



**United Nations Economic Commission for Europe**

**Strengthening the national road safety management capacities of  
selected developing countries and countries with economies in  
transition**

**(project document)**

**December 2014**

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# 1. EXECUTIVE SUMMARY

Project Title:	Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition
Start date:	March 2015
End date:	December 2017
Budget:	<b>US\$ 498,000</b>
Beneficiary Countries:	Albania, Georgia, the Dominican Republic and Viet Nam <sup>1</sup>
Executing Entity:	United Nations Economic Commission for Europe (UNECE)
Co-operating Agencies within the UN system:	Economic and Social Commission for Asia and the Pacific (ESCAP) and Economic Commission for Latin America and Caribbean (ECLAC)
Project code and Development Account fascicle:	

## Brief description:

Road safety is an important sustainable development goal, yet relatively underappreciated and greatly underfunded. According to the WHO 2013 Global Status Report on Road Safety, about 1.24 million road traffic deaths occur annually on the world's roads, with little change observed since 2007. Approximately 90% of all road crashes now happen in low- and middle-income countries. Road crashes cost an estimated 1% to 5% of GDP in developing countries, undermining efforts to reduce poverty and achieve sustainable development. More than half of global deaths are among pedestrians and operators of motorized two-wheeled vehicles and rates are even higher in the world's poorest regions.

Results of the efficient road safety management, whether expressed in terms of reductions in deaths or injuries, taking the special care on vulnerable road users (e.g. children, pedestrians) or problematic areas (e.g. speed, driving under influence, helmet wearing) are important to demonstrate the country's ability to cope with road safety problems and improve road safety situation. Limited capacities, financial and human resources, weak statistical capabilities and other pressing economic or social problems led to the fact that only a few low- and middle-income countries started the setting of efficient road safety management systems.

The project activities will be implemented in four low- or middle-income countries: Albania, Georgia, the Dominican Republic and Viet Nam<sup>2</sup>. They have highest mortality and motorisation growth rates in their respective regions and require international assistance to improve national road safety situation and develop road safety management systems.

The proposed project aims to assist countries to enhance national road safety management system capacities. It will help Governments to identify most critical road safety aspects and priority needs by preparing the Road Safety Performance Reviews. On the basis of priority needs identified in the Reviews, capacity building seminars and workshops with examples of good road safety practices will be prepared. Furthermore, project aims to help countries to raise public awareness on road safety issues and sensitize public and non-governmental

<sup>1</sup> Beneficiary country change from the Lao People's Democratic Republic to Viet Nam was approved by UNDA Programme Manager in November 2015

<sup>2</sup> *ibid*

sector on the need to set ambitious road safety targets and adopt specific measures to meet them.

The project will be implemented by three UN Regional Commissions: ECE, ECLAC and ESCAP. The ECE Transport Division will lead and coordinate the proposed inter-regional project.

Through publication of project documents on the dedicated web page, project will share the best practice and raise the awareness of the beneficiary countries about the critical needs to timely and adequately address road safety challenges. Furthermore, it will emphasise the importance of the accession and implementation of the key UN road-safety related legal instruments, as an effective means for improving road safety management at the national level.

## **2. BACKGROUND**

Road safety is an important sustainable development goal, yet relatively underappreciated and greatly underfunded. Every year, about 1.24 million people die globally and another 20 to 50 million sustain non-fatal injuries as consequences of road traffic accidents. Road accident injuries now rank as the world's eighth-leading cause of death and young adults aged between 15 and 44 years account for 59% of global road traffic deaths.

Approximately 90% of all road crashes now happen in low- and middle-income countries; yet they own only half of the world's motor vehicles. Road crashes cost an estimated 1% to 5% of GDP in developing countries, undermining efforts to reduce poverty and accelerate sustainable development. More than half of global deaths are among pedestrians and operators of motorized two-wheeled vehicles. Rates are higher in the world's poorest regions. These losses are tragic and needless and these alarming findings underscore the urgent need for action to improve road safety across world regions.

Regrettably, there has been limited improvement in the overall global road safety situation since the launch of the UN Decade of Action for Road Safety. Therefore, much remains to be done to meet the Decade's goal, especially in low- and middle-income countries which bear the highest rates of road traffic fatalities and injuries.

The project aims to assist four developing countries and countries with economies in transition to strengthen the road safety management system capacities and effectively address and improve national road safety records.

Project builds on the results of the UNDA fifth tranche project, "Improving Global Road Safety: Setting Regional and National Road Traffic Casualty Reduction Targets", which successfully supported governments in low- and middle-income countries from around the world in developing regional and national road safety targets and exchanging experiences on good practices for achieving these targets by 2015<sup>3</sup>.

### ***2.1 Mandates, comparative advantage and link to the Programme Budget***

The ECE pioneered road safety activities in the United Nations system with the establishment of an Ad Hoc Working Group on the prevention of road accidents in 1950. Its successor, the Working Party on Road Traffic Safety (WP.1), remains the only permanent body in the United Nations system that focuses on improving road safety. It serves UN legal instruments (traffic rules, road infrastructure and vehicles), supports the development and

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<sup>3</sup> ECE/TRANS/217, "Improving Global Road Safety: Setting Regional and National Road Traffic Casualty Reduction Targets" Report and Recommendations, UN Regional Commissions, New York and Geneva, 2010.

promotion of best road safety practices and the organization of road safety awareness raising events. Furthermore, ECE Transport Division working parties dealing with vehicle safety and safety of transport of dangerous goods. The ECE actively participated in the development of the UN Decade of Action for Road Safety and has its role in implementation of the Decade's Action Plan.

Project focus on ESCAP and ECLAC region, in addition to ECE, is considered to be extremely important. The impact of the project on ESCAP and ECLAC countries involved in the project is expected to be crucial as it will raise the awareness of countries beyond the ECE region to the critical need to timely and adequately address road safety challenges, stressing the existence of the key UN road-safety related legal instruments, importance of their implementation as well as the need to foster road safety management at national level. Furthermore, this cooperation would ensure that the project meets local needs, yields maximum results, promotes sharing the technical expertise and strengthens partnerships in the field of road safety and finally contributes to the implementation of the UN Decade of Action for Road Safety (2011-2020).

The proposed project is an integral part of the ECE's regulatory, analytical and technical assistance work activities. It also complements activities (a), (c), (d) and (h) of the ECE's Working Party on Road Traffic Safety's programme of work for 2014-18 (ECE/TRANS/WP.1/2013/8/Rev.1), as well as objectives 1 (Boost political will and support government strategies), 6 (Make roads safer) and 11 (Raise awareness, fundraise and advocate for road safety) of the ECE's Plan to implement the UN Decade of Action for Road Safety (ECE/TRANS/2012/4).

Similarly, the proposed project is consistent with ESCAP resolution 68/4 of 23 May 2012 which provides a broad mandate to the ESCAP secretariat under the Regional Action Programme (RAP), phase II (2012-2016) to assist member countries in meeting their commitments under the Decade of Action of Action for Road Safety (2011-2020) as well as resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures. The project is also consistent with ECLAC's Mesoamerican Transport's Strategic Framework.

The project will support the following expected accomplishments of the following UN programmes:

- Economic and social development in Asia and the Pacific subprogramme 3 (Transport) in the Strategic Framework for 2014-2015: (a) Enhanced knowledge and increased capacity of ESCAP member States to develop and implement transport policies and programmes.
- Economic development in Europe subprogramme 2 (Transport) in the Strategic Framework for 2014-2015: (d) strengthened capacity to implement relevant UN legal instruments serviced by UNECE, norms and standards, in particular in the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia.
- Economic and social development in Latin America and the Caribbean subprogramme 9 (Natural resources and infrastructure) in the Strategic Framework for 2014-2015: Expected accomplishment (a) Strengthened institutional capacity in the countries of the region to formulate and implement public policies and regulatory frameworks to increase efficiency in the sustainable management of natural resources and in the provision of public utilities and infrastructure services.

## ***2.2. Country demand and beneficiary countries***

The project activities will be performed in four low or middle income countries: Albania, Georgia, the Dominican Republic and the Lao People's Democratic Republic. Participating countries have highest mortality and motorisation growth rates in their respective regions

and require assistance to improve national road safety situation and road safety management system.

The governments in these countries are committed to taking action to improve their road safety performance. During first quarter of 2014 all four countries, in communication with Regional Commissions, expressed interest in improving their national road safety management system and improve implementation of UN legal instruments in road safety.

According to the Global status on road safety 2013 published by World Health Organization, mortality rate per 100,000 population in 2010 in the countries which are part of the proposed project was: Albania (12.7) and Georgia (15.7), the Dominican Republic (41.7) and the Lao People's Democratic Republic (20.4); while such indexes in best-performing countries are: Sweden (3.0), United Kingdom (3.7) and the Netherlands (3.9). None of the four proposed countries have efficient road safety management system and monitoring of implementation of road safety goals. All four proposed countries are predicted to have very high levels of motorisation growth which are expected to additionally worsen the road safety record.

The proposed project aims to assist four countries in the ECE, ESCAP and ECLAC regions with different levels of development of road safety management systems. Such geographical coverage will allow countries to benefit from transfer on know-how and best practice in some road safety segments.

The proposed project will tackle the most critical road safety management system areas in each beneficiary country by undertaking Road Safety Performance Reviews and preparing specific country-level recommendations.

### ***2.3 Link to the Millennium Development Goals (MDGs)***

The project will support the achievement of the Millennium Development Goal 8 - Develop a global partnership for development. Implementation of the targets: Addressing the special needs of the least developed countries<sup>4</sup> (Target 8.B); Addressing the special needs of the Landlocked developing countries<sup>5</sup> and Small Island developing States<sup>6</sup> (Target 8.C) would assist in reaching MDG Goal 8.

### ***2.4 Link to Internationally Agreed Development Goals (IADGs)***

The General Assembly has proclaimed 2011-2020 as the United Nations Decade of Action for Road Safety, with a goal to stabilize and reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels<sup>7</sup>. The General Assembly has also acknowledged the role of road safety as part of efforts to achieve sustainable development in its resolution "The future we want" which endorsed the outcome document from the United Nations Conference on Sustainable Development in Rio de Janeiro in June 2012<sup>8</sup>. Road safety is a core element of sustainable transport as a means of improving social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas<sup>9</sup>.

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<sup>4</sup> Lao People's Democratic Republic is a least developed country.

<sup>5</sup> Lao People's Democratic Republic is a landlocked developing country.

<sup>6</sup> The Dominican Republic is a small island developing State.

<sup>7</sup> A/RES/64/255

<sup>8</sup> A/RES/66/288

<sup>9</sup> Per General Assembly resolution of April 2014, A/68/L.40, "Road traffic injuries are a major public health and development problem that has a broad range of social and economic consequences, which, if unaddressed, may affect the sustainable development of countries and hinder progress towards the Millennium Development Goals".

## **3. ANALYSIS**

### ***3.1 Problem analysis***

According to the WHO 2013 Global Status Report on Road Safety, about 1.24 million road traffic deaths occur annually on the world's roads, with little change observed since 2007. In that period, the number of registered vehicles increased by 15 per cent which has led to an increased risk of road deaths. This suggests that interventions to improve global road safety in the recent years at least have mitigated the expected rise in the number of deaths. However, much more still needs to be done to meet the UN Decade of Action for Road Safety, 2011-2020 goals of stabilizing and reducing the forecasted level of road traffic deaths in the world. In particular, the priority areas of protecting vulnerable road users, improving road safety laws, adopting a more systematic approach towards addressing road safety issues and financial support in the field of road safety were emphasized by the Secretary-General in his biennial report to the General Assembly on road safety (A/68/368).

Road safety management system covers all aspects of road safety from road users, vehicles and infrastructure, road safety strategies, funding and implementation of legal instruments. Governments have a primary role in the establishment and maintenance of an efficient road safety management system. However, Governments, particularly in low- and middle-income countries, where the problem is most acute, have limited capacities for improvement of road safety management system and require assistance in finding effective solutions. The lack of capacities is caused by several factors stated below.

In the most of the cases, human, financial and technical capacities for assessment of national road safety situation are inadequate and require assistance in its increase. Assessment capacities are further jeopardized by poor availability of road safety data and research. This leads to the inability to present results of the road safety management system, whether expressed in terms of reductions in deaths or injuries, taking the special care on vulnerable road users (e.g. children, pedestrians) or problematic areas (e.g. speed, driving under influence, helmet wearing) or providing strategic framework for road safety. Lack of capacities and capabilities to assess road safety situation is often followed by inadequate capacities to identify most critical aspects and priority needs in the road safety which largely undermines country's ability to cope with road safety problems and to improve/change road safety situation.

Integral part of road safety management system is the national legal framework. Outdated legal and regulatory framework for road safety does not support development of road safety management system and in some cases establishment of such a system is not even foreseen. Failure to constantly work on improvement and update of regulations leads to non-compliance with international road safety legal instruments and increases the gap between best and worst performing countries. In many cases, there is also a weak coordination between national road safety stakeholders in planning and implementation of road safety measures. This leads to overlapping and duplication of some responsibilities in national road safety management system, while some areas remain out of the scope of work of road safety stakeholders. Such approach constantly threatens to undermine results of road safety strategic planning and efficient use of available resources.

Countries with developed road safety management systems found it crucial in improving their road safety situation and one should expect that the system will be efficient in low- and middle-income countries to identify most critical problems and define mitigating measures for road safety problems. Given the size of the project's budget and time framework, the project will focus on addressing the inadequate capacities for identification of most critical aspects and priority needs in road safety management system and assessment of national road safety situation. Topics like road safety legal framework and coordination of stakeholders will be analyzed in the Road Safety Performance Review.

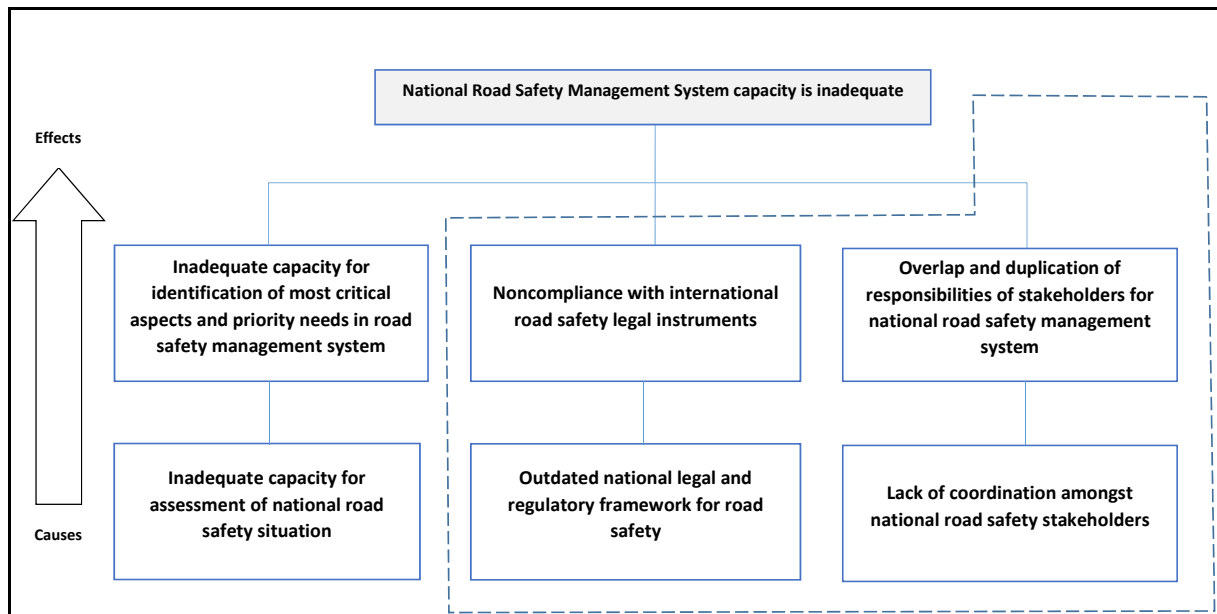


Figure 1: Problem Analysis

### 3.2 Stakeholder analysis and capacity assessment

Roles and responsibilities for road safety and development of the road safety management system should be clearly defined on the national level. Active involvement of all relevant stakeholders could only raise awareness on road safety problem and help to improve road safety record. Sound analyses of national road safety situation, data availability, involvement of research and development stakeholders and academia as well as non-governmental organizations are prerequisites for establishment of an efficient road safety management system.

Whilst the overall responsibility for road safety on the national level lies on Government and their institutions, regional and municipal authorities should be involved.

1. Groups connected or influenced by the project: National Governments, Ministries of Transport, Interior, Health and Education, road safety institutions, road administration, civil society and NGOs concerned by road safety; International financial institutions and donors. Furthermore, all road users including pedestrians, cyclists, motorcyclists, drivers and passengers of vehicles, are indirectly influenced by the project.

2. National Governments are responsible for the overall road safety situation, adoption and enforcement of road safety legislation and establishment of road safety management system in their countries. Furthermore, they are involved in road safety education, infrastructure and healthcare and should provide necessary funding for road safety. Different line ministries (usually Ministries of Interior, Transport, Health or Education) and Governmental institutions and bodies (Road safety coordinating body/agency, road administration (national and local), inspections and other public institutions) have responsibilities in road safety, formulation and implementation of policies and legislation and adoption of standards and norms, which will require different ministries and public institutions to work together.

3. Civil society, NGOs and academia deal with awareness rising on road safety problems, research and development of road safety measures, promotion of education and data collection. Some of them are concerned about specific groups of road users (e.g. pedestrians, motorcycles, transport operators, etc.) and have an important role in lobbying Governments to improve road safety. NGOs are expected to help Governments to improve road safety situation and road safety management system.



4. International Financial institutions and financial organizations play an important role in providing financial and technical support to the road safety improvement programmes. Their support could give an additional boost to establishment of road safety management system and raise awareness of decision makers.

Stakeholder	Type and level of involvement in the project	Capacity assets and gaps	Desired future outcomes	Stakeholder influence impact
Government and Ministries with responsibilities in road safety field (Transport, Internal Affairs, Health, Education, Finance, Justice)	Responsible for implementation of international agreements and resolutions on improving of road safety; Responsible for establishing national road safety management system and formulating policies and legislation, establishing norms and standards and providing funding.	The national authorities manage and finance road safety.  Capacities to implement efficient road safety management system are weak and inter-ministerial coordination is lacking.	Strengthened national road safety management system capacities to implement measures aimed at improving road safety situation.	High
Road safety coordinating body/agency, road administration (national and local), inspections and other public institutions	Responsible for implementation of national strategies and measures aimed to improve road safety situation. Responsible for coordination of road safety measures, management of road network, monitoring of vehicle's technical inspection, driver's training and implementation of related norms and standards.	Road administration, inspections and public institutions have technical expertise and experience in road safety.  Road safety coordinating body/agency is missing or under developed.  Lack of managerial and technical capacities to implement efficient road safety management system in related fields of work and poor inter-institutional cooperation.	Enhanced managerial and technical capacities and capabilities to address road safety aiming to improve road safety record.	High
Civil society (NGOs, academia, etc.)	Raise awareness on road safety, research and development of road safety measures, promote education and collect	Strong presence in media, knowledge on road safety management system and	Increased voice and participation of civil society in creation of efficient road safety	Low

	data.	international best practice.  Weak influence on decision makers, weak financial basis and coordination at the national level.	management system. Increased influence on decision makers on road safety issues.	
International Financial Institutions and donors	Financial or technical support to the road safety improvement programmes.	Availability of financial and technical resources (donations, loans) for road safety.  Weak understanding of local technical and policy issues and one-size-fits-all approaches.	Increased participation in available instruments and programmes by national institutions to improve Road safety management system.	Medium

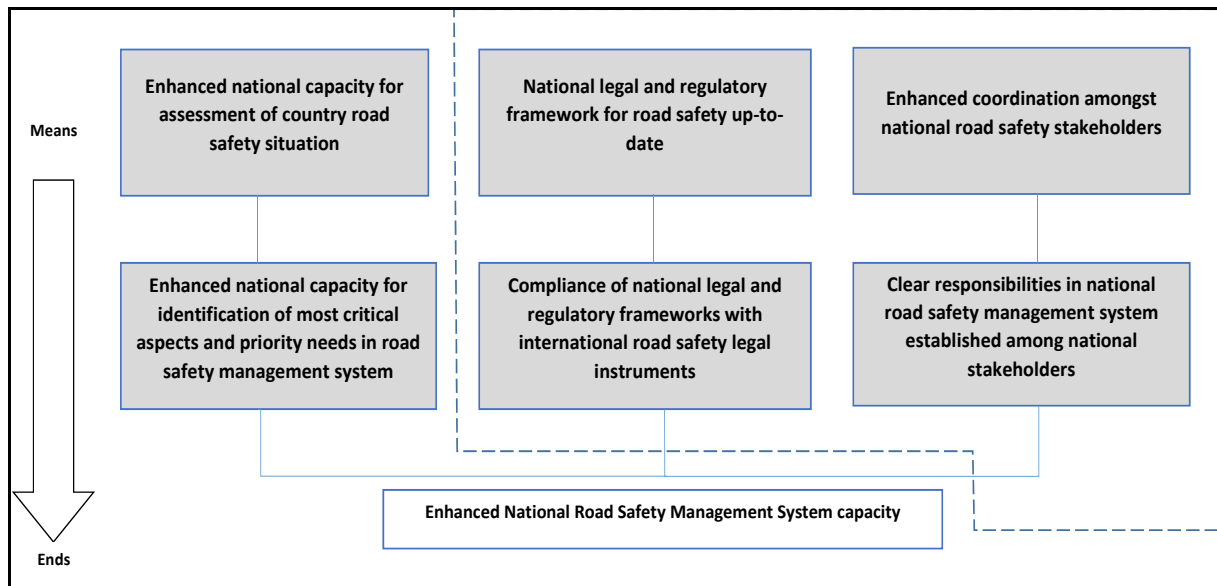
### ***3.3 Analysis of the objectives***

The proposed project aims to assist four countries in the ECE, ESCAP and ECLAC regions to address their priority road safety needs by improving their national road safety management systems. By setting efficient road safety management system, countries show an understanding of their road safety problems and express their intent to reduce the number of road deaths and injuries.

The first step in building the national road safety management capacities will be to assess country road safety situation and road safety management system through the Road Safety Performance Review. Assessment should identify: limitation in capacities, financial and human resources, necessary statistical capabilities and other pressing economic or social problems which have prevented countries from establishing or upgrading their road safety management system. Identification of gaps in national legal and regulatory framework, compliance with international road safety instruments and coordination of road safety stakeholders will be addressed in the Road Safety Performance Review as well.

On the basis of assessment, most critical aspects and priority needs in road safety management system will be identified. Based on identified relevant priority areas (e.g. establishment of effective road safety management institutional systems and legislative frameworks, collection and evaluation of accurate road safety statistics, setting and monitoring of road safety targets) national capacity building workshops will be prepared and implemented to enhance national road safety management system capacity.

Through publication of project documents (Road Safety Performance Review) on national languages and preparation of the dedicated web page, the project will share the good practices and raise the awareness of the beneficiary countries about the critical needs to timely and adequately address road safety challenges and emphasise the importance of the accession and implementation of the key UN road-safety related legal instruments, as an effective means for improving road safety management at the national level.



## 4. PROJECT STRATEGY: OBJECTIVE, EXPECTED ACCOMPLISHMENTS, INDICATORS, MAIN ACTIVITIES

### 4.1. Project Strategy

The proposed project aims to assist countries to enhance national road safety management system capacities. The most critical road safety needs will be identified in the Road Safety Performance Reviews and identified priorities will be addressed with the aim of creating a more efficient road safety management system. The project will provide capacity building activities at the national level.

The project will start with preparatory missions of an initial review team (3-4 Commission staff in total from the relevant Commissions with expertise in road safety) in the four target countries (one mission per country) including a one-day policy dialogue seminar to agree on the objectives, outline and timeline of the Road Safety Performance Review with national authorities and other counterparts in the road safety field. This two-day preparatory mission is crucial as it is expected to result in the conclusion of an agreement between the respective Regional Commission and government where specific areas to be reviewed are discussed, defined and agreed upon. Subsequently, this phase will become the basis for appropriate future preparatory work in terms of engaging other relevant Commission staff members with an expertise in road traffic rules, road signs and signals, dangerous goods and vehicle regulations, and consultants who are experts in the selected areas.

Following the preparatory missions, a substantive review team (comprising relevant UN Commission staff from ECE, ECLAC or ESCAP, and including 3 national consultants with expertise in the different areas of road safety priorities identified during the preparatory missions) will undertake in-depth fact-finding missions in the four target countries (one mission per country) to meet and interview national authorities and other road safety stakeholders. Consultants will prepare draft country Road Safety Performance Review which will be reviewed by relevant UN Commission staff from ECE, ECLAC or ESCAP. The draft Road Safety Performance Review will identify most critical aspects and priority needs in development of national road safety management system.

The substantive review teams will present the main findings of the relevant Country Road Safety Performance Review with recommendations on actions to be taken at the one day policy dialogue seminar in each country during a final mission. Back-to-back with the one day policy dialogue, four capacity-building national workshops will be held to initiate

national dialogue on the recommendations of the Country Road Safety Performance Reviews. Each one-day capacity-building national seminar will be attended by national government officials and other relevant stakeholders from the NGO and private sectors (invited by the national officials). The objective is to provide training in relevant priority areas identified by the Country Road Safety Performance Reviews (e.g. establishment of an effective road safety management institutional system, legislative framework including the accession and implementation of UN road-safety related legal instruments, collection and evaluation of accurate road safety statistics, targets setting, and monitoring of their accomplishments). In ECLAC and ESCAP countries, 2 ECE staff would also participate in the missions/capacity building national seminars to provide expertise and to assist ECLAC and ESCAP staff in raising awareness of the UN road-safety related legal instruments and strengthening of the capacity of national experts for its implementation.

Following the policy dialogue seminars, in collaboration with the national governments, substantive review teams will finalize the Country Road Safety Performance Review reports with recommendations. Translation of the four final reports into the national language and publish in English and the national language will follow. In order to disseminate project results, share the best practice and increase visibility of the project, a dedicated web page on UNECE web site will be established.

Finally, four follow up capacity-building national workshops to present the finalized Country Road Safety Performance Reviews will be organized. The follow up capacity-building national workshops would take place over two days and provide further training on the relevant priority areas identified through the Country Road Safety Performance Reviews, including the accession and implementation of UN road-safety related legal instruments. It is anticipated that national government officials and relevant stakeholders from the NGO and private sectors (invited by the national officials) would participate in each follow-up workshop.

#### ***4.2. Objective***

To strengthen the national road safety management system capacities of selected developing countries and countries with economies in transition.

#### ***4.3 Expected Accomplishments***

EA1. Enhanced national capacity of selected developing countries and countries with economies in transition to identify the most critical aspects and priority needs in their road safety situation

EA2. Enhanced capacity of selected developing countries and countries with economies in transition to effectively address and improve road safety in priority areas as identified in the Road Safety Performance Reviews

#### ***4.4 Indicators of achievement***

IA1. Road Safety Performance Reviews are prepared and validated by beneficiary countries.

IA2. Beneficiary countries identify specific measures to implement recommendations resulting from Road Safety Performance Reviews and improve road safety management system.

#### ***4.5. Activities***

A1.1 Organize four preparatory missions by relevant Regional Commission staff to the beneficiary countries to discuss with national authorities the objectives, outlines and

timelines of the Road Safety Performance Reviews; This preparatory mission will result in the agreement between the respective Regional Commission and beneficiary country where specific areas to be reviewed are defined.

A1.2 Organize four fact-finding missions by relevant Regional Commission staff and project consultants to the beneficiary countries to interview national authorities and other stakeholders;

A1.3 Organize four final missions by relevant Regional Commission staff and project consultants to the beneficiary countries to present the main findings of the final draft Road Safety Performance Reviews to the national authorities and other stakeholders (back to back with A2.1);

A1.4 In collaboration with national governments, finalize the Country Road Safety Performance Review by relevant Regional Commission staff and project consultants, translate, publish and launch the Road Safety Performance Reviews in English and the relevant national language;

A2.1 Organize four capacity-building one-day national workshops to initiate national dialogue on the Road Safety Performance Reviews, and to provide training in priority areas identified in the reviews (back to back with A1.3); The capacity-building national seminars would be attended by national government officials and other relevant road safety stakeholders. The objective is to provide general training on priority areas identified through the Road Safety Performance Reviews.

A2.2 Organize four follow up capacity-building two-day national workshops on the accession and implementation of UN road-safety related legal instruments. The objective is to provide in-depth training on specific priority areas identified through the Road Safety Performance Reviews.

A2.3 Create project web page as part of the UNECE Transport Division web presentation where relevant project activities and results are published in order to disseminate project results and the best practice; Web page will be promoted in all project activities and through relevant Regional Commission road safety activities (meetings, workshops, working parties, etc.).

#### ***4.6. Risks and mitigation actions***

There is a risk that lack of political will to improve road safety management system and implement road safety measures will jeopardize project results and that stakeholders will not be able to agree to follow-up recommendations stated in the Road Safety Performance Review. These risks will be mitigated by close cooperation with national Governments and involvement of national road safety "champions". Another risk factor is possible delays in the implementation of activities due to the inadequate capacity of beneficiary country institutions and unavailability of local road safety experts and poor coordination/participation of the stakeholders. These risks will be mitigated by a careful planning of activities in consultation with the Governments and other stakeholders and preparatory activities adjusted daily as required.

#### ***4.7. Sustainability***

The project seeks to implement various actions in the selected four countries with the objective to improve road safety as identified by the General Assembly in its resolutions<sup>10</sup>

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<sup>10</sup> A/RES/57/309, A/RES/58/9, A/RES/58/289, A/RES/60/5, A/RES/62/244, A/RES/64/255, A/RES/66/260, A/RES/68/269

and by the Secretary-General's biennial reports on improving global road safety<sup>11</sup>. Recommended actions will include developing and implementing ambitious, but realistic road safety measures to achieve the goal of the UN Decade of Action for Road Safety by assessing the possibility to establish a national road safety management system; enacting legislation on key risk factors and acceding to UN road safety legal instruments; setting the indicators against which progress can be measured; and improving the quality of road safety statistics and data.

The implementation of UN road safety related legal instruments will be analyzed. These include the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport, the European Agreement concerning the International Carriage of Dangerous Goods by Road, the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted to/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or used on Wheeled Vehicles, and the 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections.

## **5. MONITORING AND EVALUATION**

After each national workshop a questionnaire will be circulated to evaluate the usefulness of the activity in the thematic areas addressed. This will be complemented with interviews with key stakeholders/beneficiaries during the final project evaluation.

An external consultant will be hired at the end of the project to prepare an evaluation report based on the analysis of the workshop questionnaires, interviews with key stakeholders and a desk study.

On the basis of the project evaluation, Regional Commissions will further assess the need for additional activities and fund raising for the follow-up to the Road Safety Performance Reviews undertaken in the beneficiary countries.

## **6. IMPLEMENTATION PARTNERS AND ARRANGEMENTS**

The project will be executed by three UN Regional Commissions, ECE (Transport Division) will lead and coordinate the proposed inter-regional project in cooperation with ECLAC and ESCAP.

In terms of responsibilities for the implementation of the project, UNECE will play a coordinating role by preparing a template for the workshops and, alongside with ECLAC and ESCAP, ECE staff will act as resource persons and presenters at the workshops. Furthermore, the contents of the Country Road Safety Performance Reviews will be prepared in close cooperation of UN Regional Commissions and agreed upon by beneficiary countries.

Each UN Regional Commission will have responsibility for organizing the missions and workshops to be held in its region and adjusting the workshops template to the specific needs of its region. Each UN Regional Commission will be responsible for hiring national consultants (within the defined budget) to prepare draft Country Road Safety Performance Review and coordinating with national Ministries to organize the advisory missions.

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<sup>11</sup> A/RES/68/368, A/66/389, A/64/266, A/62/257

The UN Regional Commissions will also be responsible for hiring consultants for translation and publishing of final Country Road Safety Performance Reviews. The ECE will create web pages as part of Transport Division web presentation where relevant project activities and deliverables will be published. All Regional Commissions will contribute to the issuance of the final Country Road Safety Performance Reviews. Likewise, all Regional Commissions will contribute to the evaluation of the overall project.

## 7. ANNEXES

### ANNEX 1: SIMPLIFIED LOGICAL FRAMEWORK

Intervention logic	Indicators	Means of verification	Risks/Assumptions
<p><b>Objective</b> To strengthen the national road safety management system capacities of selected developing countries and countries with economies in transition.</p>			
<p><b>Expected accomplishment 1</b> Enhanced national capacity of selected developing countries and countries with economies in transition to identify the most critical aspects and priority needs in their road safety situation.</p>	Road Safety Performance Reviews are prepared and validated by beneficiary countries.	<p>Conclusions of the meeting with national authorities</p> <p>Road Safety Performance Review publication</p>	<p>Risks: Inadequate capacity of beneficiary country institutions. Unavailability of local road safety consultants/experts. Assumptions: Government committed to strengthen road safety management system.</p>
<p><b>1.1 Main activity</b> Organize four preparatory missions by relevant Regional Commission staff to the beneficiary countries to discuss with national authorities the objectives, outlines and timelines of the Road Safety Performance Reviews</p>			
<p><b>1.2 Main activity</b> Organize four fact-finding missions by relevant Regional Commission staff and project consultants to the beneficiary countries to interview national authorities and other stakeholders</p>			
<p><b>1.3 Main activity</b> Organize four final missions by relevant Regional Commission staff and project consultants to the beneficiary countries to present the main findings of the final draft Road Safety Performance Reviews to the national authorities and other stakeholders</p>			
<p><b>1.4 Main activity</b> In collaboration with national governments, finalize the Country Road Safety Performance Review by relevant Regional Commission staff and project consultants, and translate, publish and launch the Road Safety Performance Reviews in English and the relevant national language</p>			
<p><b>Expected accomplishment 2</b> Enhanced national road safety management system capacity of selected developing countries and countries with economies in transition to effectively address and improve road</p>	Beneficiary countries identify specific measures to implement recommendations resulting from Road Safety Performance Reviews and improve road safety management	<p>Reports of the national workshops with topics identified by the Road Safety Performance Review. Conclusions of the meetings with national authorities.</p>	<p>Risks: Disagreement among stakeholders to follow-up recommendations stated in the Road Safety Performance Review. Lack of political will to implement road safety measures.</p>



safety in priority areas as identified in the Road Safety Performance Reviews.	system.		Assumptions: Government committed to strengthen road safety management system
<b>2.1 Main activity</b> Organize four capacity-building one-day national workshops to initiate national dialogue on the Road Safety Performance Reviews, and to provide training in priority areas identified in the reviews			
<b>2.2 Main activity</b> Organize four follow up capacity-building two-day national workshops on the accession and implementation of UN road-safety related legal instruments			
<b>2.3 Main activity</b> Create project web page as part of the UNECE Transport Division web presentation where relevant project activities and results are published in order to disseminate project results and best practice			
<b>External evaluation</b> External evaluation is foreseen through external expert peer review at the end of the project.			

## ANNEX 2: RESULT-BASED WORK PLAN

Expected accomplishment	Main activity	Timeframe by output/activity			
		2014	2015	2016	2017
EA1: Enhanced national capacity of selected developing countries and countries with economies in transition to identify the most critical aspects and priority needs in their road safety situation	A1.1 Four preparatory missions by relevant Regional Commission staff to the beneficiary countries to discuss with national authorities the objectives, outlines and timelines of the Road Safety Performance Reviews				
	A1.2 Four fact-finding missions by relevant Regional Commission staff and project consultants to the beneficiary countries to interview national authorities and other stakeholders				
	A1.3 Four final missions by relevant Regional Commission staff and project consultants to the beneficiary countries to present the main findings of the final draft Road Safety Performance Reviews to the national authorities and other stakeholders				
	A1.4 Finalization the Country Road Safety Performance Review by relevant Regional Commission staff and project consultants, and translate, publish and launch the Road Safety Performance Reviews in English and the relevant				

	national language				
EA2: Enhanced capacity of selected developing countries and countries with economies in transition to effectively address and improve road safety in priority areas as identified in the Road Safety Performance Reviews	A2.1 Four capacity-building one-day national workshops to initiate national dialogue on the Road Safety Performance Reviews, and to provide training in priority areas identified in the reviews				
	A2.2 Four follow up capacity-building two-day national workshops on the accession and implementation of UN road-safety related legal instrument				
	A2.3 Project web page as part of the UNECE Transport Division web presentation where relevant project activities and results are published in order to disseminate project results and best practice				

### ANNEX 3: RESULT-BASED BUDGET

Expected accomplishment	Main activities / group of activities	Object class and object code (split of activities/outputs by budget categories)	Amount (USD)
EA1 Enhanced national capacity of selected developing countries and countries with economies in transition to identify the most critical aspects and priority needs in their road safety situation	A.1.1 Four preparatory missions by relevant Regional Commission staff to the beneficiary countries to discuss with national authorities the objectives, outlines and timelines of the Road Safety Performance Reviews	UNECE - 608 (2302) Travel of Staff (Albania)	3,300
		UNECE – 608 (2302) Travel of Staff (Georgia)	3,000
		UNECE – 608 (2302) Travel of Staff (Dominican Republic)	6,500
		UNECE – 608 (2302) Travel of Staff (Lao PDR)	4,400
		UNECLAC – 608 (2302) Travel of Staff (Dominican Republic)	4,600
		UNESCAP – 608 (2302) Travel of Staff (Lao PDR)	2,100
		UNECE – 621 (7202) Seminars and workshops (Albania and Georgia)	15,000
		UNECLAC – 621 (7202) Seminars and workshops (Dominican Republic)	7,500
		UNESCAP – 621 (7202) Seminars and workshops (Lao PDR)	7,500
		<b>UNECE Total</b>	<b>32,200</b>
<b>UNECLAC Total</b>	<b>12,100</b>		
<b>UNESCAP Total</b>	<b>9,600</b>		

	A.1.2 Four fact-finding missions by relevant Regional Commission staff and project consultants to the beneficiary countries to interview national authorities and other stakeholders	UNECE– 604 (0140/2601) Consultants - transport	55,000
		UNECLAC– 604 (0140/2601) Consultants - transport	27,500
		UNESCAP – 604 (0140/2601) Consultants - transport	27,500
	A.1.3 Four final missions by relevant Regional Commission staff and project consultants to the beneficiary countries to present the main findings of the final draft Road Safety Performance Reviews to the national authorities and other stakeholders	UNECE – 604 (0111/2601) Consultants - edit and prepare for printing Road Safety Performance review	5,000
		UNECLAC – 604 (0111/2601) Consultants - edit and prepare for printing Road Safety Performance review	2,500
		UNESCAP – 604 (0111/2601) Consultants - edit and prepare for printing Road Safety Performance review	2,500
		UNECE - 608 (2302) Travel of Staff (Albania)	3,200
		UNECE – 608 (2302) Travel of Staff (Georgia)	3,200
		UNECLAC – 608 (2302) Travel of Staff (Dominican Republic)	6,000
		UNESCAP – 608 (2302) Travel of Staff (Lao PDR)	3,100
	A.1.4 Finalization the Country Road Safety Performance Review by relevant Regional Commission staff and project consultants, and translate, publish and launch the Road Safety Performance Reviews in English and the relevant national language	UNECE - 608 (2302) Travel of Staff (Albania)	3,300
		UNECE – 608 (2302) Travel of Staff (Georgia)	3,000
		UNECE – 608 (2302) Travel of Staff (Dominican Republic)	6,500
UNECE – 608 (2302) Travel of Staff (Lao PDR)		4,400	
UNECLAC – 608 (2302) Travel of Staff (Dominican Republic)		4,600	
	UNESCAP – 608 (2302) Travel of Staff (Lao PDR)	2,100	
	UNECE– 612 (3908) Contract services - translation of Road Safety Performance Review on local language	20,500	
	UNECLAC– 612 (3908) Contract services - translation of Road Safety Performance Review on local language	8,000	
	UNESCAP – 612 (3908) Contract services - translation of Road Safety Performance Review on local language	8,000	
	UNECE – 621 (7202) Seminars and workshops (Albania and Georgia)	15,000	
	UNECLAC – 621 (7202) Seminars and workshops (Dominican Republic)	7,500	
	UNESCAP – 621 (7202) Seminars and workshops (Lao PDR)	7,500	
	<b>UNECE Total</b>	<b>119,100</b>	
	<b>UNECLAC Total</b>	<b>56,100</b>	
	<b>UNESCAP Total</b>	<b>50,700</b>	

EA2 Enhanced capacity of selected developing countries and countries with economies in transition to effectively address and improve road safety in priority areas as identified in the Road Safety Performance Reviews	A.2.1 Four capacity-building one-day national workshops to initiate national dialogue on the Road Safety Performance Reviews, and to provide training in priority areas identified in the reviews	UNECE– 604 (0140/2601) Consultants - transport	5,000
		UNECLAC– 604 (0140/2601) Consultants - transport	2,500
		UNESCAP – 604 (0140/2601) Consultants - transport	2,500
	A2.2 Four follow up capacity-building two-day national workshops on the accession and implementation of UN road-safety related legal instrument	UNECE – 621 (7202) Seminars and workshops (Albania and Georgia)	40,000
		UNECLAC – 621 (7202) Seminars and workshops (Dominican Republic)	20,000
		UNESCAP – 621 (7202) Seminars and workshops (Lao PDR)	20,000
	A2.3 Project web page as part of the UNECE Transport Division web presentation where relevant project activities and results are published in order to disseminate project results and best practice	UNECE - 608 (2302) Travel of Staff (Albania)	3,300
		UNECE – 608 (2302) Travel of Staff (Georgia)	3,000
		UNECE – 608 (2302) Travel of Staff (Dominican Republic)	6,500
		UNECE – 608 (2302) Travel of Staff (Lao PDR)	4,400
UNECLAC – 608 (2302) Travel of Staff (Dominican Republic)		4,600	
3. External Project Evaluation	UNESCAP – 608 (2302) Travel of Staff (Lao PDR)	2,100	
	UNECE – 621 (7202) Seminars and workshops (Albania and Georgia)	46,150	
	UNECLAC – 621 (7202) Seminars and workshops (Dominican Republic)	23,075	
	UNESCAP – 621 (7202) Seminars and workshops (Lao PDR)	23,075	
	<b>UNECE Total</b>	<b>108,350</b>	
	<b>UNECLAC Total</b>	<b>50,175</b>	
	<b>UNESCAP Total</b>	<b>47,675</b>	
Evaluation	3. External Project Evaluation	UNECE – 604 International Consultant project evaluation and report (incl. travel)	<b>12,000</b>
Grand Total			<b>498,000</b>

## ANNEX 4: BUDGET DETAILS

### 4.1. SUMMARY TABLE

Object Class	Object Code	Object Description		Allotment	Explanation of changes in budget compared to the concept note
604	111	Consultants and Expert Groups	International consultants (fee)	12000	
	140		National/regional consultants (fee)	130000	
608	2302	Travel of staff		87200	
612	3908	Contractual services		36500	
621	7202	Fellowships, grants and contributions	Workshops	232300	
			Total	<b>498000</b>	

## 4.2. DETAILED JUSTIFICATION BY OBJECT CODE

Consultants (provide separate breakdown by national/regional consultants and international consultants)

### (a) International consultants – **Total 12,000 USD or 2 %**

In support of the evaluation of the project: (one work month) x (\$12,000 per work month) = \$12,000.

### (b) National / Regional consultants – **Total 130,000 USD or 26 %**

Twelve (three per county) national consultants for tasks of data collection, interview government officials and relevant stakeholders and prepare written contribution with recommendation in support of activities A1.2, A1.3, A1.4 and A2.1 - 12 x (4 work months) x (\$2,500 per month) = \$120,000.

Four (one per country) national consultants for tasks of editing and preparation for printing of Road Safety Performance Review in support of activities A1.3 and A1.4 - 4 x (one work month) x (\$2,500 per month) = \$10,000.

### Travel of Staff

#### (a) UN Staff from the implementing entity – **Total 87,200 USD or 18 %**

#### UNECE

- Advisory services in support of activity A1.1 in Albania (\$1,100 x 3 staff = \$3,300), Georgia (\$1,000 x 3 staff = \$3,000), Dominican Republic (\$3,250 x 2 staff = \$6,500) and Lao People's Democratic Republic (\$2,200 x 2 staff = \$4,400) - Total \$17,300
- Advisory services in support of activity A1.2 in Albania (\$1,600 x 2 staff = \$3,200) and Georgia (\$1,600 x 2 staff = \$3,200) - Total \$6,400
- Advisory services in support of activity A1.3/resource persons at national workshops in support of activity A2.1 (back to back mission) in Albania (\$1,100 x 3 staff = \$3,300), Georgia (\$1,000 x 3 staff = \$3,000), Dominican Republic (\$3,250 x 2 staff = \$6,500) and Lao People's Democratic Republic (\$2,200 x 2 staff = \$4,400) - Total \$17,300
- Resource persons at national workshops in support of activity A2.2 in Albania (\$1,100 x 3 staff = \$3,300), Georgia (\$1,000 x 3 staff = \$3,000), Dominican Republic (\$3,250 x 2 staff = \$6,500) and Lao People's Democratic Republic (\$2,200 x 2 staff = \$4,400) - Total \$17,300

#### UNECLAC

- Advisory services in support of activity A1.1 in Dominican Republic: \$2,300 x 2 staff = \$4,600
- Advisory services in support of activity A1.2 in Dominican Republic: \$3,000 x 2 staff = \$6,000
- Advisory services in support of activity A1.3/resource persons at national workshop in support of activity A2.1 (back to back mission) in Dominican Republic: \$2,300 x 2 staff = \$4,600
- Resource persons at national workshop in support of activity A2.2 in Dominican Republic: \$2,300 x 2 staff = \$4,600

#### UNESCAP

- Advisory services in support of activity A1.1 in Lao People's Democratic Republic: \$1,050 x 2 staff = \$2,100
- Advisory services in support of activity A1.2 in Lao People's Democratic Republic: \$1,550 x 2 staff = \$3,100
- Advisory services in support of activity A1.3/resource persons at national workshop in support of activity A2.1 (back to back mission) in Lao People's Democratic Republic: \$1,050 x 2 staff = \$2,100

- Resource persons at national workshop in support of activity A2.2 in Lao People's Democratic Republic:  $\$1,050 \times 2 \text{ staff} = \$2,100$

Contractual services – **Total 36,500 USD or 7 %**

A provision of \$ 36,500 is required for Translation of four finalized Road Safety Performance Reviews into national language (respectively Albanian, Georgian, Lao and Spanish) in support of activity A1.4.

Training

(a) Workshops & seminars – **Total 232,300 USD or 47 %**

- Four national one-day policy dialogues (one per country) in support of activity A1.1 for 15 participants each ( $\$7,500 \times 4 \text{ workshops}$ ) = \$30,000
- Four national one-day policy dialogues (one per country) in support of activity A1.3 for 15 participants each ( $\$7,500 \times 4 \text{ workshops}$ ) = \$30,000
- Four capacity-building one-day national workshops (one per country) in support of activity A2.1 for minimum 30 participants each ( $\$20,000 \times 4 \text{ workshops}$ ) = \$80,000
- Four capacity-building two-day national workshops (one per country) in support of activity A2.2 for minimum 20 participants each ( $\$23,075 \times 4 \text{ workshops}$ ) = \$92,300