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## Economic Commission for Europe

### Inland Transport Committee

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Item 4 (c) of the provisional agenda

#### Strategic questions of a horizontal policy nature:

**Policy dialogue and technical assistance  
to countries with economies in transition**

## **Policy dialogue and technical assistance to countries with economies in transition**

### **Note by the secretariat**

#### *Summary*

Policy dialogue and technical assistance activities in the area of transport focus strengthening the capacity of member States. Special attention is given to landlocked countries and countries with economies in transition and to the implementation of relevant United Nations legal instruments, norms and standards in transport. This paper presents the information on modalities for funding of technical assistance activities, as well as the progress of selected extrabudgetary funded projects.

The Inland Transport Committee **is invited** to:

- discuss this paper; and
- give guidance to the secretariat on furthering improving the technical assistance activities in transport, especially on opportunities in fund raising.

## I. Background

1. Transport systems have become more and more complex and in order to improve system sustainability, safety and efficiency, one has to apply a holistic approach and to tackle all relevant system components. Having that in mind, the spectrum of the activities of the UNECE Sustainable Transport Division is grouped by: (i) regulatory work, (ii) policy dialogue, (iii) analytical work and (iv) technical assistance (TA) and capacity-building activities.

2. This paper discusses primarily TA activities combined with policy dialogue as they are an important complement to the Sustainable Transport Division's regulatory and analytical work. They are mostly delivered by the secretariat and help build both institutional and human capacity in member countries for the efficient implementation of United Nations legal instruments and sustainable transport policies. The secretariat's analytical work often helps identify areas in which TA activities can have the biggest impact. Thus, achieving greater integration between policy dialogue, TA activities, regulatory and analytical work is a key priority for the secretariat.

3. The primary focus of TA activities is to improve the capacities of member States to accede to and implement the United Nations inland transport legal instruments, norms and standards. As a level of accession is high among the UNECE member States, attention has shifted towards supporting implementation, both at national and local levels. In this regard, transport policy dialogue, workshops and the transfer of transport know-how and best practices are the main forms of the advisory services that the secretariat carries out. These activities are focused on, but not limited to, the countries of Eastern and South – Eastern Europe, the Caucasus and Central Asia. Special attention is given to landlocked countries. At the same time, there is a shift of demand to non-UNECE member States for policy dialogue and TA activities in support of the accession to the United Nations transport legal instruments under the purview of the Committee.

4. TA and policy dialogue activities benefit many member States and building human and institutional capacity within a country helps the government to put in place or enhance legal frameworks and policies to promote the development of a sustainable transport system. Sometimes, these activities are more at a policy dialogue level, and sometimes they have a stronger emphasis on technical assistance and institutional capacity-building allowing experts in member States and the secretariat to have in-depth exchanges of views on particular aspects of substantive issues and of implementation challenges of transport legal instruments.

5. In general, policy dialogue and TA activities have been carried out successfully by both the Regional Advisor and professional staff who have been engaged primarily for their specialized knowledge. By operating in this way, it has been possible for the secretariat to cover a broad spectrum of transport topics.

6. Seminars, workshops, conferences or field visits require careful planning of both human and financial resources. One of the major prerequisites for efficient TA activities preparation is financial coverage, which has to go hand in hand with the scale and goals of projects. Furthermore, TA activities are demand-driven, and they warrant consultations with the recipient governments to set TA activities and efficiently use available resources. Lack of continuity in policies developed and partner-professionals involved in the member States are often challenges that call for more sustained dialogue and cooperation.

## II. Funding of Policy Dialogue and Technical Assistance Activities

7. An important prerequisite for UNECE Sustainable Transport Division Policy Dialogue and TA activities implementation are funding and sources of funding. In this paper the most common sources of funding are described, with some examples of the latest development in activities implementation.

8. In general, UNECE Sustainable Transport Division policy dialogue and TA activities are funded from the United Nations regular budget (sections "Economic Development in Europe", "Regular Programme of Technical Cooperation" (RPTC) and "United Nations Development Account"), and by extrabudgetary resources.

9. The United Nations Development Account (UNDA) has been so far the highest source of additional funding. Its overarching objective is to fund capacity development projects in the priority areas of the United Nations development agenda that benefit developing countries and countries with economies in transition. The projects serve as a natural extension to the normative and policy activities of the implementing entities in their follow-up to the United Nations conferences and summits in economic and social affairs. UNDA encourages close collaboration of entities of the United Nations Secretariat on innovative, cross-sectorial, regional or interregional projects which draw mainly on the technical, human and other resources available in beneficiary countries. UNDA was originally established in 1997 and since then has programmed 302 projects for a total budget of 181.3 million United States dollars. UNDA is funded from the United Nations regular budget. UNECE has been actively involved in implementing the UNDA projects since the year 2000. In the field of transport on average, there has been one UNDA project led by UNECE in every biennium, e.g. on connectivity, road safety, border crossing facilitation.

10. The "ForFITS project" was funded from the 7<sup>th</sup> UNDA tranche and completed in 2013. On the basis of the developed tool and the national and city pilot projects, the follow-up of this UNDA project is through further use of ForFITS tool and through the development of further modules (non-road mobile machinery, road safety). More information on the project can be found in document ECE/TRANS/2016/7.

11. The ongoing UNDA 8<sup>th</sup> tranche global project "Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration" will result in an increased national capacity to utilize international standard electronic messages in transit procedures, in business-to-customs electronic information and in an increased capacity to exchange secure electronic transit information between customs of different countries. Two countries in the ECE and ESCAP region have volunteered for this project: Georgia and Kyrgyzstan. Detailed project information is presented in Annex I.

12. The 9<sup>th</sup> UNDA tranche project "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition" started in August 2015. The project will seek to assist four low- or middle-income countries (Albania, the Dominican Republic, Georgia and the Viet Nam) to address their priority road safety needs by undertaking Road Safety Performance Reviews (RSPR). The capacity-building workshops on relevant priority areas identified in RSPR will follow (Detailed project information is presented in Annex II).

13. In addition to the internally allocated additional funds through the UNDA mechanism, external extrabudgetary contributions can originate from a variety of bilateral and multilateral sources: UNECE member States, the private sector, intergovernmental and

non-governmental entities (the World Bank, IDB, ADB, OSCE, UNDP, IRU, etc.) and the European Commission. Past experience shows that they can make a real difference.

14. Participating Governments have developed specific mechanisms for financing the Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) projects, which are financed through Trust Fund Agreements regularly approved by TEM and TER Steering Committees. In 2015 project activities were implemented on the basis of adopted action plans. More information is in ITC informal documents (Informal document No. 5).

15. Euro-Asian Transport Links (EATL) project phase III was implemented by annual grants from the Russian Federation Phase III aims to make EATL overland links operational and is focused on coordinating and facilitating the financing of infrastructural projects, as well as on removing physical and administrative bottlenecks in inland transport between Europe and Asia.

16. Kazakhstan hosts and financially supports the SPECA Project Working Group on Transport and Border Crossing Facilitation (PWG-TBC), which is one of the permanent areas of TA activities. The annual grant from Kazakhstan facilitates the preparation of SPECA PWG-TBC and provides participation of some SPECA delegates in UNECE transport activities. The Islamic Development Bank has also supported delegate's participation. In 2015, for example, the regular PWG-TBC meeting was held in September in Almaty, back-to-back with SPECA road safety capacity-building workshop. In previous years, capacity-building on transport of dangerous goods and transport statistics were organized.

17. One of the examples of TA activity financed by a member State is that the Government of Belarus financed the evaluation of the existing potential of its transport and logistics system. The report "Review of the Transport and Logistics system of the Republic of Belarus" was published in February 2014 and it served as the basis for a national capacity-building round table held in Minsk.

18. For the regional road safety management workshop (Belgrade, 15–16 October 2014), regular budget financing was blended with extrabudgetary resources (The World Bank Global Road Safety Facility – for participants and RPTC - two background studies on road safety management systems, prepared for Eastern and Central European and CIS countries). As a workshop follow-up, thanks to the contribution of the Italian government, a paper on road safety management is under development.

19. Two specific activities on expanding the scope of ForFITS began in 2014. The first one, with financial support from the Canadian Government, aimed at filling a gap in the ForFITS tool. Emissions from agricultural tractors and mobile construction machinery were not in the scope of the first model. With support of Environment Canada, a study was launched by UNECE to investigate the feasibility of adding a module to include non-road mobile machinery (NRMM). More information is in document ECE/TRANS/2016/7.

20. The International Road Transport Union agreed to co-sponsor the development of SafeFITS. SafeFITS should become a highly sophisticated supportive tool for road safety decision makers to assess their road safety situation and choose the most appropriate policies and measures to reach defined road safety targets. Detailed project information is presented in Annex III.

21. In cooperation with the EU-financed EuroMed Road, Rail and Urban Transport regional programme, the Sustainable Transport Division was involved in the preparation and delivery of several capacity-building trainings related to United Nations legal instruments in several Mediterranean countries in 2014.

22. Capacity-building, technical assistance and exchange of best practices are of utmost importance for countries with economies in transition to build both human and institutional

capacities. Therefore, the Sustainable Transport Division is making every effort to provide adequate expert and financial capacities to support such TA activities. In all TA activities one of the key challenges for the secretariat is to enhance stability and predictability in financing, as well as to ensure the timely receipt of funds.

23. Questions related to accession to and efficient implementation of United Nations legal instruments and, on the other hand, topics related to transport planning, new technologies, transport externalities, safety and security are potential TA topics to be chosen by member States. Each of them requires close and frequent contacts and advisory work with beneficiary countries.

24. Alongside careful planning and preparation of TA activities, adequate funding and monitoring of results are a prerequisite for successful capacity-building. It is worthwhile to mention that all UNDA financed projects have mandatory peer-reviews at the end to verify project results and impact.

25. A large number of policy dialogue and TA activities, which could be combined with targeted analytical work, require additional financing. Regular budget resources are sufficient only to leverage resources and importance of extrabudgetary resources for funding has increased in the last few years.

26. Financial (e.g. through earmarked funding) and in-kind support (e.g. by provision of experts) by developed countries could significantly increase the potential of the Sustainable Transport Division for undertaking the new TA activities.

### **III. Support to Policy Dialogue by the United Nations Secretary-General's Special Envoy for Road Safety**

27. The United Nations Secretary-General's Special Envoy has committed himself to help mobilize sustained political commitment towards making road safety a priority; to advocate and raise awareness about the United Nations road safety legal instruments; share established road safety good practices; and generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors. In his activities so far, the Special Envoy has demonstrated an ability to engage the highest-level decision makers throughout the world in policy dialogue on road safety.

28. ECE was asked to host the extrabudgetary financed secretariat of the Special Envoy. In this capacity, the ECE secretariat has been in charge of preparing briefing notes and talking points for the Special Envoy's high level meetings, as well as of drafting key road safety messages at conferences with his attendance.

29. The Road Safety Project-Phase I (UNECE 247), extrabudgetary project is for the funding of the secretariat services in support to the Special Envoy's awareness raising, policy dialogue and advocacy activities, particularly for the accession to and implementation of the United Nations Road Safety legal instruments. In more details the project includes the following: setting up the secretariat; exploring the opportunities to establish a United Nations Fund for Road Safety, including hearing processes; supporting the advocacy to key road safety leaders and decision makers in national governments to prioritize road safety and awareness about the United Nations road safety legal instruments and best practices.

30. In his policy-dialogue with government, civil society and the private sector, the Special Envoy advocated for road safety, and identifying achievements and challenges at the global, regional and national levels, as appropriate. Furthermore, he highlighted the challenges and needs for technical and/or other assistance which may be required, particularly by low- and middle-income countries, to improve road safety.

## Annex I

### **Overview of the project “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration”**

#### **I. Background**

1. Crossing borders has always been a problem in international transport and trade. Despite recent improvements, international transport still faces obstacles, costs and difficulties at borders. Border crossing problems most severely affect landlocked developing countries, and seriously impede the access of these countries to the global market and leads to substantial losses for the national economies. The competitiveness of these countries is undermined by cumbersome customs and other control procedures. Overall, limitations to trade and transport facilitation are detrimental to economic growth, regional cooperation and integration.

2. Control authorities at borders face security challenges with smuggling, terrorism, illegal trade and immigration. In view of the large current volume of cross-border transport operations, customs authorities are no longer in a position to control every vehicle or container. Instead, they have to apply risk management and identify high-risk consignments based on data available. However, the data provided for risk analysis in a given country could potentially be falsified or intended to mislead customs officials. Often, the most reliable data on the goods transported is available at the customs offices of departure at the origin of a transit movement, following an export procedure. To the extent possible, these data should be captured and then made available to the customs authorities of transit and destination countries through a common Electronic Data Interchange system, prior to the arrival of the goods. The World Customs Organization (WCO) has identified the availability of advance electronic cargo information and the establishment of Customs-to-Customs (C2C) network arrangements as cornerstones of the global supply chain security.

3. Today, only a few international Conventions provide a legal basis for the exchange of information on the international transport of goods. Among these, the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) administered by the United Nations Economic Commission for Europe (UNECE) has the broadest geographical scope (68 countries worldwide). The exchange of electronic information is being addressed in the framework of the eTIR Project, which has been in development since 2002 and which is nearing completion. The eTIR Project aims at full computerization of the TIR procedure and will eventually replace customs documents on paper by an exchange of a set of electronic messages. The requirements of the necessary electronic systems have already been determined, including the establishment of a centralized C2C information exchange platform.

4. In December 2011, the General Assembly approved the project 1213AA “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration” for funding under the UNDA. In December 2012, the Review Group met under the auspices of the Department of Economic and Social Affairs and approved the final version of the project document.

5. On the basis of the work already done in the framework of the eTIR Project, this UNDA project aims at implementing and strengthening the capacity of developing

countries and countries with economies in transition to use a versatile C2C information exchange platform, developed to ensure a secure exchange of information related to goods in transit, in particular, for goods travelling under cover of TIR Carnets. The exchange platform will be designed to facilitate, in the long term, the exchange of C2C and Business-to-Customs (B2C) information globally. The sustainability of the exchange platform will be ensured through a minimal fee-for-use. Ultimately, the secure electronic exchange of C2C information will lead to increased security and reduced border-crossing delays.

## II. Expected results and activities

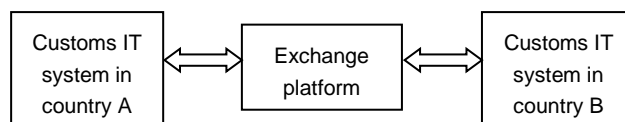
6. The following project activities have two major expected results: the increased use of international standards, in particular, when it comes to the submission of B2C electronic information, as well as the increased collaboration between customs authorities of different countries and C2C exchange of relevant electronic information:

A1.1 Delivering a first interregional Expert Group Meeting (two days), aimed at the assessment of the legal and technical needs of candidate developing countries and countries with economies in transition to extend the exchange of electronic information with other countries (“gap” analysis). The linkages with major existing national and regional computerized transit systems will also be assessed and explored. On the basis of studies to be prepared by independent consultants, the Expert Group will determine the selection criteria and nominate at least five pilot countries.

A1.2 Development and deployment of a secure C2C versatile electronic exchange platform (see Figure 1), taking due account of the specific challenges faced by developing countries and countries with economies in transition.

Figure 1

### C2C information exchange via an independent centralized exchange platform



A1.3 Provision of technical assistance to national experts in at least five pilot countries to link national or regional customs Information Technology (IT) systems (e.g. ASYCUDA<sup>1</sup>) to the C2C exchange platform or development of an Action Plan, setting out the steps needed to introduce a new C2C platform to exchange information and ensure its sustainability over time.

A1.4 Deliverance of five technical workshops (two days) to build the capacity of developing countries and countries with economies in transition and maximize the benefits offered by the C2C exchange platform, to increase their electronic exchange of customs information with neighbouring countries as well as to adopt international standards when it comes to electronic messages (the project will provide funding for twenty participants at each workshop).

A2.1 Delivering a second interregional Expert Group Meeting (one day) at the end of the project, to present and evaluate the results achieved in the five pilot countries.

<sup>1</sup> Automated SYstem for CUstoms DAta

A2.2 Delivering a seminar (one day and back-to-back with the second interregional Expert Group Meeting) to promote the electronic exchange of customs information and the adoption of standard electronic messages, with special focus on the specific requirement of developing countries and countries with economies in transition, on the basis of the results from the five pilot countries (the project will provide funding for forty-five participants from developing countries and countries with economies in transition, in particular from countries other than the pilot countries).

### III. Project status

7. At the first interregional Expert Group meeting (Geneva, 8 December 2014), experts from each Regional Commission, on the basis of the results of the gap analyses, selected the pilot countries and determined whether it was possible to achieve, within the framework of the project, an actual C2C electronic exchange of transit-related information or if the development of an Action Plan setting out the steps required to introduce such a system would be the best way to proceed. Table 1 summarizes the status of the progress in each Regional Commission.

Table 1

#### Status report for each Regional Commission

<p><b>UNECE</b> executes the project globally, in cooperation with the other Regional Commissions. The project website<sup>2</sup> is regularly updated to allow for the efficient and fast dissemination of the project documentation and outputs.</p> <p>A consultant finalized the gap analysis for Georgia.</p> <p>Georgia was selected as pilot country. Turkey agreed to carry out an eTIR Pilot Project with Georgia. Two technical meetings for this Pilot Project have been organized in Tbilisi (5 March 2015 and 3–4 November 2015).</p> <p>A C2C data exchange workshops was successfully organized on 22–23 June 2015 in Tbilisi (Georgia).</p> <p>A company has been hired to develop and deploy the C2C exchange platform.</p> <p>A consultant has been hired to provide technical assistance to Georgia Revenue Service to connect their IT system to the exchange platform.</p>
<p><b>Economic and Social Commission for Asia and the Pacific (ESCAP)</b></p> <p>A consultant finalized the gap analysis for Kyrgyzstan.</p> <p>Kyrgyzstan was selected as pilot country.</p> <p>A C2C data exchange workshop was successfully organized on 7–8 September 2015 in Issyk-Kul (Kyrgyzstan).</p>
<p><b>Economic Commission for Africa (ECA)</b></p> <p>A consultant finalized the gap analysis for Morocco and Tunisia.</p> <p>Morocco was selected as pilot country.</p> <p>The technical assistance part of the project was initially aimed at allowing an exchange of TIR data between Morocco and a selected country (if Morocco agreed) or, at least,</p>

<sup>2</sup> [www.unece.org/trans/themes/unda\\_customs-to-customs.html](http://www.unece.org/trans/themes/unda_customs-to-customs.html)



build a road map for this objective. Due to change of the focal persons for the project and the change of the director of the IT department, there was delay in the exchange with the Moroccan customs administration to confirm its willingness. Moreover, the country is in the process of changing its platform and the new IT administration did not show the same interest in the project's initial orientations. The project has since then been refocused to allow Arab Maghreb Union (AMU), as main Regional Economic Community in North Africa, to take steps to accelerate or the start of C2C electronic data exchange between AMU custom Administrations.

Consequently, a recruited consultant will complete the gap analysis in additional countries, namely Mauritania, Algeria and desk work in Lybia, and take stock of this regional study to draft a regional plan of action to allow C2C electronic data exchange in the region.

A C2C data exchange workshops, organized in collaboration with ESCWA, will take place on 2–4 December 2015 in Casablanca (Morocco).

Discussions with ESCWA during the workshop will also help in refocusing the technical assistance to be provided in the ESCWA and ECA regions by creating synergies between the work of two consultants, as numerous countries are at the same time signatories of the Agadir Declaration (on which ESCWA will focus) and AMU member States (on which ECA is focusing).

#### **Economic and Social Commission for Western Asia (ESCWA)**

A consultant finalized the gap analysis for Jordan, Lebanon, Morocco and Tunisia.

Tunisia was selected as pilot country.

A Customs-to-Customs data exchange workshops, organized in collaboration with UNECA, will take place on 2–4 December 2015 in Casablanca (Morocco).

#### **Economic Commission for Latin America and the Caribbean (ECLAC)**

Costa Rica was selected as pilot country.

In 2014 a consultant finalized the gap analysis for Costa Rica.

On 16–17 June 2015, a workshop was organized in San Jose (Costa Rica) for customs officials of all six countries in Central America on Business Intelligence applied to customs' risks and valuation and the WCO Data Model.

In the second semester of 2015, further technical assistance was provided to Costa Rica customs on risk analysis and the use electronic invoices.

8. In view of delays caused by unforeseen circumstance (e.g. political changes in pilot countries and administrative delays in the Regional Commissions, due to the implementation of the new Enterprise Resource Planning system 'Umoja', the Department of Economic and Social Affairs extended the operational period of this project for an additional six months until 30 June 2016.

9. The second interregional Expert Group meeting and the seminar to promote the electronic exchange of customs information and the adoption of standard electronic messages will take place in Geneva (20–21 June 2016). The external evaluation of the project will be carried out from July to September 2016.

## Annex II

### **United Nations Development Accounts Project “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition”**

#### **I. Background**

1. Road safety is important to sustainable development, yet relatively underappreciated and greatly underfunded. Every year, about 1.2 million people die globally and another 20 to 50 million sustain non-fatal injuries as consequences of road traffic accidents. Approximately 90 per cent 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 per cent to 5 per cent of gross domestic product 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 in the world.

2. Regrettably, there has been limited improvement in the overall global road safety situation since the launch of the United Nations Decade of Action for Road Safety 2011–2020. 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.

#### **II. “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition” project goals**

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

4. The 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.

5. The project activities will be implemented in four low- or middle-income countries: Albania, the Dominican Republic, Georgia and the Viet Nam. They have very high mortality and motorisation growth rates and require international assistance to improve national road safety situation and develop road safety management systems.

6. The project aims to assist countries to enhance national road safety management capacities. It will help Governments to identify the most critical road safety aspects and priority needs by preparing Road Safety Performance Reviews. Based on priority needs identified in the Reviews, capacity-building seminars and workshops with examples of good road safety practices will be organized. Furthermore, the project aims to help

countries to raise public awareness on road safety issues and sensitize public and non-governmental sectors on the need to set ambitious road safety targets and adopt specific measures to meet them.

7. The project is under implementation by three United Nations Regional Commissions: ECE, ECLAC and ESCAP. The ECE Sustainable Transport Division is leading and coordinating the proposed interregional project. It will end in December 2017.

### **III. Current situation**

8. The project is about to start with preparatory or reconnaissance missions of an initial review team in the four target countries including a one-day policy dialogue 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. For the ECE region, preparatory missions are already set up. Mission in Albania were held on 19–20 November and mission in Georgia on 30 November – 1 December 2015. These two-day preparatory missions resulted in the conclusion of an agreement between the respective Regional Commission and Governments where specific areas to be reviewed are discussed, defined and agreed upon. When finalized, this phase will become the basis for future preparatory work in terms of engaging other relevant United Nations secretariat staff members and country peers with an expertise in road traffic rules, road signs and signals, dangerous goods and vehicle regulations, as well as consultants hired.

### **IV. Next steps**

9. Following the preparatory missions, a substantive review teams will be established, comprising relevant United Nations secretariat staff from ECE, ECLAC and ESCAP, and including three national consultants with expertise in the different areas of road safety priorities identified during the preparatory missions. The teams will undertake in-depth fact-finding missions in the four target countries to meet and interview national authorities and other road safety stakeholders.

10. The next step in assessment of country's road safety situation and road safety management system will be the drafting of the Road Safety Performance Reviews. Assessments will be prepared by national experts and reviewed by relevant United Nations secretariat staff from ECE, ECLAC or ESCAP. Issues that will be looked into: 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 systems. Identification of gaps in national legal and regulatory frameworks, compliance with the international road safety instruments (United Nations Road Safety Conventions and Agreements) and coordination of road safety stakeholders will also be addressed.

11. The Reviews will identify the most critical aspects and priority needs in road safety management system. In the 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, better vehicle and road infrastructure safety, efficient enforcement) policy dialogue with national road safety stakeholders will be continued. Two national capacity-building workshops will be prepared and implemented to enhance national road safety management capacity. 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 Road Safety Performance Reviews, including the accession and implementation of United Nations road-

safety related legal instruments. It is anticipated that national government officials and relevant stakeholders from non-governmental organizations and the private sectors would participate in each follow-up workshop.

12. Through publication of project documents (Road Safety Performance Review) in English and the relevant national language, and through the preparation of the dedicated web page, the project will share the good practices and raise awareness of the beneficiary countries about the critical needs to address road safety challenges. The project will emphasise the importance of the accession and implementation of the key United Nations road-safety related legal instruments, as an effective means for improving road safety management at the national level.

## Annex III

### Project “SafeFITS”

#### I. Background

1. Approximately 1.24 million people die every year, and another 20 to 50 million sustain nonfatal injuries as a result of road traffic accidents (WHO, 2013). These casualties have an immeasurable impact on the families affected, whose lives are often changed irrevocably, and on the communities in which these people lived and worked.

2. In March 2010, the United Nations General Assembly adopted resolution 64/255, which proclaimed the Decade of Action for Road Safety 2011 - 2020, with a global goal of stabilizing and then reducing the forecasted level of global road fatalities by increasing activities conducted at national, regional and global levels. In April 2014, General Assembly Resolution 68/269 commended Member States that have developed national road safety plans in line with the Global Plan for the Decade of Action and encouraged Member States that have not yet done so to adopt such a plan. As a follow-up, the Inland Transport Committee adopted an implementation plan that takes into account its 360° approach to road safety and has been monitoring its progress on a regular basis (more information in Informal document No. 8).

3. At the same time, two major UNDA financed projects have been completed under the leadership of UNECE, as well as several capacity-building activities:

- UNDA financed project Improving Global Road Safety: setting regional and national road traffic casualty reduction targets, led by UNECE Sustainable Transport Division, was finalized in 2010 and resulted in a set of road safety measures that are focused on specific targets with proven results in improving road safety.

The project *For Future Inland Transport Systems (ForFITS)*, finalized in 2013, aimed to facilitate knowledge based transport policy decision making related to CO<sub>2</sub> reduction. The project developed the ForFITS tool, which estimates the expected amount of CO generated by the inland transport modes for different transport policy options (transport activity, energy use, modal split, vehicle fleet etc.).

- Road Safety management workshop in Belgrade (October 2014), awareness raising workshops jointly organized with UNECA for countries in Africa (2014), etc.

4. It has become evident that there is a gap in the theoretical assessment of measures and trends in support of road safety policy options. Thus, building on the knowledge base in UNECE and largely due to the ForFITS and other technical assistance activities, the secretariat developed the project concept for SafeFITS and attracted extrabudgetary funding for its execution. The International Road Transport Union (IRU) has agreed to finance the development of the SafeFITS tool.

5. Using the ForFITS principles, the road safety module ‘Safe Future Inland Transport Systems (SafeFITS)’ aims to facilitate knowledge based transport policy decision making related to road casualty reduction. The SafeFITS was planned with the primary objective to assist governments and decision makers, both in developed and developing countries, to decide on the most appropriate road safety policies and measures in order to achieve tangible results in improving road safety. The model will be based on historical road safety

data and relations between several road safety parameters and it is expected to provide information on different road safety scenarios based on the chosen policies and measures.

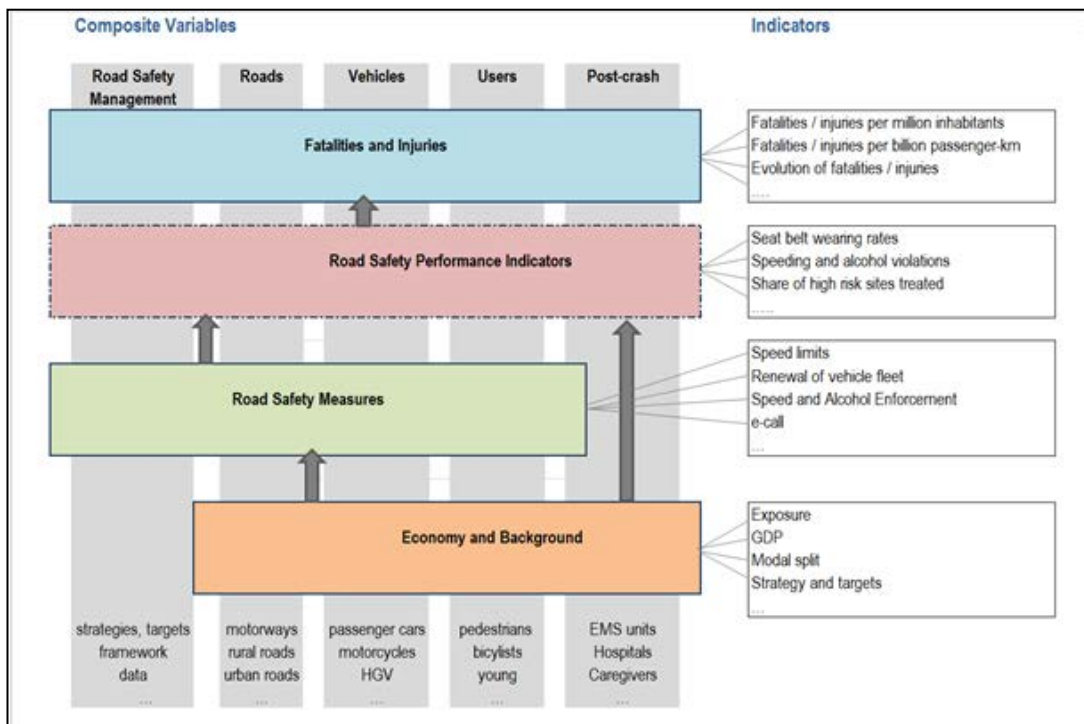
## II. Methodological Framework

6. In the SafeFITS project, the road safety management system is represented by four layers (Economy and Management, Road Safety Measures, Road Safety Performance Indicators, Fatalities and Injuries, modal split including car use versus public transport and road – versus rail and inland waterways transport) and five pillars (Road Safety Management, Road Infrastructure, Vehicle, User and post-Crash Services).

7. The layers can be described as follows:

- Economy and Management: the first layer reflects the structural, economic, cultural and regulatory characteristics (i.e. policy input) of each country, that are related to road safety performance;
- Road Safety Measures (policy output): the second layer includes the specific road safety programmes and measures and their characteristics;
- To link these first two layers to the final outcome, an intermediate (third) layer specifies the operational level of road safety in the country, containing road Safety Performance Indicators (SPIs) on issues in the five pillars;
- Final outcomes are expressed in terms of fatalities and injuries (road casualties) to understand the scale of the problem. This information is in layer 4.

Figure 1  
SafeFITS Conceptual Framework



### III. Current situation

8. Preparation of such a complex and sophisticated road safety tool requires a step-by-step approach; therefore the SafeFITS model development is divided into four phases. Phase I was dedicated to exploration and analysis of existing knowledge on road safety modelling and causalities; Phase II aimed at preparing a draft model framework and description of road safety causalities to be used for developing of road safety policy scenarios. The result of Phase III should be a draft SafeFITS model and application/user interface. It is intended to test and verify it by pilot tests in Phase IV. At the end of the Phase IV, the SafeFITS model should be ready for public/external use.

9. The SafeFITS Project Phase I started in the first quarter of 2015 and included:

- a literature review of the most relevant road safety studies and projects that can be used for the development of the SafeFITS tool;
- a list of statistical data that are considered necessary to describe and monitor road safety performance, along with the identification of the available data sources; and
- a draft outline of the conceptual framework of the SafeFITS model.

10. The SafeFITS Project Phase II started in July 2015 and was finalized at the end of November 2015. Building on SafeFITS Project Phase I, the ongoing Phase II has already produced the following results:

- SafeFITS conceptual framework - The final SafeFITS conceptual framework will include an outline of the SafeFITS model architecture and a description of data requirements. The SafeFITS model will likely include three distinct and complementary modules, all serving road safety policy analysis:
  1. An “intervention analysis” module to allow the user to perform intervention analyses, i.e. forecast the safety effects of a specific road safety measure or intervention for a given country and time period, all other things kept constant.
  2. A “benchmarking” module, to allow the user to benchmark a country against other countries, by comparing the road safety outcomes in relation to the basic road safety indicators, and identifying the priority areas on which the country should focus on for the improvement of its road safety outcomes.
  3. A “forecasting” module, to allow the testing of scenarios of measures and programmes at national level.
- List of the most relevant relations (causalities) - Building on the results of the broad literature review of Phase I, a detailed review was performed seeking to identify quantifiable causal relations linking the priority indicators of the SafeFITS model to the outcome indicators (casualties and fatalities). The identification of relations/causalities of the model's priority indicators was reviewed in conjunction with the development of the model's conceptual framework and the results will be used in “intervention analysis” SafeFITS module.

### IV. The next steps

11. Building on the previous phases, SafeFITS Phase III should develop the knowledge base, the database and the statistical models and enable the implementation of the three modules and the related user interfaces. The development of the model will require systematic road safety related data collection for all relevant countries. After completing the data collection and based on the relationships between indicators and outcomes, the final

structure of the SafeFITS model will be defined and the model's parameters will be estimated. Suitable statistical tests will be applied to check the validity of the model.

12. A round table will be organized with renowned representatives of academia and practitioners to seek peer review comments. This is planned for the first quarter of 2016.

13. The pilot application(s) in the SafeFITS Phase IV will test and assess the developed model by comparing the forecasted outcomes to the observed fatalities and casualties indicators. The model will be tested in a few selected countries (possibly in the first quarter 2016) and seek synergy with the UNDA funded "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition" project. Based on the test results, the model parameters will be further calibrated and adjusted.

14. Once completed:

- The SafeFITS model will be made publicly available in a customized application, with necessary guidelines for application;
  - The literature review, the description of the model and the round table summary will be issued as a UNECE publication;
  - UNECE will use the SafeFITS tool in its future policy dialogues;
  - Interested stakeholders will be trained to use the SafeFITS tool.
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