

**United Nations Road Safety Fund**

**MPTF OFFICE GENERIC FINAL PROGRAMME[[1]](#footnote-1) NARRATIVE REPORT**

**REPORTING PERIOD: FROM 1 JANUARY 2020 TO 31 DECEMBER 2022**

|  |  |  |
| --- | --- | --- |
| **Programme Title & Project Number** |  | **Country, Locality(s), Priority Area(s) / Strategic Results[[2]](#footnote-2)** |
| * Programme Title: **Supporting the Strengthening Road Traffic Enforcement in Brazil**
* Programme Number *(if applicable):* **S1-32BTS-000164**
* MPTF Office Project Reference Number:[[3]](#footnote-3)*:* ***00122800***
 | *(If applicable)**Country/Region:*  **Brazil (State of Pará) / Latin America** |
| *Priority area/ strategic results***Road Safety / Speed reduction/ Safe user** |
| **Participating Organization(s)** |  | **Implementing Partners** |
| * Organizations that have received direct funding from the MPTF Office under this programme.

**UNECLAC** | * National counterparts (government, private, NGOs & others) and other International Organizations

**State Traffic Council (CETRAN/PA) and Traffic Department of the State of Pará (DETRAN/PA), Military Police, Civil Police and Motorcyclists Association of the State of Pará (ASPAMOTO).** |
| **Programme/Project Cost (US$)** |  | **Programme Duration** |
| Total approved budget as per project document:MPTF /JP Contribution[[4]](#footnote-4): * *by Agency (if applicable)*

USD | 321,000 |  | Overall Duration *(months)* Start Date[[5]](#footnote-5) *(dd.mm.yyyy)*  | **12 months****August 1st, 2020** |
| Agency Contribution* *by Agency (if applicable)*
 |  |  | Original End Date*[[6]](#footnote-6)* *(dd.mm.yyyy)*  | **August 31st, 2021** |
| Government Contribution*(if applicable)* | 387,000 |  | Actual End date[[7]](#footnote-7)*(dd.mm.yyyy)*Have agency(ies) operationally closed the Programme in its(their) system?  | **December 31st, 2022**Yes No |
| Other Contributions (donors)*(if applicable)* |  |  | Expected Financial Closure date[[8]](#footnote-8): ?  |  |
| **TOTAL:** USD  | 708,000 |  |  |  |
| **Programme Assessment/Review/Mid-Term Eval.** |  | **Report Submitted By** |
| Evaluation Completed:) Yes No Date: *dd.mm.yyyy* N/A Yes No Date: *dd.mm.yyyy N/A* | * Name:
* Title:
* Participating Organization (Lead):
* Email address:
 |

# FINAL PROGRAMME REPORT FORMAT

# EXECUTIVE SUMMARY

*In ½ to 1 page, summarise the most important achievements of Programme during the reporting period and key elements from your detailed report below. Highlight in the summary, the elements of the main report that you consider to be the most critical to be included in the MPTF Office Consolidated Annual Report.*

In 2020, despite the challenging backdrop of the COVID-19 outbreak in Brazil, the project embarked on its activities, adopting a hybrid approach that combined in-person and virtual training sessions in response to the national pandemic control measures. Despite these difficulties, several notable accomplishments were achieved that year and the following:

1. **Accomplishments:**
* **Creation of the Data Analysis Commission:** A pivotal achievement was the establishment of the Data Analysis Commission, comprising government and civil society representatives. This commission was tasked with reviewing data and updating operational practices in alignment with the National Road Safety Plan 2019-2028. This marked a significant political milestone for future coordination across government levels.
* **Implementation of the Training Needs Assessment (TNA) Tool:**  Another remarkable achievement was the design and deployment of the Training Needs Assessment (TNA) tool. This tool allowed for the remote identification of training requirements and professional development priorities, enhancing the technical capabilities of traffic officers, and ensuring the effectiveness of their legal interventions in the State of Pará.

**2021 Accomplishments:**

* **Continuation of Training Sessions:** Despite ongoing COVID-19 challenges, the project persevered with its planned activities, conducting training sessions with reduced group sizes to adhere to safety precautions. Over the course of the year, seven training sessions were held, resulting in the training of 263 traffic officers to bolster their technical competencies and legal intervention effectiveness in Para.
* **Drafting of the State Protocol on Road Traffic Enforcement:** In 2021, the project successfully delivered the draft of the State Protocol on Road Traffic Enforcement, a significant milestone in standardizing and improving enforcement practices.
* **Procurement of Equipment:** To enhance the management of traffic officers, the project procured speed guns and breathalyzers. Additionally, 138 Fixed Speed Cameras were installed in 33 municipalities across the State of Para.
* **Legislative Initiatives:** A Draft Bill was submitted to the Legislative Assembly of the State of Para, aiming to establish a structured Professional Career for Traffic Officers at DETRAN/PA, aligning with the Federal Constitution. Furthermore, the Draft of the State Road Traffic Enforcement Protocol was delivered.
* **Ongoing Evaluation:** The project maintained its focus on training sessions, with active participation from ASPAMOTO, a civil society organization representing motorcyclists. Regular evaluations by participants and DETRAN managers ensured that the training remained current and addressed observed weaknesses and needs in the work of traffic officers.

**2022 Accomplishments:**

* **Continued Training Sessions:** In 2022, the project continued to organize seven training sessions for traffic officers, with a total of 171 attendees. These sessions further strengthened the technical capabilities of officers, ensuring the effectiveness of their interventions in the State of Para.
* **Legislative Bill Submission:** Another significant achievement in 2022 was the submission of a legislative bill intended to establish a new structure of the job, career and remuneration plan for traffic officers to the Legislative Assembly of the State of Para.
* **Increased Breath Analysis Tests:** The year witnessed a notable increase in the number of breath analysis tests, rising from 38,859 to 78,221 tests in 2021 and 2022, respectively, showing a remarkable 101% increase.
* **Reduced Refusal Rate:** The refusal rate of drivers to undergo breath tests decreased substantially, dropping from 4.7% in 2019 to 0.7% in 2022, reflecting an 85.1% improvement.
* **Decline in Road Traffic Death Rate:** The road traffic death rate in the State of Para decreased from 14.81 per 100,000 population in 2021 to 13.57 in 2022 (preliminary data), indicating an 8.4% reduction. When compared to 2020 data, the reduction was even more significant, exceeding 23%.
* **Decreased Death Rate per 10,000 Vehicles:** Furthermore, there was a substantial reduction in the road traffic death rate per 10,000 vehicles, declining to 4.13 in 2022 (preliminary data) from 6.13 in 2021, representing a 32.6% decrease.

# Purpose

*Provide a brief introduction to the programme/ project (one paragraph).*

In December 2019, ECLAC, in collaboration with the Traffic Department of the State of Pará (DETRAN/PA) as the project executor, the State Traffic Council (CETRAN-PA), the Military Police of the State of Pará, and Municipal Traffic Agencies as partners, submitted a project proposal titled "Strengthening Road Traffic Enforcement in Brazil." This initiative was driven by the objective of reducing traffic-related fatalities and injuries by enhancing the operational capabilities of the State of Pará's traffic enforcement forces. Through targeted training sessions aligned with the National Road Safety Plan 2019-2028, the project aimed to increase the efficiency and confidence of traffic officers while modernizing their operational practices in response to key risk factors in traffic enforcement.

*Provide the main objectives and expected outcomes of the programme in relation to the project document and Annual Work Plans (AWPs).*

The main objective of the project was to contribute to decrease road traffic deaths and injuries by means of a technical assistance to support and strengthen ongoing road traffic enforcement activities, enhancing the capacity of a core group of traffic officers at the state level, for more coordinated and coherent responses.

The expected outcomes were: (1) correction and improvement of approach practices in road traffic enforcement; (2) implementation of new enforcement and traffic operation procedures; (3) increased confidence in practicing the enforcement of traffic laws; and (4) development of a protocol guide for road traffic enforcement operations.

# Assessment of Programme Results

*This section is the most important in the Report and particular attention should be given to reporting on results / and changes that have taken place rather than on activities. It has three parts to help capture this information in different ways (i. Narrative section; ii. Indicator based performance assessment; iii. Evaluation & Lessons learned; and iv. A specific story).*

1. **Narrative Section**

**Project contribution to the impact of the Fund**

*Each final narrative report shall contain an analysis of how the outputs and outcomes of the project have contributed to the overall impact(s) of the Fund. Has the funding provided by the MPTF/JP to the programme been catalytic in attracting funding or other resources from other donors? If so, please elaborate. For Joint Programmes, highlight how UN coordination have supported achievement of results.*

The project has contributed to the impact of the Fund providing results that follow its mission. The Fund was established to provide financial support for initiatives in low- and middle-income countries with a focus on two objectives: first, on reducing road accident fatalities and injuries and second, by mitigating economic losses.

In 2022, the project's accomplishments directly contributed to achieving these objectives. Under Outcome 1, the project not only enhanced the skills and confidence levels of traffic officers but also significantly expanded coherence traffic enforcement checks and breathalyzer tests. The achievement of a 100% improvement in officer skills, exceeding the baseline of 60%, shows that the project was successful. Moreover, the substantial increase in traffic checks and breathalyzer tests to 1,312 and 78,221, respectively, demonstrated the project's effectiveness in enhancing road safety enforcement.

In line with the Road Safety Fund's goal to reduce road accident rates, the project delivered extraordinary results in Outcome 2. The notable reduction in the death rate per 100,000 inhabitants by 8.4% from the previous year and the 32.6% decrease in the rate per 10,000 vehicles exemplify the positive impact on road safety. Additionally, the project's work towards finalizing a state protocol on road traffic coherence enforcement in 2022 further supports the Fund's mission to improve road safety management capacity and decision-making.

Even though the COVID-19 pandemic made things difficult, the project stayed dedicated to making roads safer by using proven methods and making rules stronger. This matches what the Fund wants to do and it's also doing its part for Sustainable Development Goals 3.6 and 11.2.

**Project results**

*From [project start date] to [project end date], provide a narrative summary of the results achieved. The aim here is to tell the story of change that your project has achieved over its entire duration. Make reference to the implementation mechanism utilized and key partnerships.*

The project started on August 1st, 2020, and concluded on December 31th, 2022. Below, we outline the key project achievements for each year of its implementation.

In 2020, the project showed significant progress in its first outcome, *"Improvement and strengthening of road traffic enforcement activities through coherence traffic enforcement."* Two out of three key indicators exceeded planned targets. The number of coherence traffic enforcement checks per month rose from a baseline of 360 to 837, surpassing the target by nearly 100%. Breathalyzer tests increased from 1,200 to 2,136, also exceeding the target of 1,800. It is important to note that the third indicator, measuring the percentage of traffic officers with enhanced skills and confidence levels post-training, was delayed due to COVID-19 restrictions. The project also initiated the creation of a Data Analysis Commission and provided awareness and educational workshops. For the second outcome, *"Decreasing road traffic deaths and injuries through the establishment of a state protocol on road traffic,"* progress was evident, with favorable indicators indicating a promising trajectory.

In 2021, the project continued its advancement. Regarding the first outcome, significant improvements were made in two key indicators. Coherence traffic enforcement checks per month increased from 837 to 1,132, exceeding the planned target by over 100%. Breathalyzer tests surged from 2,136 to 32,859, far surpassing the target of 1,800. Training sessions also achieved a 90% success rate in enhancing traffic officers' skills and confidence levels. Additionally, the project made legislative strides by submitting a Draft Bill to establish the Professional Career of Traffic Officers at DETRAN/PA and delivering the State Road Traffic Enforcement Protocol. Road traffic death and injury rates continued to decrease, reinforcing the positive trajectory.

In 2022, the project achieved remarkable progress in Outcome 1. The percentage of traffic officers with improved skills and confidence levels after training reached 100%, showed a significant increase from a baseline of 60%. Coherence traffic enforcement checks totaled 1,312, surpassing the previous year by almost 16% and exceeding planned targets. Breathalyzer tests reached an extraordinary number of 78,221 in 2022, compared to 2021. Training sessions were conducted, further enhancing the technical capacities of traffic officers. Outcome 2 displayed a decrease in road traffic death and injury rates, with the death rate per 100,000 inhabitants dropping to 13.57, an 8.4% reduction compared to 2021. The rate per 10,000 vehicles also decreased by 32.6% to 4.13 in 2022. Notably, a final draft of the state protocol on road traffic coherence enforcement was completed, awaiting approval in 2023. Overall, the project yielded substantial results, including improved enforcement practices, enhanced road safety, and increased confidence among traffic officers, notably amidst the challenges posed by the COVID-19 pandemic.

**Cross-cutting issues and development markers:**

*Explain the project’s contribution to cross-cutting issues, SDGs, pillars, or areas.*

*Please also explain how gender equality was promoted, and an estimation of resources allocated to it (if any).*

The Project is related to the SDG targets 3.6 (by enhancing and strengthening road traffic enforcement activities and improving the quality of road traffic data to allow evidence-based interventions) and 11.2 (contribute to improving road safety management capacity for decision making to ensure safe users and safe roads).

In 2022, new agreements were established with Military Police, Civil Police and Municipal Traffic Agencies strengthening partnerships to increase traffic enforcement operations in the State.

* Total fines issued in 2021: 794.291
* Total fines issued in 2022: 1.373.798

According to the DETRAN/PA Multi-Year Planning 2020-2023, specific financial resources have been approved and allocated to guarantee the accomplishment of the road traffic enforcement activities and the achievement of the planned targets.

**Estimated amount spent per year (UNRSF resources):**

**TOTAL: 257.027 US dollars**

**2020 = 41.916 US dollars**

1. **= 117.963 US dollars**
2. **= 96.600 US dollars**
3. **= 548 US dollars**

**ii) Indicator Based Performance Assessment:**

*Using the* ***Programme Results Framework from the Project Document******/ AWPs*** *- provide details of the achievement of indicators at both the output and outcome level in the table below. Where it has not been possible to collect data on indicators, clear explanation should be given explaining why.*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Outcome/Output/Indicator/Baseline/Planned Target** | **Achieved Indicator Targets** | **Reasons for Variance with Planned Target (if any)** | **Source of Verification****Evidence** | **Estimated amount spent per outcomes and outputs** |
| **Outcome 1[[9]](#footnote-9):** Improvement and strengthening of road traffic enforcement activities through a coherence traffic enforcement**Indicator 1:** Percentage of traffic officers with skills and confidence level improved after training sessions**Baseline:** 60%**Planned Target:** 90%**Indicator 2:** Number of coherence traffic enforcement checks carried out per month.**Baseline:** 360**Target:** 432**Indicator 3:** Increase the number of breathalyzer tests carried out per month.**Baseline:** 1.200**Target:** 1.800 | **Baseline:** 60%**Planned Target:** 90%**Target Achieved:** 100%**Baseline:** 360**Target:** 432**Target Achieved:** 1.312**Baseline:** 1.200**Target:** 1.800 **Target Achieved:** 78.221 |  | *Please insert title and publication in Section IV: Annexes* Multi-Annual Planning 2020-2023 – Annual Report 2022Data of the Operational Technical Directorate of DETRAN/PA |  |
| **Output 1.1:** Improvement and strengthening of road traffic enforcement activities through a coherence traffic enforcement**Indicator 1.1.1:** National set up for establishment of data analysis commission | **Target Achieved: YES**Data analysis commission set up in 2020. |  | State Traffic Council (CETRAN/PA) Resolution No. 001/2020 |  |
| **Output 1.2:** Implementation of training session activities**Indicator 1.2.1:** Awareness and educational workshops - Training of trainers**Baseline:** 60%**Planned Target:** 90% | No workshop held in the period from 1 January 2022 to 31 December 2022.  | 2 workshops were scheduled and held in 2020 (41 attendees; Target: achieved: 100%) | Monthly report |  |
| **Output 1.3:** Implementation of training session activities**Indicator 1.3.1:** Number of integrated traffic enforcement checks carried out per month. **Baseline:** 360**Planned Target:** 432 |  **Baseline:** 360**Planned Target:** 432**Target Achieved:** 1.3127 training sessions carried out in the period from 1 January 2022 to 31 December 2022 1.312 integrated traffic enforcement checks carried out. |   | Monthly reportMulti-Annual Planning 2020-2023 – Annual Report 2022 |  |
| **Outcome 2[[10]](#footnote-10):** Decreasing road traffic deaths and injuries through the establishment of state protocol on road traffic **Indicator 1:** Road traffic death rate per 100,000 population**Baseline:** 17,03 (projected for 2019)**Target:** 16,95 (projected for 2021)**Indicator 2:** Road traffic death rate per 10,000 vehicles.**Baseline:** 6,98 (projected for 2019)**Target:** 6,92 (projected for 2021)**Indicator 3:** Number of hospitals admissions due to road traffic accidents**Baseline**: 6,823 (2019) **Target**: 6.797 (projected for 2021) | **Baseline:** 17,03 (projected for 2019)**Target:** 16,95 (projected for 2021)**Target Achieved:** 2022: 13,57 (preliminary data)**Baseline:** 6,98 (projected for 2019)**Target:** 6,92 (projected for 2021)**Target Achieved:** 2022: 4,13 (preliminary data)**Baseline**: 6,823 (2019) **Target**: 6.797 (projected for 2021)**Target Achieved:** 2022: 8.962 |  | Population: https://www.ibge.gov.br/estatisticas/sociais/populacao/9109-projecao-da-populacao.html (Access: 24 March 2023)Road traffic deaths 2022: (Source: Ministry of Health) Vehicles/Source: National Traffic Secretariat (December 2022)Road traffic deaths 2022: (Source: Ministry of Health)Source: Ministry of Health |  |
| **Output 2.1** Implementation of a State protocol on road traffic coherence enforcement based on international best practices and UN recommendations with UNECLAC support. | Final draft completed in December 2022. To be approved by CETRAN/PA in 2023. |  |  |  |

**iii) Best Practices and Lessons Learned**

*What did the project (and/or other partners) learn from implementation situations that has helped inform and/or improve the project (or other) interventions? This may include experiences of failure, which often are the richest source of lessons learned. What are good practices that the project implemented and that would facilitate future programme design and implementation.*

The project, in its various aspects, has yielded important lessons, in addition to having met all the objectives set from the outset. The following are the main achievements, as well as the lessons learned and those that have been identified as success factors of the project:

* The activities began in 2020, with the establishment of the new governance that would govern decision-making in public policies on traffic and road safety and the survey of training needs, for the design and execution of the courses to be implemented in the project.
* The training process began in October 2020, through the training of trainers within the group of traffic officers. Subsequently, in 2021, training activities began for all the inspectors under consideration. The pandemic caused by COVID-19 meant a challenge in the execution of these tasks, due to the measures taken by the health authority of the State of Para, so the first and second training sessions were held virtually, and the on-the-road practices were held in person in Santarém and Maraba. The following sessions were held with reduced capacity, following the guidelines taken by the authority, until the capacity was completely normalized.
* The training sessions were attended by representatives of the Paraense Motorcycle Association, a civil society organization in the State of Para that brings together several motorcycle clubs.
* A total of 353 DETRAN traffic officers, two ASPAMOTO representatives, 11 Military Police officers, one CETRAN officer and five officers from municipal enforcement agencies were trained and certified. The training sessions are constantly evaluated by the participants and DETRAN managers to keep the topics up to date, according to the needs and weaknesses observed in the work of the traffic agents.
* Another relevant aspect of the project was the presentation of a Bill to the Legislative Assembly of the State of Para, which creates the Professional Career of Traffic Agents DETRAN/PA, as established by the Federal Constitution. The structure of the professional career of traffic agents is part of the Constitution of the State of Para in Article 193, paragraph 6, and is included in the National Road Safety Plan 2021-2030 in action 6025.

**Challenges**

*Explain challenges such as delays in programme implementation, and the nature of the constraints. What actions were taken to mitigate these challenges? How did such challenges and actions impact on the overall achievement of results? Have any of the risks identified during the project design materialized or were there unidentified risks that came up? Have any instances of fraud or PSEA cases been encountered?*

The main risk was the impact of the COVID-19 pandemic. To mitigate this impact, the government took all the measures to ensure essential services and road traffic enforcement continued to operate with full staff according to the safety protocols, ensuring compliance with established health and sanitation measures.

The project started in-person training sessions from March 2021. However, the team was not able to complete the training sessions within the project extension (Total: 14 sessions, 7 sessions in 2022). Other risks did not materialize, and no further risks were identified.

**Project Sustainability and Exit**

*Report on final activities and phase-out arrangements (e.g. closing event, road map, final stakeholders meeting) put in place with local stakeholders to ensure transition and promote continued benefits and impact.*

The priorities or final activities for the project in 2023 were as follows:

1. Increase the coverage of road traffic enforcement operations, integrated with the Military Police and the Municipal Traffic Agencies;
2. Improve planning focused on implementation of road traffic enforcement operations aimed at the main risk factors, with emphasis on drinking and driving and speeding;
3. Expand the coverage of electronic enforcement, with the installation of new equipment on the state highways;
4. Implement the State Protocol on Road Traffic Enforcement;
5. Discuss the new Multi-Annual Planning 2024-2027; and
6. Propose a Legislative Bill to increase the number of operational traffic enforcement bases in selected cities of the State of Pará (6 to 12).

**Project Evaluation**

*Report on any assessments, evaluations or studies undertaken relating to the programme and how they were used during implementation. Has there been a final project evaluation and what are the key findings? Provide reasons if no programme evaluation have been done yet and inform when it should be completed?*

There has been a final assessment report from January 2023 (See Annex for link to the report). The assessment results are a reflection of the evaluation consultant's perspective and have been structured in accordance with the evaluation criteria, specifically addressing questions related to relevance, effectiveness, cross-cutting themes, and sustainability. Below are the key findings of this project:

Relevance

* Finding 1: The training outputs were designed to fill a gap in the limited offer of professional courses, and their design was based on consultations with DETRAN-PA traffic officers. The overall project design was informed by expertise on Brazilian road safety and previously identified priorities relating to the capacity needs of Brazilian traffic officers.
* Finding 2: The project was aligned with Brazilian priorities for reducing traffic deaths and injuries and took account of the resources available in the DETRAN-PA Multi-year Budgetary Plan.
* Finding 3: Alignment of project activities with ECLAC activities and programmes of work was limited, and there were few synergies or complementarities with other work done by ECLAC in the region.

Effectiveness

* Finding 4: Training-related outputs have been completed, with good capacity-building results. Work is still needed to complete outputs related to the institutionalization of practices and procedures, and in the area of data collection and analysis.
* Finding 5: There is evidence that the project has made major contributions to road traffic enforcement activities (outcome 1) as a result of the capacities built in a critical mass of traffic officers in the state of Para, who individually have been able to make changes to the daily operations in which they take part.
* Finding 6: Progress in reducing road traffic deaths and injuries (outcome 2) has been slow, and since a number of factors besides project interventions contribute to such reductions, it is not possible to attribute these results to the project activities.

Cross-cutting issues

* Finding 7: The project design was aligned with road safety-related SDG targets 3.6 and 11.2 but did not incorporate gender or human rights perspectives. Although isolated efforts were made to empower women in training sessions, the project missed opportunities to make major contributions to the empowerment of female traffic officers in the state of Para.

Sustainability

* Finding 8: The individual capacities developed by the project are likely to survive as traffic officers continue to apply the knowledge gained, assuming that DETRAN-PA provides support for operations and ensures that the remaining project activities are completed.
* Finding 9: Completion of the remaining project activities including the protocol and the availability of data on accidents and injuries are critical to the sustainability of the results.
* Finding 10: While a broad approach to sustainability was outlined in the project document, only a few concrete measures were put in place to ensure the sustainability of the project results.
* Finding 11: The sustainability of project results is hampered by limited institutional ownership of the project by DETRAN-PA and other stakeholders.

**Project Dissemination and Communication:**

*Report on the dissemination and communication activities undertaken during the reporting period (e.g. dissemination of reports produced under the project or any communication outputs produced such as brochures, videos and articles). Supporting documents can be included as separate attachments.*

Press releases for the project were distributed throughout its development, and links to these articles can be found in the annexes.

**Impact stories:**

*In ¼ to ½ a page, provide details on a specific achievement or lesson learned of the Programme. Include facts and figures and use quotes and testimonials from a range of people benefitting from the project. Add in any further links for more information. Attachment of separate supporting documents, including high-resolution photos of the “project in action” with captions, videos, news items etc., is strongly encouraged. The MPTF Office will select stories and photos to feature in the Consolidated Annual Report, the GATEWAY and the MPTF Office Newsletter.*

In an interview with DETRAN´s General Director Marcelo Guedes told a story about a street in the city of Belem that was typically busy in the morning, and speeding vehicles posed a significant risk to the safety of the citizens. The neighborhood was accustomed to the morning rush, and unfortunately, incidents like near collisions and accidents due to speeding were not uncommon. The story highlighted the dangerous situation on the streets, where the safety of pedestrians and other road users was often compromised by reckless driving behavior. In the story, he mentioned an accident that involved a family, and the consequences of the accident had a significant impact both on the individuals involved and on the local community. Following the incident, the residents in the area became more cautious when driving, driven by the fear that another accident might occur due to the irresponsible behavior of other drivers during typically calm traffic conditions. This heightened awareness extended to the increased use of seat belts and car seats, a crucial factor that prevented the passengers from sustaining any serious injuries during the accident.

Furthermore, the interview highlighted the importance of education and awareness campaigns in fostering safe driving behavior. Marcelo Guedes stressed the significance of comprehensive driver education programs and public awareness initiatives to curb speeding and reduce road accidents in Brazil.

Mr. Guedes concludes that to enhance road safety, the United Nations Road Safety Fund could utilize a multifaceted approach that includes conducting educational campaigns, investing in traffic engineering, and acquiring electronic equipment like breathalyzers, which guide and monitor speed on roads and highways. These efforts can promote safer driving practices and prevent road accidents.

|  |
| --- |
| **Problem / Challenge faced:***What was the status quo and why did this need to change?**Provide context to make it accessible and set out the negative impact on people’s lives.*[insert response here]**Programme Interventions:** *how were things done differently and why is that important? Set out clearly what the project did relating to the key outcomes and who was involved.*[insert response here]**Result:** *who has benefitted now and how did this resolve the problem? Ground the impact of the project in people’s lives and point to how it will be sustainable.*[insert response here] |

**iv) Annexes**

**Sources of Verification**

*(Please provide the documents or the links to documents)*

Briefing Note**:** *Strengthening Road Traffic Enforcement in Brazil.* Published on August 28th, 2020. Link:

|  |
| --- |
| https://www.cepal.org/en/projects/strengthening-road-traffic-enforcement-brazil *Fall Bulletin: Strengthening road traffic enforcement in the State of Pará, Brazil: a successful road safety project. Published July 2023. Link:* https://repositorio.cepal.org/server/api/core/bitstreams/70b5d560-fb90-4445-ab09-a78669d772b8/content Press releases in local news (In Portuguese): |
| July 2020https://www.agenciapara.com.br/noticia/22466 August 2020https://www.facebook.com/detranPARA http://www.detran.pa.gov.br/noticias/index.php?id=2251 https://agenciapara.com.br/noticia/21233/ September 2020https://www.agenciapara.com.br/noticia/21735 https://www.l1noticias.com.br/noticia/1172/detran-inicia-operacionalizacao-do-projeto-de-seguranca-viaria-aprovado-pela-onuhttps://www.bombeiros.pa.gov.br/wp-content/uploads/2020/08/FOCO-24AGOSTO.pdfhttps://aprovinciadopara.com.br/detran-institui-comissao-de-analise-de-dados-do-projeto-seguranca-viaria/https://www.diarioonline.com.br/noticias/para/603335/conselho-institui-comissao-do-projeto-de-seguranca-viaria-no-para https://www.facebook.com/Aspamoto |
|  |
| July 2021 https://www.agenciapara.com.br/noticia/29871/detran-realiza-treinamento-em-mais-uma-etapa-do-projeto-em-parceria-com-a-onu October 2021*https://agenciapara.com.br/noticia/31839/projeto-do-detran-aprovado-pela-onu-e-destaque-em-discussoes-globais*April 2022https://agenciapara.com.br/noticia/36680/detran-e-onu-concluem-i-ciclo-de-treinamentos-de-fiscalizacoes May 2022https://agenciapara.com.br/noticia/37336/detran-promove-curso-validado-pela-onu-neste-maio-amarelo June 2022 |
| https://agenciapara.com.br/noticia/38129/agentes-do-detran-e-policia-rodoviaria-aperfeicoam-tecnicas-de-fiscalizacao  |

<https://agenciapara.com.br/noticia/37738/projeto-de-seguranca-viaria-do-para-e-destaque-em-evento-da-organizacao-pan-americana-de-saude>

Impact Stories

Road Safety Series Event: <https://twitter.com/UN_RSF/status/1468948282022010886>

Interview with DETRAN´S General Director Marcelo Guedes: <https://unece.org/sites/default/files/2021-05/Marcelo%20Lima%20Guedes-150dpi_0.pdf>

Project Evaluation

Final Assessment Report – Assessment of the United Nations Road Safety Fund (UNRSF) Project: Strengthening road traffic enforcement in the State of Pará, Brazil: <https://repositorio.cepal.org/server/api/core/bitstreams/febb4aef-1201-43d0-81bc-ad6d100a63c5/content>

1. The term “programme” is used for programmes, joint programmes and projects. [↑](#footnote-ref-1)
2. Strategic Results, as formulated in the Strategic UN Planning Framework (e.g., UNDAF) or project document; [↑](#footnote-ref-2)
3. The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to as “Project ID” on the project’s factsheet page on the MPTF Office GATEWAY. [↑](#footnote-ref-3)
4. The MPTF/JP Contribution is the amount transferred to the Participating UN Organizations – see MPTF Office GATEWAY [↑](#footnote-ref-4)
5. The start date is the date of the first transfer of the funds from the MPTF Office as Administrative Agent. Transfer date is available on the MPTF Office GATEWAY [↑](#footnote-ref-5)
6. As per approval of the original project document by the relevant decision-making body/Steering Committee.

 [↑](#footnote-ref-6)
7. If there has been an extension, then the revised, approved end date should be reflected here. If there has been no extension approved, then the current end date is the same as the original end date. The end date is the same as the operational closure date which is when all activities for which a Participating Organization is responsible under an approved MPTF / JP have been completed. As per the MOU, agencies are to notify the MPTF Office when a programme completes its operational activities. Please see MPTF Office Closure Guidelines. [↑](#footnote-ref-7)
8. Financial Closure requires the return of unspent balances and submission of the Certified Final Financial Statement and Report. [↑](#footnote-ref-8)
9. Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc. [↑](#footnote-ref-9)
10. Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc. [↑](#footnote-ref-10)