


## UN ROAD SAFETY FUND CALL FOR PROPOSALS 2019

### APPLICATION FORM

Read the [Application Guidelines](#) carefully before filling in the Application Form. Do not modify the form's original format. Modified forms will not be accepted. Submission deadline is **4 Dec. 2019 (23:59 CET)**

#### 1. COVER PAGE

<b>Project title</b>	<i>Strengthening Road Traffic Enforcement</i>	
<b>Implementation organization(s)</b>	<i>Traffic Department of State of Pará (DETRAN-PA)</i>	
<b>Participating UN Organization(s)</b>	<i>Economic Commission for Latin America and the Caribbean (ECLAC)</i>	
<b>Other partner(s)</b>	<i>State Traffic Council (CETRA-PA), Military Police of State of Pará and Municipal Traffic Agencies</i>	
<b>Beneficiary country(ies)</b>	<b>Brazil</b>	
<b>Country category</b>	<input type="checkbox"/> Low-Income <i>indicate % of total cost: _____</i> <input checked="" type="checkbox"/> Middle-Income <i>indicate % of total cost: 100%</i>	
<b>Total budget including co-financing (in USD)</b>	708,000	
<b>Budget to be funded by UNRSF (in USD)</b>	321,000	
<b>Estimated start date</b>	1 August 2020	
<b>Estimated end date</b>	30 August 2021	
<b>Duration (in months)</b>	12	
<b>Primary contact person</b> <i>Name, title, e-mail and telephone</i>	José Bento Andrade Gouveia Junior Head of Operational Technical Directorate jose.gouveia@detran.pa.gov.br	
<b>Submitted by</b>	Gabriel Pérez Economic Affairs Officer, UNECLAC 	

## 2. EXECUTIVE SUMMARY

*Provide a summary of the project by including the following: background and problem statement, proposed solution and approach, its intended impact, linkages/synergies with ongoing initiatives, implementation arrangements and finally possible scale-up/replication and noteworthy innovations (max 750 words).*

**Background:** The Global Status Report on Road Safety (WHO, 2018), highlights that the number of annual road traffic deaths has reached 1.35 million. Road traffic injuries are now the leading killer of people aged 5-29 years. The burden is disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in low and middle-income countries.

The United Nations General Assembly Resolution A/RES/66/L.43/2012, encourages Member States to adopt and implement comprehensive national road safety legislation on the major risk factors through consistent and sustained enforcement activities;

Brazil, with a population of 209 million people, 105 million registered vehicles, of which 28% are motorcycles, has reached 35,375 road traffic deaths in 2017 (Source: Ministry of Health), representing a decrease of 5.3% compared to 2016 (37,345 deaths) and with the road traffic death rate per 100 000 population equal 17.1. The main risk factors related to these deaths are speeding, drinking and driving and non-use of helmets by motorcyclists.

The road safety management in Brazil is under coordination of the Ministry of Infrastructure, and it is structured in three levels: a) Federal: National Traffic Council (CONTRAN), National Traffic Department (DENATRAN) and Federal Highway Police; b) State: 27 State Traffic Departments (DETRAN) and 27 State Traffic Council (CETRA), and; c) Municipal: 1,659 Municipal Traffic Agencies.

**Problem statement:** The State of Pará has a population of 8 million people, 144 municipalities and 2.1 million of vehicles registered. In 2017, the number of road traffic deaths has reached 1,431, representing a reduction of 7.62% compared to 2016.

However, despite this reduction (the first in the period 2008-2017), the number of motorcycle-related deaths in the period 2008-2017 has increased by 135.1% (245 to 576), and in the period 2016-2017, the increase was 11.2%. Speeding and non-use of helmets were the main factors for these deaths.

In the State of Pará, the number of serious injuries in 2017 has increased by 13.8% compared to 2016. The state regional hospitals in five municipalities have received 88% and 90% of these serious injuries, respectively in 2016 and 2017. The amount paid for hospitalizations in 2017 was \$ 1.7 million.

**Proposed solution and approach, its intended impact, linkages/synergies with ongoing initiatives, implementation arrangements:**

In 2018, the Federal Government launched the **National Road Safety Plan 2019 - 2028** with the aim of reducing by 50% the road traffic death rate per 100000 population and national road traffic death rate per 10000 vehicles in the period 2019-2028.

Based on the Pillar Safe User and Enforcement and Legislation Areas from the New Global Framework Plan of Action for Road Safety, the National Road Safety Plan 2019-2028 requires the State Traffic Departments to implement the following actions:

1. Increase speed cameras enforcement by 20%;
2. Enhance the enforcement activities on:
  - 2.1. use of helmets for motorcyclists
  - 2.2. speed management;
  - 2.3. driving under the influence of alcohol and drugs;
  - 2.4. prohibited overtaking on single lanes;
  - 2.5. powered two wheelers vehicles;
  - 2.6. use of seat belt;
  - 2.7. others mandatory equipment and road traffic rules;
  - 2.8. use of child restraints;
  - 2.9 use of mobile phones while driving, and;
  - 2.10. driving time and rest periods for professional drivers.



### **Possible scale-up/replication and noteworthy innovations**

According to the 1997 Brazilian Traffic Code, the State Traffic Departments can establish reciprocity agreements with the municipalities to ensure the effective implementation of the legal duties of the Municipal Traffic Agencies (currently 56 of 144 cities in the State of Pará), and the National Road Safety Plan 2019-2028 includes all Municipal Traffic Agencies in its implementation. In this way, this project can be replicated in the main municipalities and gradually reach the others, fostering the implementation of the actions and activities of the National Road Safety Plan 2019-2028, ensuring its sustainability.

## **3. PROJECT DESCRIPTION**

### **3.1 PROBLEM STATEMENT**

*Explain how this project addresses a core road safety problem in the beneficiary country(ies) through the following questions: "what is the problem", "why does this problem exist?", "what effects does this problem have in terms of road fatalities and injuries?", "who is affected by the problem (including vulnerable groups such as children and women)?", and "why do beneficiary country(ies) need help in solving this problem?" (max 500 words).*

**What is the problem?** In the State of Pará, the number of traffic deaths has increased 28% in the 2008-2017 period (1,119 to 1,431). The number of serious injuries in 2017 has increased by 13.8% compared to 2016. The fleet of registered vehicles is 2.1 million and the motorcycles represent 54% of the total.

#### **Why does this problem exist?**

The ease and low cost of purchasing a motorcycle and the guarantee of increased mobility and accessibility have led the low-income population have quick access to that vehicle. Another factor is the low quality and availability of public transportation in the cities. This has led people to organize private or paid individual transportation by motorcycle ("mototaxi"). To consolidate this initiative, the Federal Government has established in 2009 a National Policy on Professional Motorcyclists (Federal Law No.12.009/2009).

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

The age group of fatal victims is 15-49 years and 62% were men. Regarding serious injuries, the amount paid for hospitalizations in 2017 was \$1.7 million, of which 83.5% were with motorcyclists. The state regional hospitals in five municipalities have received 88% and 90% of these serious injuries, respectively in 2016 and 2017.

#### **Who is affected by the problem?**

The road traffic deaths in the State of Pará are mainly related to motorcyclists, pedestrians and car occupants. In the period 2008-2017, the number of motorcycle-related deaths has increased by 135.1% (245 to 576), the number of pedestrian deaths decreased by 28.5% (484 to 346), and the number of deaths of occupants of four-wheeled vehicles increased by 6.5% (108 to 115).

#### **Why do beneficiary country need help in solving this problem?**

Since the establishment of the **Traffic Department of State of Pará (DETRAN-PA)**, in 1972, the enforcement activities were carried out by the Military Police of State of Pará (PMPA) until 2006.

From 2006, the DETRAN/PA has established its own traffic officer staff (300 civil servants) and in 2011 the Department has assumed the responsibility for the operational management of state highway network. As a result, a partnership has been signed with the Military Police, which has resulted in the addition of 220 traffic officers (military police officers) to the DETRAN-PA staff.



These traffic officers do not receive regular training, their priority areas of enforcement activities are not based on incidences of crashes/deaths/injuries and all their road traffic enforcement activities: a) are carried out with priority focus on violations related to checking documentation (vehicle property registration, driver's license), vehicles overweight, dimensions, passenger capacity; b) mostly based in the previous 1966 Brazilian Traffic Code prescriptions (repealed by the current 1997 Brazilian Traffic Code), c) no regular criteria for the frequency of enforcement operations; d) low visibility of enforcement operations; and; e) data are not used efficiently to plan or target enforcement activities.

### 3.2 PAST, ONGOING AND PLANNED PROJECTS

*List the past, ongoing and planned projects that have been designed to address this or related problem(s). Justify the need for this project by explaining their gaps and shortcomings, as well as potential synergies with the proposed project (max 500 words).*

The 2014 National Road Traffic Policy establishes that State Traffic Departments must intensify the enforcement activities related to road rules, vehicles and drivers.

In 2018, the Federal Government launched the National Road Safety Plan 2019 - 2028 with the aim of reducing by 50% the road traffic death rate per 100000 population and national road traffic death rate per 10 000 vehicles in the period 2019-2028.

Based on the Pillar Safe User and Enforcement and Legislation Areas, from the New Global Framework Plan of Action for Road Safety, the National Road Safety Plan 2019-2028 requires the State Traffic Departments to implement the following actions:

1. Increase speed cameras enforcement by 20%; 2. Enhance the enforcement activities on: 2.1. use of helmets for motorcyclists 2.2. speed management; 2.3. driving under the influence of alcohol and drugs; 2.4. prohibited overtaking on single lanes; 2.5. powered two wheelers vehicles; 2.6. use of seat belt; 2.7. others mandatory equipment and road traffic rules; 2.8. use of child restraints; 2.9 use of mobile phones while driving, and; 2.10. driving time and resting periods for professional drivers.

The Government of State of Pará has established the **State Road Safety Plan 2009-2019**, with the goal of reducing the number of road traffic deaths in the period 2009-2019, based in 2008, by 20%, with a focus enhance the enforcement activities.

In the multi-annual planning 2020-2023 of the Traffic Department of State of Pará (DETRAN-PA) the enforcement activities were programmed to reach the whole State in partnership with the Military Police of State of Pará and the Municipal Traffic Agencies.

The proposed project is an opportunity for DETRAN-PA to promote the strengthening and improvement of the quality of traffic enforcement operational capacity by increasing its efficiency and the level of confidence of the traffic officers, by reviewing and improving their operational practices through specific training sessions focusing on the activities established in the National Road Safety Plan 2019-2028.

### 3.3 PROJECT OBJECTIVE

*In one sentence, state the objective (i.e., the overall intention) to be achieved at the end of the defined period through this proposed project.*

To contribute to decreasing road traffic deaths and injuries by means of technical assistance to support and to strengthen ongoing road traffic enforcement activities enhancing the capacity of a core group of traffic officers at the state level.



### 3.4 PROJECT STRATEGY AND RESULTS

*Explain the overall project approach and strategy. List expected project results (i.e., expected outcomes and outputs). These results must be measurable and directly derive from project activities. Highlight population target groups as well as any innovative approaches. Briefly describe the implementation plan coherent with proposed activities with estimated time schedule (max 800 words).*

**Overall project approach and strategy:** The national road traffic enforcement rules are established in the 1997 Brazilian Traffic Code and in the regulations of the National Traffic Council (CONTRAN). The National Road Safety Plan 2019-2028 contain the necessary mechanisms for effective compliance with the obligations and targets of the National Traffic System bodies.

This project aims to contribute to decreasing road traffic deaths and injuries by means of technical assistance to support and to strengthen ongoing road traffic enforcement activities and enhancing the capacity of traffic officers at the state level to implement coherence enforcement controls.

To achieve this goal, the focus of the project will be on the improvement of the operational capacity of traffic enforcement in the State of Pará, increasing the efficiency and confidence level of the traffic officers, reviewing and updating their operational practices by means of specific training sessions based on the main risk factors and focused on the activities established in the National Road Safety Plan 2019-2028.

The project strategies are as follows:

a) meeting of the State Traffic Council (CETRA-PA) to present, discuss and approve the implementation plan of the project. CETRA-PA is the highest coordinator body of the National Traffic System in the State and all initiatives involving projects such as this must be submitted to the Council.

b) hold a training of trainers (multipliers) workshop with selected traffic officers, considering the international best practices, UN recommendations and instruments and main worries of civil society, academy and other relevant local stakeholders.

c) hold training sessions in selected cities, focused on improving and increasing the knowledge of traffic officers related to: c.1) use of helmets for motorcyclists; c.2) speed management; c.3) driving under the influence of alcohol and drugs; c.4) prohibited overtaking on single lanes; c.5) powered two wheelers vehicles; c.6) use of seat belt; c.7) others mandatory equipment and road traffic rules; c.8) use of child restraints; c.9) use of mobile phones while driving, and; c.10) driving time and resting periods for professional drivers, using international and regional training elements, adapting them to local situation and normative.

d) develop a state protocol on road traffic coherence enforcement operations with participation of local stakeholders and good practices.

e) develop a workshop to present the main results.

**Expected outputs:** a) 10 training sessions held in 5 selected cities; b) 320 traffic officers trained; c) 20 traffic officers of DETRA-PA trained as trainers (multipliers).

**Expected outcomes:** a) correction and improvement of approach practices in road traffic enforcement; b) implementation of new coherence enforcement and traffic operation procedures; c) increased confidence in practicing the enforcement of traffic laws; d) development of a protocol guide for road traffic enforcement operations.

**Population target groups:** traffic officers of DETRA-PA, Military Police and Municipal Traffic Agencies

**Implementation plan:**

- **Pilar:** Safer Users **Areas:** Legislation and Enforcement



- **Activity 1:** Meeting of the State Traffic Council (CETRA-PA)
  - Participants: Project partners, CETRA-PA Members and Advisory Committee
  - Time frame: August 2020
- **Activity 2:** Hold a training of trainers (multipliers) workshop with selected traffic officers
  - Participants: Traffic officers of CETRA-PA and Municipal Traffic Agencies
  - Time frame: November 2020
- **Activity 3:** Hold training sessions in selected cities
  - Participants: Traffic officers of CETRA-PA, Military Police and Municipal Traffic Officers.
  - Time frame: January to March 2021.
- **Activity 4:** Develop a state protocol on road traffic enforcement operations
  - Participants: Advisory Committee
  - Time frame: July 2021
- **Activity 5:** Workshop with public, private and civil society stakeholders to present the results
  - Participants: Advisory Committee and Social Communication Advisory
  - Time frame: August 2021

#### **Scope of training sessions:**

Training sessions with 30 hours with theoretical and practical classes, taking advantage of international training materials, adapting them to the local situation and normative

### **3.5 COMPARATIVE ADVANTAGE**

*Describe your comparative advantage relative to other actors. Use key results and lessons learned from other projects that you have implemented to explain how you have added value so far. What is the unique solution that is being proposed by your organization? (max 500 words).*

The CETRA-PA is the highest executive body of the National Traffic System in the State of Pará. The Department coordinates and manages all information on vehicle registration and driving licenses and road traffic enforcement activities at the state level. It also manages all data related to the traffic violations and penalties applied by traffic officers of the 56 Municipal Traffic Agencies.

Through the cooperation platform established in the 1997 Brazilian Traffic Code (reciprocity agreements with municipalities and operational management of data from enforcement activities), the number of Municipal Traffic Agencies has increased by 41% (33 to 56) in the period 2009-2019.

Enforcement of traffic laws improves compliance and reduces road traffic fatalities, injuries and related socioeconomic costs. For this reason, the main solution for that problem is qualifying and improving the practices of traffic officers, qualifies the issuance of notice violations and strengthen the appeal courts, unifying and improving the bodies of the National Traffic System in the State.

The project is also an opportunity for the Municipal Traffic Agencies to promote the strengthening and improvement of the its road traffic enforcement activities established in the 1997 Brazilian Traffic Code.

### **3.6 CONSISTENCY WITH GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY**

*I. Indicate the following:*

- ☐ Road Safety Management
- ☒ Safe User
- ☐ Safe Vehicle



- ☐ Safe Road
- ☐ Post-Crash Response

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

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

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

The project is structured based on the fundamentals and guidelines of the National Road Safety Plan 2019-2028 and contains key elements of the safety system principles, such as management and coordination, data analysis and qualification, evaluation to understand crashes, injuries and risks, developing enforcement strategies to encourage compliance and manage non-compliance with the road rules, road traffic education and communication, coordination and management of information on driving licenses and vehicle registration.

To provide sustainable solutions to the root of the problem, the project: a) to promote the strengthening and improvement of the quality of traffic enforcement operational capacity by increasing its efficiency and the level of confidence of traffic officers; b) it is a strategic component of the multi-annual planning 2020-2023 of the DETRAN-PA actions; c) contributes to the accomplishment the role of the DETRAN-PA under the 1997 National Traffic Code and National Road Safety Plan 2019-2028, reducing road fatalities and serious injuries.

### 3.7 BENEFICIARY GOVERNMENT(S) ENDORSEMENT

Please confirm, if the project was requested and/or discussed with beneficiary government(s). If there is an explicit request or endorsement by the beneficiary government(s), please attach to the application.

- ☒ Received  
☐ Under discussion  
☐ Comments: \_\_\_\_\_

### 3.8 EXPECTED IMPACT

*Outline the likely quantitative impact of this project in the immediately following project conclusion and in the long-term towards reducing road fatalities and serious injuries.*

**IMMEDIATE IMPACT:** The project aims to contribute to the achievement of the target established in the National Plan (reduce the road traffic death rate per 100000 population from 17.03 (projected for 2019) to 14.83 (projected for 2021).

**POTENTIAL LONG-TERM IMPACT:**

Targeted number of lives saved: 700 (by 2028)

Targeted number of injuries avoided: 334 (by 2028)

Other targeted road safety impact(s) -----

### 3.9 REPLICATION AND SCALE-UP

*Describe how the project intends to sustain any achievements beyond the completion of the project. Specify the arrangements to scale-up and replicate results, as relevant (max 500 words).*

To sustain any achievements beyond the completion of the project, DETRAN-PA will request the Pará State Government to include the project in the next multi-annual planning 2024-2027 as part of the strategic actions of the State Traffic Department.

In addition, DETRAN-PA shall: a) review its annual planning and include refresher courses for enhance skills and knowledge of traffic officers in traffic law and how to carry out more effective enforcement activities; b) strengthen the activities of the National Road Safety Plan 2019-2028; and; c) propose to municipalities, through its Municipal Traffic Agencies, replicates the results obtained in project implementation.

### 3.10 INDICATIVE BUDGET

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

Object of expenditure	Notes	Requested from UNRSF (US\$)	Co-financing (US\$)
1. Staff and other personnel costs		65,000	350,000
2. Supplies, commodities, materials			4,500
3. Equipment, vehicles and furniture including depreciation		150,000	
4. Contractual services		20,000	
5. Travel		50,000	30,000



6.	Transfers and grants counterparts			
7.	General operating and other direct costs		15,000	2,500
<b>Total project direct costs</b>				300,000
8.	Indirect support costs (7%)		21,000	
<b>Grand total</b>			321,000	387,000

## 4. PROJECT MANAGEMENT

### 4.1 IMPLEMENTATION ARRANGEMENTS

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

The governance of the project will be under the responsibility of the Director General of the DETRAN-PA, with the following role: a) exercise the political-institutional and governance functions by establishing all the necessary administrative acts for the effective implementation of the project; b) represent the Government of the State of Pará in the agendas with Economic Commissions for Latin America and the Caribbean (ECLAC) and others related to the project; c) establish the Advisory Committee responsible for the management of the project; c) approve the annual or multi-year plans and working program, the budget proposal and the financial programming related to the co-financing of the project (item 3.1 - Indicative Budget); e) issue all of the necessary administrative acts for the effective implementation of the project.

The project management will be under the responsibility of the Technical and Operational Directorate of DETRAN-PA, which will have the following role: a) planning, coordination and monitoring the activities related to the project; b) participate in the coordination of the traffic officers training; c) evaluate, continuously and systematically, the activities related to the project; d) establish, together with the Military Police and Municipal Traffic Agencies, the guidelines for the joint enforcement operations at the state level; e) advise the Director General in the effective implementation of the project; f) draw general guidelines and approve the working plan and the support instruments necessary for the accomplishment of the enforcement activities.

### 4.2 PARTNERSHIPS

*Specify the roles of implementation partners in the project and how they will be engaged. Will the project utilize the existing cooperation platform(s) to achieve and sustain results?*

According to the Brazilian Traffic Code, the State Traffic Council (CETRAN-PA) is the coordinator body of the National Traffic System at the state level and it will have the role of monitoring enforcement actions and to join the participants of the project (DETRAN-PA and Military Police of State of Pará and Municipal Traffic Agencies).

The cooperation platforms established in the 1997 Brazilian Traffic Code (reciprocity agreements with municipalities and operational management of data from enforcement activities) and the National Road Safety Plan 2019-2028 will be used. In this way, the project can be replicated in the main municipalities, making it possible to qualify and expand the enforcement activities, ensuring its sustainability.

Synergic will explore with other UNECLAC's UNRSTF project in Argentina.

### 4.3 RISK ASSESSMENT MATRIX



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

Risk Assessment Matrix					
Key Risk	Likelihood (2-5, see Annex II in Guidelines)	Impact (1-5 see Annex II in Guidelines)	Score (L x I)	Control/Mitigation Measure <sup>1</sup>	Mitigation Timeline
COVID-19	3	2	6	Avoid travels and presential meetings to avoid contact.	2020
Political	3	2	6	Political changes at State or National level government could produce change in the agencies. This could mitigate by the letters of commitment and generate a working groups with technicians to follow-up activities and institutional commitments	Along the whole project

#### 4.4. MONITORING AND EVALUATION

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

The monitoring and evaluation (qualitative and quantitative) will be under the responsibility of the Advisory Committee and it will be carried out on a permanent and continuous basis (monthly, during the period of the project) with the participations of the ECLAC and project partners, considering the following questions: a) what are key factors that affect project implementation?; b) did the project deliver the expected outputs?; c) how successful was the project in achieving its objectives?; d) what are the project's impacts on beneficiaries?; e) did the project contribute to local capacity building and sustainable development?; f) what does it cost to achieve project outcomes?. ECLAC will conduct a follow up a permanent monitoring of the activities, promoting the use of international and UN recommendations. A final evaluation based on criteria will be conducted by independent evaluators.

#### 5. STATEMENT OF COMPLIANCE

The undersigned certifies, following diligent inquiry, as follows:

1. Project Personnel<sup>2</sup> have not engaged in any activity which would violate Sections III (Special Provisions Regarding Financing of Terrorism) or VII (Fraud, Corruption and Unethical Behavior) of the Fund MOU, nor do there exist any circumstances which could reasonably be perceived to present a potential or actual conflict of interest<sup>3</sup> on

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

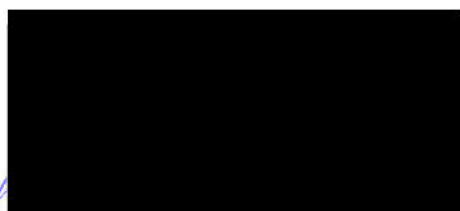
<sup>2</sup> "Project Personnel" shall mean any person or entity employed or engaged in any capacity with respect to the Project, including without limitation, employees, interns, volunteers, contractors, or vendors, whether engaged directly or through third parties including Implementing Partners.

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



the part of the Applicant or its Implementing Partner(s), or any contractors, vendors or suppliers.

2. The Project (including related projects within a larger project or programme) shall not directly or indirectly (e.g., through Implementing Partners or third parties) engage or provide financial or personal benefit to, whether individually or by corporate ownership, participation or benefit, members of the Fund's governing bodies.
3. The Project (including related projects within a larger project or programme) is not currently engaged, nor shall it engage, in any relationship or arrangement, financial or otherwise, which may constitute a conflict of interest or a violation of Sections III or VII of the Fund MOU.
4. In managing and implementing Project activities, Project Personnel shall not seek or receive instructions from any Government or from any other authority external to the Applicant except as otherwise provided in the Project Documents and Governing Agreements.
5. It has disclosed all pertinent facts surrounding Project Personnel, and any relationship or arrangement, financial or otherwise, which may constitute a conflict of interest or a violation of the Fund MOU Sections III and VII [Attachment 1].
6. It has disclosed all complementary funding received, pledged or sought with respect to Project activities in item V. of the Project Proposal.



[Signature Block of Executive Officer or designate]

Attachment 1: Disclosure of Pertinent Facts

## 6. PROJECT SUBMISSION

ARE ALL THE FOLLOWING ELEMENTS INCLUDED AND COMPLETED IN YOUR APPLICATION?		
Section 1. Proposal Cover Page	<input checked="" type="checkbox"/>	Yes
Section 2. Executive Summary	<input checked="" type="checkbox"/>	Yes
Section 3. Project Description	<input checked="" type="checkbox"/>	Yes
Section 4. Project Management	<input checked="" type="checkbox"/>	Yes
Section 5: Statement of Compliance	<input checked="" type="checkbox"/>	Yes
Letters of support from national counterparts	<input checked="" type="checkbox"/>	Yes
Any other annexes (depending on application)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> N/A



## Annex 1: Logical Framework and Workplan

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

### A. LOGICAL FRAMEWORK

**PROJECT OBJECTIVE:** *To contribute to decreasing road traffic deaths and injuries by means of technical assistance to support and to strengthen ongoing road traffic enforcement activities enhancing the capacity of a core group of traffic officers at the state level.*

Expected outcome 1	Indicators	Means of verification
Improvement and strengthening of road traffic enforcement activities through an coherence traffic enforcement	<i>[Each outcome should have 2-3 associated indicators that are linked to the outputs identified below. Each indicator must have a measurable Baseline and Target]</i>  Indicator 1: Percentage of traffic officers with skills and confidence level improved after training sessions. Baseline: 60%                      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	<i>Insert both the data source and the method for measuring progress against each indicator</i>  Data source: Public servants management system, State and national database of vehicles and drivers, National Road Safety Plan 2019-2028 and Multi-Annual Planning 2020-2023.  Method:  Indicator 1: Training needs assessment (to identify the gaps in operational skills, knowledge and confidence level on coherence enforcement practices) and final evaluation.  Indicator 2: Monthly record of the enforcement checks carried out.  Indicator 3: Registration of traffic tickets issued to drivers by traffic officers and of infringement notices issued to vehicle owners.

#### HOW DOES OUTCOME 1 CONTRIBUTE TOWARD ACHIEVING:

**SDG 3.6:** “By 2020, halve the number of global deaths and injuries from road traffic accidents”?

Increasing the visibility and frequency of road traffic enforcement operations with sustainable and consistent law enforcement practices.

**SDG 11.2:** “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”?

Strengthening and increasing operational capacity for traffic enforcement by means of joint activities with traffic officers of municipalities to ensure safe users and safe roads.



<b>Output 1.1</b>			<b>Expected Milestone for each reporting period (annual)</b>
<i>National set up for establishment of data analysis commission</i>			
<b>Project activities:</b>			
<i>1.1.1 Meeting of State Traffic Council (CETRAN/PA)</i>			
<i>1.1.2 Establishment of Data Analysis Commission</i>			
<i>a. Coherence Traffic enforcement training needs assessment, considering the international best practices, UN recommendations and main worries of civil society, academy and other relevant local stakeholders</i> <i>b. Meeting with DETRAN staff and Operational Technical Directorate</i> <i>c. Follow up meeting about traffic enforcement activities</i> <i>d. Equipment buying</i>			<b>September/2020</b>
<b>Output 1.2</b>	<b>Indicators</b>	<b>Means of verification</b>	
<i>Awareness and educational workshops -Training of trainers</i>	<i>Percentage of traffic officers with skills and confidence level improved after training sessions.</i>  <i>Baseline: 60%                      Target: 90%</i>	<i>Public servants management system.</i>  <i>Training needs assessment (to identify the gaps in operational skills, knowledge and confidence level on enforcement practices in comparison with international best practices and UN recommendations ) .</i>	
<b>Project activities:</b>			<b>Expected Milestone for each reporting period (annual)</b>
<i>1.2.1 Meeting of the State Traffic Council (CETRAN/PA).</i>			<b>October/ 2020</b>
<i>1.2.2 Workshop -Training of trainers (multipliers) considering and adapting training materials to local situation and normative</i>			<b>November /2020</b>
<i>1.2.3 Training sessions (10 sessions).</i>			<b>January - March /2021</b>
<b>Output 1.3</b>	<b>Indicators</b>	<b>Means of verification</b>	
<i>Implementation of training session activities</i>	<i>Number of coherence traffic enforcement checks carried out per month.</i>  <i>Baseline: 360                      Target:432</i>	<i>State and national database of vehicles and drivers, National Road Safety Plan 2019-2028 and Multi-Annual Planning 2020-2023.</i>  <i>Monthly record of the traffic enforcement checks carried out.</i>	



Project activities:	Expected Milestone for each reporting period (annual)
1.3.1. Establishment of operational work plan of the enforcement activities, including regional and international best practices in training including UN conventions and regulations.	June /2021
1.3.2 Carrying out four sessions coherence traffic enforcement checks and joint road traffic enforcement activities (with public security bodies and municipal traffic agencies)	June - July /2021
1.3.3 Developing of state protocol on road traffic coherence enforcement operations with participation of civil society, academic and private sector, taking into safety elements and good examples in enforcement in LAC (Synergic activity with UNECLAC's project in Argentina) and other international examples	July /2021

Expected outcome 2	Indicators	Means of verification
Decreasing road traffic deaths and injuries through the establishment of state protocol on road traffic	<p>Indicator 1: Road traffic death rate per 100,000 population Baseline: 17,03 (projected for 2019) Target: 16,95 (projected for 2021)</p> <p>Indicator 2: Road traffic death rate per 10,000 vehicles Baseline: 6,98 (projected for 2019) Target: 6,92 (projected for 2021)</p> <p>Indicator 3: Number of hospitals admissions due to road traffic accidents Baseline: 6,823 (2019) Target: 6.797 (projected for 2021)</p>	<p>Data source: Statistical database of the Ministry of Health, hospitals network in the State of Pará, State and national database of vehicles, and National Road Safety Plan 2019-2028.</p> <p>Method:</p> <p>Indicator 1: Data collection on road traffic accidents (police, fire department, ambulance services, hospitals) and population (national population registration system).</p> <p>Indicator 2: Data collection on road traffic accidents (police, fire department, ambulance services, hospitals) and vehicles (State and national vehicles database).</p> <p>Indicator 3: Monthly collection of data on hospitals admissions in the State hospitals network.</p>

#### HOW DOES OUTCOME 2 CONTRIBUTE TOWARD ACHIEVING:

**SDG 3.6: “By 2020, halve the number of global deaths and injuries from road traffic accidents”?**

Improving the quality of road traffic data by standardized reports to allow evidence-based interventions

**SDG 11.2: “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”?**

Improving road safety management capacity for decision making to ensure safe users and safe roads.



Performance targets (project outputs that show progress towards achieving outcome 2)			Expected Milestone for each reporting period (annual)
Output 2.1 <sup>1</sup> Road traffic death rate per 100,000 population calculated			August / 2021
Road traffic death rate per 10,000 vehicles calculated			August / 2021
Number of hospitals admissions due to road traffic accidents calculated			August / 2021
Output 2.1	Indicators	Means of verification	
Implementation of a State protocol on road traffic coherence enforcement based on international best practices and UN recommendations with UNECLAC support.	<p>Road traffic death rate per 100,000 population</p> <p>Baseline: 17,03 (projected for 2019)</p> <p>Target: 16,95 (projected for 2021)</p> <p>Road traffic death rate per 10,000 vehicles</p> <p>Baseline: 6,98 (projected for 2019)</p> <p>Target: 6,92 (projected for 2021)</p>	<p>Statistical database of the Ministry of Health, hospitals network in the State of Pará and National Road Safety Plan 2019-2028.</p> <p>Data collection on road traffic accidents (police, fire department, ambulance services, hospitals) and population (in the national population registration system).</p>	
Project activities:			Expected Milestone for each reporting period (annual)
2.1.1 Meeting of data analysis commission			August / 2021
2.1.2 Establishment of state protocol on road traffic coherence enforcement operations, considering the enhancement of safety elements and good examples in enforcement in other LAC countries and globally.			August/2021
2.1.3 Workshop with public, private and civil society stakeholders to present the results			

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



## B. PROJECT WORKPLAN

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

Project Activities		Lead responsibility	Timeframe (by quarter – every 3 months)											
			Year 1				Year 2				Year 3			
No.	Description		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1	Outcome 1:	Improvement and strengthening of road traffic enforcement activities through a coherence traffic enforcement												
1.1	Output 1.1:	National set up for establishment of data analysis commission												
1.1.1	Meeting of the State Traffic Council (CETRAN/PA)	CETRAN/PA			X									
1.1.2	Establishment of Data Analysis Commission	CETRAN/PA Other local stakeholders			X	X								
1.1.3	Coherence Traffic enforcement training needs assessment	DETRAN/PA				X								
1.1.4	Meeting with DETRAN staff and Operational Technical Directorate	DETRAN/PA			X									
1.1.5	Follow up meeting about traffic enforcement activities	DETRAN/PA CETRAN/PA, Military Police, Municipal Traffic Agencies and Civil Society (as observer)				X								
1.1.5	Equipment buying	DETRAN/PA			X	X	X							



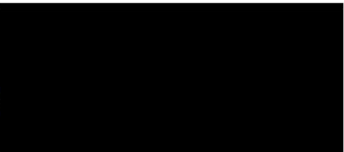
<b>1.2</b>	<b>Output 1.2:</b>	<b>Awareness and educational workshops - Training of trainers</b>												
1.2.1	Workshop - Training of trainers (multipliers)	DETRAN/PA, CETRAN/PA, Military Police, Health Secretariat, Municipal Traffic Agencies and Civil Society				X	X							
1.2.2	Meeting with Operational Technical Directorate and Data Analysis Commission	DETRAN/PA, CETRAN/PA				X								
1.2.3	Follow up of traffic enforcement activities	DETRAN/PA, CETRAN/PA, Military Police, Municipal Traffic Agencies and Civil Society (as observer).					X							
<b>1.3</b>	<b>Output 1.3:</b>	<b>Implementation of training session activities</b>												
1.3.1	Establishment of operational work plan of the enforcement activities	DETRAN/PA, Military Police and Municipal Traffic Agencies.					X							
1.3.2	Ten Training session in coherence traffic enforcement checks and joint road traffic enforcement activities (with public security bodies and municipal traffic agencies)	DETRAN/PA, Military Police and Municipal Traffic Agencies. and Civil Society and other relevant stakeholders (as observer)						X	X					
1.3.3	Follow up of traffic enforcement activities	DETRAN/PA, CETRAN/PA, Municipal Traffic Agencies and Civil							X					



		Society and other relevant stakeholders (as observer)												
1.3.4	Meeting with Data Analysis Commission	DETRAN/PA, CETRAN/PA, Military Police, Health Secretariat, Municipal Traffic Agencies, Civil Society and other relevant stakeholders							X					
2	<b>Outcome 2:</b>	Decreasing road traffic deaths and injuries through the establishment of <i>state protocol on road traffic</i>												
2.1	<b>Output 2.1:</b>	Implementation of a State protocol on road traffic coherence enforcement												
2.1.1	Meeting of data analysis commission	DETRAN/PA, CETRAN/PA, Military Police, Health Secretariat, Municipal Traffic Agencies and Civil Society							X					
2.1.2	Establish of state protocol on road traffic coherence enforcement operations	DETRAN/PA, CETRAN/PA, Military Police, Municipal Traffic Agencies and Civil Society							X					
2.1.3	Workshop with stakeholders to present the results	DETRAN/PA, CETRAN/PA, Military Police, Municipal Traffic Agencies, Civil Society and other relevant local stakeholders							X					
	Final Evaluation	External auditor						X	X					



## Annex 2: Contact details

PARTICIPATING UN ORGANIZATION (S) - PUNOs		
PUNO(s)		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms.	Primary contact person (name)	GABRIEL PEREZ
Functional Title	ECONOMIC AFFAIRS OFFICER	
Section / Department	INFRASTRUCTURE SERVICES UNIT, UNECLAC	
Address	Dag Hammarskjold 3477 Vitacura, CHILE	
Telephone	56-222102193	
E-Mail	gabriel.perez@un.org	
IMPLEMENTING ORGANIZATION (S) (IF DIFFERENT FROM ABOVE)		
Project Implementing Organization		Traffic Department of State of Pará – DETRAN/PA
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms.	Primary contact person (name)	Marcelo Lima Guedes
Functional Title	Director General	
Section / Department		
Address	Av. Augusto Montenegro, km03, s/n, Mangueirão, CEP 66640-000 Belém – PA, Brazil	
Telephone	+55 91 3214 6357	
E-Mail	marcelo.guedes@detran.pa.gov.br	
OTHER PARTNERS (AS APPLICABLE) (ADD ROWS FOR EACH PARTNER)		
For <u>each participating project partner</u> , please provide the following information		

Name of organization	State Traffic Council (CETRA-PA)
Contact person	Ualame Machado (Chair)
E-Mail	segup.pa@gmail.com
Organization's role in the project:	Partner and follow up activities

Name of organization	Military Police of State of Pará
Contact person	Ualame Machado (Chair of State Traffic Council - CETRA-PA)
E-Mail	segup.pa@gmail.com
Organization's role in the project:	Participant in project activities

Name of organization	Municipal Traffic Agencies
Contact person	Ualame Machado (Chair of State Traffic Council - CETRA-PA)
E-Mail	segup.pa@gmail.com
Organization's role in the project:	Participant in project activities

Name of organization	Pará Motorcyclists Association (ASPAMOTO) (Civil society)
Contact person	Vera Santos
E-Mail	vsvera@gmail.com
Organization's role in the project:	Participant in project activities





## Annex 3: Past, ongoing and planned projects

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

### **PAST PROJECTS**

Project Name	Road Traffic Law Enforcement
Duration/Dates	12 months
Budget	USD 4,000,000
How does the project proposal build on the lessons learned and achievements from this project?	By reviewing and improving the operational enforcement road traffic practices

### **ONGOING PROJECTS**

Project Name	Road Traffic Law Enforcement
Duration/Dates	12 months
Budget	USD 4,000,000
How will the project proposal be aligned with this project?	By strengthening and improving road traffic enforcement operational practices



**PLANNED PROJECTS**

Project Name	Road Traffic Law Enforcement
Duration/Dates	12 months
Budget	4,000,000
How will the project proposal be aligned with this project?	By strengthening and improving road traffic enforcement operational practices