems. The master plan will enable the related agencies to develop countermeasures to increase active safety to prevent or reduce the occurrences of motorized two-wheeler crashes or passive safety to reduce the severity of motorized two-wheeler crashes.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>
<p>PEOPLE Sponsorship: Who is accountable for the project? 500 words</p>	<p>ESCAP, WHO Thailand and UN-Habitat are the PUNOs.</p> <p>The Ministry of Transport, Thailand will be the main implementing partner accountable for the implementation on the ground.</p> <p>The Ministry will serve as the coordinator to ensure the smooth implementation of the project in the Government.</p> <p>Asian Institute of Technology (AIT), Thailand, will work with the Ministry of Transport as a partner of the Ministry. They are expected to conduct detailed studies and provide advisory services.</p> <p>The Road Safety Policy Foundation (RSPF), a local NGO in Thailand, will work on the implementation of the pilot improvement measures on the ground.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>

<p>PEOPLE Stakeholders: Who will benefit from and be affected by the project? 300 words</p>	<p>Motorized two-wheeler users will be the direct beneficiary of the project through improved road safety. They consist of the low- and middle-income population of the country. Motorized two-wheelers are used in Thailand for all purposes including daily commuting, school going, and transport of small goods, especially in the countryside where users are not choice riders but captive riders.</p> <p>Motorcycle taxis are a predominant mode of paratransit in cities and improvement of their safety will save many injuries and fatalities.</p> <p>Delivery services- Due to the COVID-19 pandemic, motorized two-wheelers are now more than ever used for the delivery of food, and daily necessary items. This project will benefit the persons involved in these services.</p> <p>The project will help save costs of medical treatment, rehabilitation costs, property damage costs, grief, and loss of human resources which, taken altogether, sum up to a considerable amount of economic and social costs.</p> <p>On top of that, taking productivity loss into account, reducing road crashes could potentially boost economic growth. According to the World Bank, reducing the number of road traffic fatalities and injuries by 50% could potentially add 22% to GDP per capita in Thailand.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>
<p>PEOPLE Stakeholders: Which vulnerable road user groups will be directly affected by the project? 100 words</p>	<p>Motorized two-wheeler users will benefit from the project as various action plans to reduce motorized two-wheeler crashes/fatalities/injuries in Thailand will be introduced.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>

<p>PEOPLE Resources: What expertise is needed to deliver the project successfully? 300 words</p>	<p>The project will need expertise on motorized two-wheeler road safety in general. The sub-category of expertise will include:</p> <p>a) Planning for motorized two-wheeler safety to prevent crashes before they occur focusing on four areas:</p> <ul style="list-style-type: none"> • Education programs taught by trained instructors to teach riders the basic knowledge and skills needed to safely operate a motorcycle on streets and highways. • Increasing the number of properly licensed motorcycle riders to ensure that riders who have not completed an advanced/extra rider education course can demonstrate basic knowledge of riding. • Supporting awareness activities to reach motorists who share the road with motorcyclists. Operators of other vehicles must be knowledgeable of the special characteristics of motorcycles. • Reducing alcohol and other drug involvement in motorcycling because riding while under the influence decreases an operator's ability. <p>b) Incorporate motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices by</p> <ul style="list-style-type: none"> • Focusing on high-risk routes and deliver targeted infrastructure improvements as part of the motorcycle infrastructure safety improvement program. • Conducting ongoing research on road barrier systems and develop fact sheets and guidelines to inform road safety practitioners. Provide guidance for road design, engineering, and maintenance and review advisory signage on popular motorcycle routes. <p>c) Legislation and enforcement</p> <ul style="list-style-type: none"> • Implement stricter laws: issue fines for minor offenses, impound motorcycles, and suspend the license for major offenses, if found guilty of the cause of the crash, impound the vehicle, suspend license, and take appropriate legal action • Focus law enforcement on specific motorcycle riders' unsafe behaviors that have been shown to contribute to crashes. • Continue enhanced enforcement program with a focus on motorcycle crash risk. • Contribute to National Road Safety Strategy: Examine options for improved enforcement of motorcycle speeding. 	<p>Please see comments in the General Information and Workflow tabs.</p>
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<p>PEOPLE Resources: How have the intended implementation partners demonstrated this expertise? 200 words</p>	<p>ESCAP, will work with WHO Thailand and UN-Habitat Thailand towards the implementation of the project. ESCAP has prior experience working on road infrastructure safety standards, motorized two-wheeler safety-related topics: i) speeding; ii) drink-driving; and iii) helmet use.</p> <p>The WHO Thailand was directly involved in the development of a national road safety master plan for Thailand which is being finalized. It has experience working with the road safety legislators.</p> <p>The UN-Habitat has hands-on experience working on road safety-related land use planning in South-East Asia.</p> <ul style="list-style-type: none"> • The Ministry of Transport is the responsible entity of the Government for ensuring the safety of the motorized two-wheeler users including motorcycle standards and motorcycle driving licenses and designing and maintaining roads. <p>The Ministry of Transport will serve as the coordinator in this project and arrange the involvement of all the relevant specialists/ stakeholders including safety legislators and law enforcement agencies.</p> <p>The Asian Institute of Technology (AIT) has prior experience conducting motorized two-wheeler crash analysis and has experience in safer road planning and design in Thailand. Specifically, AIT previously studied the macro-analysis of motorcycle crash data in Thailand from 2010-to 2012. In addition, AIT has completed the project of the in-depth motorcycle crash investigation in Thailand.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>
<p>PEOPLE Engagement: How have government officials (GO) in the beneficiary country(ies) been engaged in concept note development? 300 words</p>	<p>As the Master Plan for Motorized two-wheeler Safety will be beneficial to the government policy in their implementation plan for the motorized two-wheeler safety, the related government entities in motorized two-wheeler safety have been consulted by the Ministry of Transport of Thailand:</p> <ul style="list-style-type: none"> • Ministry of Transports • Ministry of Interior • Ministry of Education • Ministry of Health • Royal Thai Police <p>This concept note was prepared and submitted to ESCAP by the Ministry of Transport of Thailand.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>

<p>OUTCOME Deliverables: What critical aspect of the National Road Safety Plan/Strategy (NRSP/S) will this project address in response of the stated road safety challenge? 200 words</p>	<p>Thailand has prepared a draft Thailand Road Safety Master Plan 2022–2027 awaiting the finalization by the Government. Motorized two-wheeler safety is an integral part of the master plan. However, the overall master plan only considers the motorized two-wheeler safety as a topic of intervention for the overall road safety. Additionally, as an existing practice, the budget for the prevention and reduction of road crashes in Thailand is not classified according to the types and causes of road crashes. Therefore, promoting budgets for each road safety component is necessary. To reduce the number of road crashes, fatalities it is necessary to identify the root causes of motorized two-wheeler crashes and develop new policies and strategies to improve motorized two-wheeler safety. The motorized two-wheeler Safety Master Plan will further elaborate the motorized two-wheeler safety part of the overall road safety master plan and ensure the government agencies commit and work for the reduction of motorized two-wheeler crashes, injuries and fatalities by implementing motorized two-wheeler safety improvements and monitoring systems.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>
<p>OUTCOME Deliverables: Which of the UNRSF core and special priorities will this project address? 200 words</p>	<p>The project will address UNRSF Priority 1 Road Safety management as the bridging pillar of this project. Moreover, the Priority 2. Safe Roads and Priority 4. Safe Road Users will also be emphasized in this project.</p> <p>The above three priority areas will cover the following five areas of work: i) legislation, ii) enforcement, iii) education, iv) road safety technology and v) international regulatory support areas of work.</p> <p>The project will consider the international good practices while developing a motorized two-wheeler safety master plan for Thailand.</p> <p>The impact of motorized two-wheeler road transport is so pervasive that its safety- or lack thereof- affects a wide range of basic human needs in a country like Thailand. Most of the motorized two-wheeler users of the country belong to lower-middle-income households. Therefore, ensuring their road safety will play an important role in reducing poverty and inequalities, and increasing access to employment and education for the targeted road users.</p> <p>Thus, the project will address the first special strategic priority of the UNRSF which is on addressing different development goals/policy agendas in addition to road safety through the poverty reduction SDG target 1.2 by helping the reduction of poverty.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>

<p>OUTCOME Plan: What is the expected sequencing of the project deliverables? 300 words</p>	<p>The indicators of achievement with their target dates will be as follows:</p> <ol style="list-style-type: none"> 1. The root causes of the motorized two-wheeler crashes in Thailand identified by July 2023. 2. The relevant best international/ global and regional practices in the areas of legislation, enforcement, education, technology as well as international regulatory supports reviewed by December 2023. 3. A motorized two-wheeler master plan is developed by August 2024. 4. The draft master plan is formalized through the adoption by the relevant ministry of the Government of Thailand by March 2025. 5. One community area where motorized two-wheeler crashes can be reduced identified for pilot interventions in Suphanburi Province of Thailand by January 2025. 6. A detailed motorized two-wheeler crash data analysis performed for the area and some proposed solutions such as road design improvement are implemented to improve motorized two-wheeler safety by using the Ministry of Transport budget by July 2025. 7. The findings of the project presented to the stakeholders and knowledge sharing is done by October 2025. <p>Note: After completion of the project, the Government of Thailand will continue implementing the motorized two-wheeler master plan and committed to allocating the budget towards future replication of the pilot project.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>
<p>INVESTMENT National ownership: Explain what government action has already taken place or is planned to take place in support of this critical aspect of the national road safety 500 words</p>	<p>The Office of the National Economic and Social Development Council developed a Master Plan for transport infrastructure, logistics system and digital within the broader 20-year National Strategy (2018-2037). It was mentioned in this 20-year National Strategy that priority should be given to the prevention and correction of blackspots to increase safety and to reduce loss from road crashes. This Master Plan includes the target to reduce the rate of road traffic fatalities to 5 per 100,000 population in 2037 and provides intermediate milestones for every five years.</p> <p>With the above background, Thailand has prepared a draft Thailand Road Safety Master Plan 2022–2027 and is willing to develop and adopt a motorized two-wheeler safety master plan as an important document to improve motorized two-wheeler safety in the country. The Ministry of Transport Thailand is eager to pilot the implementation of the activities through co-financing. The concept note was developed by the Ministry of Transport in consultation with the partners.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>
<p>INVESTMENT List the sources and kind (in-kind or cash) of co-financing</p>	<p>Approximately US\$150,000 will be co-financed by the Ministry of Transport.</p> <p>The co-financed fund by the Ministry of Transport will be utilized for the cost of experimental work for case studies which are mainly on civil works and cover the motorized two-wheeler safety education costs.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>

<p>INVESTMENT Efficiency: Indicate how much (US\$) of the budget will go towards 1) Staff and other personnel costs; 2) Equipment, vehicles and furniture including depreciation; 3) Travel; 4) Transfers and grants to counterparts</p>	<p>US\$420,000 requested from the UNRSF</p> <p>ESCAP: USD 220,000</p> <p>1) Staff and other personnel costs: USD 40,607</p> <p>2) Equipment, vehicles and furniture including depreciation: X</p> <p>3) Travel: USD 15,000</p> <p>4) Transfer to the Ministry of Transport (MOT): USD 150,000</p> <p>PSC ESCAP (7%) – USD 14,392</p> <p>WHO: USD100,000</p> <p>1) Staff and other personnel costs: USD 33,000</p> <p>2) Equipment, vehicles and furniture including depreciation: X</p> <p>3) Travel: USD 10,000</p> <p>4) Transfer to MOT: USD 50,000</p> <p>PSC WHO (7%): USD 7,000</p> <p>UN-Habitat: USD100,000</p> <p>1) Staff and other personnel costs: USD 33,000</p> <p>2) Equipment, vehicles and furniture including depreciation: X</p> <p>3) Travel: USD 10,000</p> <p>4) Transfer to MOT: USD 50,000</p> <p>PSC UN-Habitat (7%): USD 7,000</p> <p>US\$150,000 co-financing by MOT</p>	<p>Please see comments in the General Information and Workflow tabs.</p>
<p>IMPACT How will we know that the project is successful? 300 words</p>	<p>As we know that Thailand ranks among the top ten countries for road fatality rates globally. This project is aimed to reduce road crash fatalities which mainly involve motorized two-wheelers. The project will address the existing challenges by providing guidance to the Government and the related stakeholders. The target of the project is to contribute to the road traffic fatality reduction to 12 per 100,000 population by 2030.</p> <p>The project will be considered successful if the</p> <p>i) Developed motorized two-wheeler master plan is adopted by the Government of Thailand;</p> <p>ii) The relevant Government entities take at least one action implementing the recommendations of the action plan;</p> <p>iii) The findings of the study are shared with the relevant stakeholders in Thailand and in countries with similar challenges.</p>	<p>Please see comments in the General Information and Workflow tabs.</p>

PROJECT SUMMARY 1500 words

Among the subregions of ESCAP, South-East Asia suffers from the most challenge in terms of motorized two-wheeler safety as 62% of road fatalities in 2016 were users of motorized two-wheelers. According to WHO report, in 2019 Thailand was one of the countries in South-East Asia with the highest number of motorized two-wheeler fatalities. The number of road traffic fatalities is over 20,000 each year, and 74% of them are the users of motorized two-wheelers. The statistical data from the Department of Land Transport (DLT) of Thailand, in 2021, there were more than 21 million registered motorized two-wheelers in the country which was 51.6% of all registered vehicles. Motorized two-wheeler users are at great risk of being injured or killed in road crashes and a motorized two-wheeler user is 9 to 30 times more likely to be killed compared to a car driver per kilometre of travel in Thailand. To reduce the number of motorized two-wheeler crashes, injuries and fatalities in Thailand, it is necessary to identify the root causes of motorized two-wheeler crashes and develop new policies and strategies to improve the motorized two-wheeler safety.

Currently, Thailand has prepared a draft Thailand Road Safety Master Plan 2022–2027 awaiting the finalization by the Government, and the 12 voluntary global performance targets are being considered under Thailand's context in the national plan. Motorized two-wheeler safety is an integral part of the master plan. However, the national master plan is not specific to motorized two-wheeler safety improvement. Therefore, it is vital to have a master plan for specific activities specifically for motorized two-wheeler safety in Thailand. The motorized two-wheeler safety master Plan will ensure the government agencies take action toward the reduction of motorized two-wheeler crashes, injuries, and fatalities by implementing safety improvements and monitoring systems. Additionally, as an existing practice, the budget for the prevention and reduction of road crashes in Thailand is not classified according to the types and causes of road crashes. Therefore, promoting budgets for each road safety component is necessary. To reduce the number of road crash fatalities it is necessary to identify the root causes of motorized two-wheeler crashes and develop new policies and strategies to improve motorized two-wheeler safety.

*The objective of this project is to develop a **Motorized Two-Wheeler Safety Master Plan for Thailand**. The outcome of this project will enable the related agencies to develop countermeasures to increase active safety to prevent or reduce the occurrences of motorized two-wheeler crashes or passive safety to reduce the severity of motorized two-wheeler crashes. In addition, the project will select one community areas where motorized two-wheeler crashes can be reduced. A detailed motorized two-wheeler crash data analysis will be performed for these areas and some proposed solutions such as road design improvement will be implemented to improve motorized two-wheeler safety by using the Ministry of Transportation budget.*

The first step toward reducing the number of motorized two-wheeler crashes would be to identify the root causes of two-wheeler crashes. The Plan will ensure the government agencies act toward the reduction of motorized two-wheeler crashes, injuries, and fatalities by implementing safety improvements and monitoring systems. The master plan will enable the related agencies to develop countermeasures to increase active safety to prevent or reduce the occurrences of motorized two-wheeler crashes or passive safety to reduce the severity of motorized two-wheeler crashes.

The project will need expertise on motorized two-wheeler road safety in general. The sub-category of expertise will include:

a) Planning for motorized two-wheeler safety to prevent crashes before they occur focusing on four areas:

- *Education programs taught by trained instructors to teach riders the basic knowledge and skills needed to safely operate a motorcycle on streets and highways.*
- *Increasing the number of properly licensed motorcycle riders to ensure that riders who have not completed an advanced/extra rider education course can demonstrate basic knowledge of riding and can safely perform basic handling skills.*
- *Supporting awareness activities to reach motorists who share the road with motorcyclists. Operators of other vehicles must be knowledgeable of the special characteristics of motorcycles and must use this knowledge to interact safely with these vehicles.*
- *Reducing alcohol and other drug involvement in motorcycling because riding while under the influence of those decreases an operator's ability to ride safely.*

b) Incorporate motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices by

- *focusing on high-risk routes and delivering targeted infrastructure improvements as part of the Motorcycle Infrastructure Safety Improvement Program.*
- *Conduct ongoing research on road barrier systems and develop fact sheets and guidelines to inform road engineering practitioners.*
- *Provide guidance for road design, engineering, and maintenance on focusing on two-wheeler safety and review advisory signage on popular recreational motorcycle routes.*

c) Legislation and enforcement

- *Implement stricter laws: issue fines for minor offenses, impound motorcycles, and suspend the license for major offenses, if found guilty of the cause of the crash, impound the vehicle (car or motorcycle), suspend license, and take appropriate legal action*
- *Focus law enforcement on specific motorcycle riders' unsafe behaviors that have been shown to contribute to crashes*
- *Continue Enhanced Enforcement Program with a focus on identified motorcycle crash risk locations.*

	<ul style="list-style-type: none"> • <i>Contribute to National Road Safety Strategy: Examine options for improved enforcement of motorcycle speeding.</i> <p><i>The project will consider the international good practices while developing a motorized two-wheeler safety master plan for Thailand. The project</i></p> <p><i>will beneficiary direct to motorized two-wheeler users. They consist of the low- and middle-income population of the country. Motorized two-wheelers are used in Thailand for all purposes including daily commuting, school going, and transport of small goods, especially in the countryside where users are not choice riders but captive riders.</i></p>	
GLOBAL PLAN FOR THE SECOND DECADE OF ACTION 2021-2030 300 words	<p><i>The first step toward reducing the number of motorized two-wheeler crashes would be to identify the root causes of two-wheeler crashes. The Plan will ensure the government agencies act toward the reduction of motorized two-wheeler crashes, injuries, and fatalities by implementing safety improvements and monitoring systems. The master plan will enable the related agencies to develop countermeasures to increase active safety to prevent or reduce the occurrences of motorized two-wheeler crashes or passive safety to reduce the severity of motorized two-wheeler crashes.</i></p> <p><i>The project will select one community areas where motorized two-wheeler crashes can be reduced and test for pilot study. A detailed motorized two-wheeler crash data analysis will be performed for these areas and some proposed solutions such as road design improvement will be implemented to improve motorized two-wheeler safety by using the Ministry of Transportation budget.</i></p> <p><i>The motorized two-wheeler safety master Plan will ensure the government agencies take action toward the reduction of motorized two-wheeler crashes, injuries, and fatalities by implementing safety improvements and monitoring systems.</i></p>	.

<p>REPLICATION AND SCALE-UP 500 words</p>	<p><i>After the project completion, the Ministry of Transport (MOT) will adopt the motorized two-wheeler master plan by implementing the policy recommendations in the plan to other provincial areas of the country. MOT will set out the MC safety objectives and strategies for the next decade and include key priorities for actions and targets to reduce motorized two-wheelers fatalities and injuries. The strategies and countermeasures that are related to the responsibilities of MOT will be implemented such as the improvement of road infrastructure for MC safety, the training programs taught by trained instructors to teach riders the basic knowledge and skills needed to safely operate a motorcycle on streets and highways, or the increasing of the number of properly licensed motorcycle riders.</i></p> <p><i>In addition, the motorized two-wheeler master plan will be presented to the National Road Safety Center (NRSC) and the NRSC will collaborated with other government sectors such as the Royal Thai Police, the Ministry of Interiors, the Ministry of Public Health, and the Ministry of Education to reduce the number of fatalities and injuries of two-wheelers. A pilot study in Suphanburi province will be used as a model to scale up the countermeasures to other areas with similar MC crashes problem.</i></p>	<p>.</p>
<p>SYNERGIES 1500 words</p>	<p><i>The project will maximize synergies with the ongoing initiatives of the country and address Motorized two-wheeler safety challenges:</i></p> <ol style="list-style-type: none"> <i>1. Enhancement of the role of the Motorized two-wheeler safety lead agency has been underlined in National Road Safety Action Plans, which have been officially enacted.</i> <i>2. Improving Motorized two-wheeler safety is a top national priority. The national target is to reduce traffic-related fatalities to 12 per 100,000 population by 2027 To achieve the target, an effective and efficient road safety management is required to well coordinate the stakeholders, allocate the required budget, and conduct monitoring and evaluation.</i> <p><i>In particular, the National Road Safety Committee (NRSC) will submit the Motorized Two-Wheeler Safety Master Plan to be approved by the cabinet. Coordination between stakeholders has been a consistent challenge. The budgetary resources for the projects will be supported by the government.</i></p>	<p>.</p>
<p>APPROACH AND EFFECTIVENESS 1000 words</p>	<p><i>The motorized two-wheeler safety master Plan will ensure the government agencies take action toward the reduction of motorized two-wheeler crashes, injuries, and fatalities by implementing safety improvements and monitoring systems. The master plan will give each agency an idea of how to proceed to achieve a clear goal. The framework will be in the same way and promote each other. This will make driving the plan effective.</i></p>	<p>.</p>

<p>EXPECTED IMPACT 750 words</p>	<p><i>The project aims to minimize accidents and the number of accidental deaths. With a target of 12 people per 100,000 population, road accidents are known to be a problem that causes economic and social losses. A year, if you assess the losses from road accidents in Thailand, about 20,000 road accident deaths are already counted. The country loses at least 50 billion baht per year to both personnel and economists, or more than 5 percent of GDP, which is comparable to the economic growth target set by the country. Therefore, it can be seen that reducing the number of accidents and accidental deaths will help in the basic economy and also reduce the loss of key personnel in the country.</i></p>	<p>.</p>
<p>LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S) 750 words</p>	<p><i>ESCAP, will work with WHO Thailand and UN-Habitat Thailand towards the implementation of the project.</i></p> <p><i>ESCAP has prior experience working on road infrastructure safety standards, motorized two-wheeler safety-related topics: i) speeding; ii) drink-driving; and iii) helmet use. The Regional Action Programme (RAP) for Sustainable Transport Development in Asia and the Pacific (2022-2026), contains "improving road safety" as one of the seven thematic areas. The RAP include scale up capacity-building programmes and assist members and associate members in improving road safety by: (a) Formulating and implementing national policies and strategies in line with the regional plan of action for the Second Decade of Action, including on tackling road safety risk factors; (b) Implementing safe system interventions (e.g., interventions related to road infrastructure through regional initiatives. Use of an evidence-based approach to promote and develop knowledge products on: (a) Road safety risk factors; (b) Safety of vulnerable road users are also activities included in the RAP. The Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030 which is in line with the Global Plan: Decade of Action for Road Safety 2021-2030 emphasizes on motorcycle safety under the Safe System Approach.</i></p> <p><i>The WHO Thailand was directly involved in the development of a national road safety master plan for Thailand which is being finalized. It has experience working with the road safety legislators.</i></p> <p><i>The UN-Habitat has hands-on experience working on road safety-related land use planning in South-East Asia.</i></p>	<p>.</p>

<p>MONTHLY MONITORING 500 words</p> <p>Please see the offline "UNRSF Projects Monthly Reporting Template" which is required to be submitted to the Secretariat. Please provide a short text of any additional information/type of information you plan to communicate to the secretariat on a monthly basis.</p>	<p><i>The Project Monthly Report which will be an informal reporting to the UNRSF secretariat will include the answers to the following questions:</i></p> <ol style="list-style-type: none">1. Did last month's project activities take place as planned? If not, what went differently?2. What activities are planned for next month? Dates? Stakeholders? Objective?3. What has been happening/changing within the national road safety system over the past month because of your project?4. Are there any foreseen risks to the project targets being achieved on time and/or on budget? If yes, what is the planned mitigation measure? <p>The following additional information will be provided:</p> <p>What was the lesson learned during the implementation of the project?</p>	<p>.</p>
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EVALUATION 1500 words	<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 2017.</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 \$15,000 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> <p>· 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.</p> <p>· 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.</p> <p>· 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.</p>	.
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COMMUNICATIONS PLAN 3000 words	<p>1. The project aims to reduce accidents for 2-wheel vehicles, which, according to available data, mainly 2-wheeler accidents occur in local community areas. The operational approach therefore focuses on reducing accidents in those areas. If the fatalities of 2-wheelers are reduced, the poverty problem can be alleviated as most of 2-wheelers are low to medium income groups in the country.</p> <p>2. The countermeasures to reduce MC crashes/fatalities will be implemented and will be used as a good practice so that they can be implemented in other areas. In the project, different countermeasures will be evaluated for their effectiveness and whether they are appropriate for local conditions, which will provide valuable data for other similar projects.</p> <p>3. In the project, the international and national seminars, the workshops at the national and provincial levels, and the meeting/site visits to the local community will be organized and conducted throughout the project work plan. Local authorities will be key players leading the role in the implementation of the project's communication strategy through local budgets.</p> <p>4. The activities and findings of the projects will be disseminated through many public communications including the social media, website, press conferences, press releases, and public media as MOT has established a strong relationship with different media channels.</p> <p>5. MOT will be responsible for the communications to the public with a support of AIT.</p> <p>6. The proposed communications budget will be approximately \$5,000. However, additional budget can be co-financed by MOT if necessary.</p>	.
BENEFICIARY GOVERNMENT(S) ENDORSEMENT 1000 words	<p>The project has been proposed by Ministry of Transport (MOT) which is the lead road transport safety agency. Road Safety Policy Foundation (RSPF), which is a non-government, voluntarily and civil society organization in Transport has expressed its support and provided a supporting letter.</p>	.
STRENGTHENING NATIONAL CAPACITIES 1500 words	<p>Losses from road traffic accidents are one of the reasons for the country's economic growth and the loss of valuable human resources. The project aims to reduce the number of deaths from road traffic accidents. Therefore, it contributes to the development of national security and reduces losses and creates stability for the country and society.</p>	.
LEVERAGING 750 words	<p>Yes, the project plans to use the UNRSF grant to seek additional resources (Parallel Funding) from the Ministry of Transport of Thailand (MOT) to implement the project.</p>	.

IMPLEMENTATION ARRANGEMENTS 750 words	<p><i>Ministry of Transport as the country's road safety lead agency has proposed this project. This organization will be the implementation agency and coordinate with the planning and budget organizations, other relevant ministries, universities and research institutes, and road safety stakeholders and consultants. The Department of Highways, the Department of Rural Roads, and the Department of Land Transport will be the lead agencies to coordinate and implement the pilot intervention to improve motorized two-wheeler safety in the provincial level.</i></p> <p><i>Moreover, civil society organizations and similar stakeholders in Thailand will be consulted and involved in the decision-making process.</i></p> <p><i>Asian Institute of Technology (AIT) which is an academic institute will serve as a consultant for MOT to conduct and implement all project activities. AIT has experiences in managing, implementing, and advising on national and international road safety projects. AIT has worked with national governments, international organizations, and private sectors on local, regional, national, and international road safety projects. In addition, AIT has facilitated translating research into implementation through dissemination of knowledge benefits as a knowledge center.</i></p> <p><i>Road Safety Policy Foundation (RSPF), Thailand, which is a non-government, volunteer-based civil society organization in Thailand, will provide advisory support and feedback on the activities of the project.</i></p> <p><i>ESCAP will serve as the Participating UN Organization (PUNO) towards implementation of the project in collaboration with the implementing partner. ESCAP will provide advisory services to MOT and jointly organize seminars with MOT: a) a seminar on motorcycle safety research and collaboration in Thailand.</i></p>	.
GENDER EQUALITY 300 words	<p><i>Since the project activities are designed to reduce the number and severities of MC crashes, it will meet the specific needs of both genders. The project will collect and analyze sex-aggregated data of motorized two-wheeler users.</i></p>	.
AGE 300 words	<p><i>The project will actually impact on every age group, especially youth (age 15-24) and the elderly (50-54). Youths and the elderly are the main age groups of the road fatalities including death from Motorized two-wheelers, so that this project will impact them by improving of the Motorized Two-wheeler Safety.</i></p> <p><i>The project will not have direct involvement working with children.</i></p>	.

EXCLUDED GROUPS 300 words	<i>The vulnerable groups include pedestrians, bicyclists, and motorized two-wheeler users. They constitute up to 88 per cent of the total road fatalities in Thailand. Therefore, the needs of these groups are addressed within the project.</i>	.
ENVIRONMENT 300 words	<i>The project is unlikely to have a negative impact on the environment. Therefore, it is considered to have a neutral impact.</i>	.
STATEMENT OF COMPLIANCE 100 words	The Statement of Compliance was signed by ESCAP management. The document is uploaded to the document section.	.

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 2020, 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
Contributing Goals	
Goal 1. End poverty in all its forms everywhere	
TARGET_1.2	1.2 By 2030, reduce at least by half the proportion of men, women and children of all ages living in poverty in all its dimensions according to national definitions

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

Participating Organization	% TARGET_11.2	% TARGET_3.6	% TARGET_1.2	% Total
UNHABITAT	45	50	5	100
WHO	45	50	5	100
ESCAP	45	50	5	100
Total contribution by target	135	150	15	

Project contribution to SDG by target	45	50	5	100
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List of documents

Document	Document Type	Document Source	Document Abstract	Document Date	Classification	Featured	Status	Modified By	Modified On
Work-plan- Thailand.pdf	Other Docs	Project	Project Workplan	15-Dec-2022	External	No	Deleted	ahmed200@un.org	21-Dec-2022 4:34:36 AM
Supporting Letter - Thailand.pdf	Other Docs	Project	Supporting Letter from Thailand- the main implementing partner.	15-Dec-2022	External	No	Finalized	ahmed200@un.org	15-Dec-2022 4:15:33 AM
Result-based- budget- Thailand.pdf	Other Docs	Project	Results based budget	15-Dec-2022	External	No	Finalized	ahmed200@un.org	14-Dec-2022 11:46:11 PM
Statement of Compliance signed.pdf	Other Docs	Project	The Statement of Compliance was signed by the ESCAP management. The document is uploaded.	15-Dec-2022	External	No	Finalized	ahmed200@un.org	14-Dec-2022 3:47:17 AM
Thailand project MPTFO Offline Project Form 13Dec. pdf	Joint ProDoc	Project	The project document was approved by the ESCAP management.	13-Dec-2022	External	No	Finalized	ahmed200@un.org	14-Dec-2022 3:46:04 AM

Project Results

Outcome	Output	Description
FUND OUTCOME 1: Improved road safety management.		Road safety stakeholders in Thailand have enhanced knowledge about the root causes of motorized two-wheeler crashes and the relevant best international/ global and regional practices in the areas as well as through the adoption of the Master Plan by the Ministry of Transport

Outcome	Output	Description
	Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination	<p>Output 1.1.1: Improved capacities to develop a national plan for road safety and improve coordination as a report of motorized two-wheeler crashes data analysis is available to stakeholders in Thailand</p> <p>Output 1.1.2: Report of causes and characteristics of motorized two-wheeler crashes in Thailand are produced.</p> <p>Output 1.1.3: A report of best international/global/regional practices is available for knowledge sharing</p> <p>Output 1.1.4: A report of the recommendations from the international experts in MC safety is available</p> <p>Output 1.1.5: A motorized two-wheeler master plan is developed, and stakeholder comments incorporated</p> <p>Output 1.1.6: Final draft of the master plan is available after incorporating the knowledge gathered through the pilot interventions</p> <p>Output 1.1.7: The revised Master plan is available</p> <p>Output 1.1.8: The findings of project and an overall project report is available</p>

Outcome	Output	Description			
	Activities				
	Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
	Activity 1.1.1.1: Obtain secondary data from E-Claim database and In-depth MC crash investigation database		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 1.1.1.2: MC national crash data will be analyzed at the Macro level by using the E-Claim database		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 1.1.1.3: In-depth motorcycle crash investigation data will be analyzed based on the study by AIT during 2016-2022.		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 1.1.2.1: Compile the results of MC crash data analysis from databases at two levels (macro and micro databases), and analyze the root causes of MC crashes in Thailand.	The following analyses will be conducted for the baseline year to answer the following questions: o Is it single or multiple vehicle crashes that are the more prevalent in two-wheeler crashes? o What is the rate of helmet use in crashes and in general? o Who/what are the collision partners in two-wheeler crashes? o What is the country's current helmet standards, and do manufacturers comply to these standards? o Are roads primarily constructed for cars, with limited provisions for two-wheelers?	ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	

Outcome	Output	Description			
	Activity 1.1.2.2: Present the findings to the stakeholders		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.3.1: Review the best international/global/regional practices in the reduction of MC crashes and severities.	This will include but not limited to lessons learned from neighboring ASEAN countries to better understand road safety challenges and existing practices for addressing these challenges.	ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.3.2: Prepare a summary report on the best practices review		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.4.1: Invite international experts in MC safety to attend the seminar and to provide recommendations on the countermeasures to be included in the master plan based on Thailand context.		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.4.2: Compile all the recommendations and prepare a summary report from the seminar.		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	

Outcome	Output	Description			
	Activity 1.1.5.1: Determine the causes and consequences of MC crashes in Thailand		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.5.2: Determine the intervention for common MC safety measures, based on the international/global/regional practices and the recommendations from international experts		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.5.3: Develop the first draft of motorized two-wheeler master plan		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.5.4: Present the master plan to national stakeholders and receive the feedback from policy leader in the country		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.5.5: Revise the first draft of the master plan		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	

Outcome	Output	Description			
	Activity 1.1.6.1: Summarize the findings and the results from the implementation of the countermeasures in a pilot project		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.6.2: Revise a final draft of the master plan based on the findings from a pilot project implementation		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.7.1: A master plan is proposed to the cabinet for their approval		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.7.2: A master plan is reviewed for approval by the Ministry of Transport		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 1.1.8.1: Organize the seminar and invite all national stakeholders to present the findings and share knowledge from the project		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	

Outcome	Output	Description			
	Activity 1.1.8.2: Prepare and submit a final overall project report		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
FUND OUTCOME 2: Improved safety of road infrastructure.					
	Fund Output 2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations	<p>Output 2.1.1: One suitable community area for the implementation of the interventions based on the master plan and another community area for the control group is selected.</p> <p>Output 2.1.2: Baseline study report for motorized two-wheeler crash situation in the targeted areas and the intervention plans available</p> <p>Output 2.1.3: A detailed motorized two-wheeler crash data analysis performed for the targeted area</p> <p>Output 2.1.4: Countermeasures for improved motorized two-wheeler safety are proposed and implemented for the intervention group</p> <p>Output 2.1.5: Effectiveness of the implemented countermeasures are known to the stakeholders {- edit}</p>			

Outcome	Output	Description			
	Activities				
	Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
	Activity 2.1.1.1: Analyze MC crash data in Suphanburi to determine the crash severity and characteristics in the area		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 2.1.1.2: Select one target community for the intervention group and another community for the control group		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 2.1.1.3: Conduct a meeting with the local stakeholders to seek for the project collaboration		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 2.1.1.4: Conduct site visit to the targeted areas		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 2.1.2.1: Conduct the observational survey and review MC crash statistics in both intervention group and control group before the project implementation		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	
	Activity 2.1.2.2: Present the baseline study and the intervention plans to the local stakeholders		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none">• UNHABITAT - UNHABITAT (United National Human Settlements Programme)• WHO - WHO (World Health Organization)	

Outcome	Output		Description		
	Activity 2.1.3.1: Conduct a detailed study of MC crash data in the targeted area.		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 2.1.3.2: Observational survey of the risk behaviors of MC users in the targeted area.	The activity will consider the proportion of three-wheelers (tuk-tuks) in Thailand, identify current risks and how they might be reduced, as well as look at how their risk-taking behaviour can be curtailed.	ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 2.1.3.3: Study the road network in the targeted area and trip patterns of people living in the areas		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 2.1.3.4: Meet local stakeholders to hear for the common problems for MC safety in the targeted area		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 2.1.4.1: Design different countermeasures for the intervention group		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	
	Activity 2.1.4.2: Meet and present the proposed implementation plan to the local stakeholders		ESCAP - Economic and Social Commission for Asia and the Pacific	<ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) 	

Outcome	Output	Description
	Activity 2.1.4.3: Design Road improvement for MC safety in the context of local area	ESCAP - Economic and Social Commission for Asia and the Pacific <ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization)
	Activity 2.1.4.4: Conduct rider training to improve riding skills to the focus group	ESCAP - Economic and Social Commission for Asia and the Pacific <ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization)
	Activity 2.1.4.5: Collaborate with private organization to implement the MC safety program	ESCAP - Economic and Social Commission for Asia and the Pacific <ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization)
	Activity 2.1.5.1: Collect data for before-after study for both intervention and control group	ESCAP - Economic and Social Commission for Asia and the Pacific <ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization)
	Activity 2.1.5.2: Analyze the effectiveness of the countermeasures implemented in the area	ESCAP - Economic and Social Commission for Asia and the Pacific <ul style="list-style-type: none"> • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization)
FUND IMPACT: To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries.		To contribute to a substantial reduction of motorized two-wheeler fatalities and injuries in Thailand.
	No outputs available.	

Signature Indicators

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
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FUND INDICATOR 1.1: Number of countries and municipalities that have taken road safety action to improve coordination and monitoring.			Capacity	Yearly	Country	Number		2022		2025	Outcome: FUND OUTCOME 1: Improved road safety management.
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Imported Fund Outcome / Output Indicators

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND OUTPUT IND.1.1.1: Number of targeted countries and municipalities supported in developing road safety action plans.			Capacity	Yearly	Country	Number	0	2022	1	2025	Outcome: FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination

Project Indicators

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
UNRSF FUND INDICATOR 1.1.1: Number of targeted countries and municipalities supported in developing road safety action plans.		Outcome level MOV: Verification with the Ministry of Transport, Thailand	Capacity	Yearly	Country	Number	0	2022	1	2026	Outcome : FUND OUTCOME 1: Improved road safety management.
	No components available.										

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
Stakeholders use data on the root causes of the motorized two-wheeler crashes in Thailand and relevant best practices and the developed master plan under the project		Outcome level The proportion of the surveyed stakeholders in Thailand indicated that they benefitted through the knowledge of the root causes of the motorized two-wheeler crashes in Thailand and relevant best practices and the developed master plan under the project	Capacity	At closure	Country	Percentage	0	2023	>80	2026	Outcome : FUND OUTCOME 1: Improved road safety management.
No components available.											
Stakeholders in Thailand have access to the report of motorized two-wheeler crash data analysis		Output Level Output 1.1.1 related MOV: survey of the stakeholders in Thailand	Beneficiaries	Yearly	Country	Yes/No	No	2023	Yes	2024	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
	No components available.										
The stakeholders in Thailand indicating that they are aware of the causes and characteristics of MC crashes in Thailand		Output level Output 1.1.2 related MOV: survey of the stakeholders in Thailand	Capacity	Yearly	Country	Percentage	5	2023	>80	2026	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination
	No components available.										
A report of the best international/global/regional practices on MC safety been developed		Output level Output 1.1.3 related MOV: Verification with the Ministry of Transport, Thailand	Beneficiaries	Yearly	Country	Yes/No	No	2023	Yes	2024	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination
	No components available.										

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
A report of the best international/global/regional practices on MC safety included the recommendations from invited international experts in MC safety		Output Level Output 1.1.4 related MOV: Verification with the Ministry of Transport, Thailand	Beneficiaries	Yearly	Country	Yes/No	No	2023	Yes	2024	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination
	No components available.										
The stakeholders in Thailand are aware of the findings and the knowledge from the project.		Output Level Output 1.1.5 related MOV: survey of the stakeholders in Thailand	Capacity	Yearly	Country	Percentage	5	2023	>80	2026	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination
	No components available.										

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
The stakeholders in Thailand are aware of the final draft of the master plan being prepared by MOT.		Output Level Output 1.1.6 related MOV: survey of the stakeholders in Thailand	Capacity	Yearly	Country	Percentage	0	2023	>60	2025	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination
No components available.											
Project related staff and stakeholders use the findings of the project and the overall project report.		Output Level Output 1.1.8 related MOV: survey of the project staff and relevant stakeholders	Policy	Yearly	Country	Percentage	0	2023	>80	2026	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination
No components available.											

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND INDICATOR 1.1.2: Number of targeted countries and municipalities supported in improving coordination related to road safety among designated authorities.		Outcome Level MOV: Verification with the Ministry of Transport, Thailand	Capacity	Yearly	Country	Number	0	2022	1	2026	Outcome : FUND OUTCOME 1: Improved road safety management.
No components available.											
The stakeholders in Thailand are aware of the final draft of the motorized two-wheeler master plan by MOT		Output Level Output 1.1.7 related MOV: survey of the project staff and relevant stakeholders	Capacity	At closure	Country	Percentage	5	2023	>80	2025	Outcome : FUND OUTCOME 1: Improved road safety management. Output: Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination
No components available.											

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
The local stakeholders in the selected community area have been informed or involved in the project to improve MC safety in the selected community area		Output level Output 2.1.1 related MOV: survey of the stakeholders in the selected community area	Other	Yearly	Others	Percentage	0	2023	>60	2025	Outcome : FUND OUTCOME 2: Improved safety of road infrastructure. Output: Fund Output 2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations
No components available.											

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
Motorized two-wheeler crash situation in the target areas is reported and the intervention plans are identified		Output level Output 2.1.2 related MOV: survey of the project staff in the community area and in the MOT, Thailand	Other	Yearly	Others	Yes/No	No	2023	Yes	2025	Outcome : FUND OUTCOME 2: Improved safety of road infrastructure. Output: Fund Output 2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations
No components available.											

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
A detailed of motorized two-wheeler crash data analysis in the targeted area is reported.		Output level Output 2.1.3 related MOV: survey of the project staff in MOT, Thailand	Other	Yearly	Others	Yes/No	No	2023	Yes	2025	Outcome : FUND OUTCOME 2: Improved safety of road infrastructure. Output: Fund Output 2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations
No components available.											

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
The local stakeholders in the selected community area are aware of the implementation plans for MC safety in the targeted area.		Output Level Output 2.1.4 related MOV: survey of the stakeholders in the selected community area	Other	Yearly	Others	Yes/No	No	2023	Yes	2025	Outcome : FUND OUTCOME 2: Improved safety of road infrastructure. Output: Fund Output 2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations
No components available.											

Indicator Title	Component Title	Description	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
The effectiveness of all implemented counter measures is known to the stakeholders		Output Level Output 2.1.5 related MOV: survey of the stakeholders in the selected community area	Capacity	Yearly	Country	Yes/No	No	2023	Yes	2026	Outcome : FUND OUTCOME 2: Improved safety of road infrastructure. Output: Fund Output 2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations
No components available.											

Risks

Event	Category	Level	Likelihood	Impact	Mitigating Measures	Risk Owner
Secondary data of MC crashes to be analyzed may not be obtained from other sources.	• Organizational	Low	Possible	Moderate	Try to use other available data sources to find the root causes of MC crashes	Ministry of Transport, Thailand, and AIT
Lack of coordination at the provincial level for the pilot intervention at provincial level.	• Operational	Low	Possible	Major	Stakeholders under MOT will seek for the cooperation from their local networks to support the project.	Ministry of Transport, Thailand, and AIT
Lack of budget for the project implementation in the pilot intervention province.	• Financial	Low	Unlikely	Extreme	Seek for the additional budget or support from other sources.	Ministry of Transport, Thailand, and AIT
A motorized two-wheeler master plan is not approved by the cabinet	• Political	Low	Rare	Extreme	Present the master plan to national stakeholders and address most of their concerns at the earlier stage.	Ministry of Transport, Thailand

Budget by UNSDG Categories

Budget Lines	Description	UNHABITAT (7%)	WHO (7%)	ESCAP (7%)	Total
1. Staff and other personnel		41,458	41,458	50,000	132,916
2. Supplies, Commodities, Materials					0
3. Equipment, Vehicles, and Furniture, incl. Depreciation					0
4. Contractual services					0
5. Travel		2,000	2,000	6,416	10,416
6. Transfers and Grants to Counterparts		0	0	230,000	230,000
7. General Operating and other Direct Costs		0	0	500	500
Sub Total Project Costs		43,458	43,458	286,916	373,832
8. Indirect Support Costs		3,042	3,042	20,084	26,168
Total		46,500	46,500	307,000	400,000

Performance-based Tranches Breakdown

	Tranche %		Total
Tranche 1	100%	\$400,000	\$400,000
Total		\$400,000	\$400,000

Results based budget

Outcome *	Output *	Agency *	Budget (USD) *	% allocated to GEWE (if any)	
FUND OUTCOME 1: Improved road safety management.		Sub Total	\$285,000		\$0
	Fund Output 1.1: Improved capacities to develop a national plan for road safety and improve coordination	ESCAP (7%)	\$285,000	0%	\$0
FUND OUTCOME 2: Improved safety of road infrastructure.		Sub Total	\$295,000		\$0
	Fund Output 2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations	ESCAP (7%)	\$295,000	0%	\$0
Total			\$580,000		

Budget per Gender (GEWE)

	UNHABITAT	WHO	ESCAP	Total \$
\$ Towards GEWE	\$0	\$0	\$0	\$0
% Towards GEWE				0.00%

Signatures

UNHABITAT: UNHABITAT (United National Human Settlements Programme) (Digital) Mr Andre Dzikus Chief andre.dzikus@un.org	SIGNATURE: Andre Dzikus DATE: 15-02-2023
WHO: WHO (World Health Organization) (Digital) Mr Jonathon Passmore Regional Advisor Road Safety passmorej@who.int	SIGNATURE: Jonathon Passmore DATE: 20-02-2023
ESCAP: Economic and Social Commission for Asia and the Pacific (Digital) Mr Ishtiaque Ahmed Economic Affairs Officer ahmed200@un.org	SIGNATURE: Ishtiaque Ahmed DATE: 14-02-2023