


UN ROAD SAFETY FUND CALL FOR PROPOSALS 2019

Please read the Application Guidelines carefully before completing the application form. Do not modify the original format of the form. Modified forms will not be accepted.

1. COVER OF THE PROPOSAL

Project Title	<i>Speed Management project in Latin America: the case of Argentina</i>
Implementation organization (s)	<i>REDUX / UNECLAC</i>
UN organization (s)	<i>UNECLAC</i>
Other (s) partner (s)	<i>FICVI –MAPFRE Foundation</i>
Beneficiary Country (ies)	<i>Argentina</i>
Country's Category	<input type="checkbox"/> Low income indicate% of total cost: _____ <input checked="" type="checkbox"/> Average income indicate% of total cost: 100%
Total budget including co-financing (in USD)	395.000
Budget financed by UNRSF (in USD)	300.000
Estimated start	<i>July 2020</i>
Estimated dead line	<i>January 2023</i>
Duration (in months)	30
Type of submission <input type="checkbox"/> New project <input checked="" type="checkbox"/> Project amendment	<p>If this is a project amendment, select all changes that apply and provide a brief justification:</p> <p> <input type="checkbox"/> Extension of duration <input type="checkbox"/> Change of project outcome/ scope: <input checked="" type="checkbox"/> Change of budget allocation: Transfer of US\$ 170,000 from the budget line of “transfers and grants counterparts” as following: USD 12,000 to “staff and other personnel costs.” USD 138,000 to “contractual services” USD 20,000 to “travel” </p> <p>Brief justification for amendment: The project had been approved by the UNRSF Steering Committee with the NGO Redux Council as implementing partner. However, REDUX was unable to provide the</p>

	<p>necessarily documentation to comply with UN rules, regulations, directives and procedures to receive this kind of contract, thereby preventing ECLAC from advancing this arrangement.</p> <p>To fulfil the original project’s idea and UNRSTF Steering Committee Recommendations, we are submitting for your approval a new arrangement, where the NGO REDUX will coordinate and carrying out the activities in the field. The coordination will be made through the creation of informal Coordination Committee, which act as advisory board of UNECLAC to ensure the participation the non-governmental organization REDUX and their two partners FICVI and the MAPFRE Foundation. This committee will be chair by UNECLAC, it made up of an equal number of representatives will act as advisory body in matters of decisions and substantive discussion on the project and helping in the implementation and engagement of civil society in projects activities.</p>
<p>Main contact person <i>Name, position, email, telephone</i></p>	<p>Anna Ferrer Directora Ejecutiva anna.ferrer@consejoredux.org +34 629 53 48 66</p>
<p>Presented by</p>	 <p>Gabriel Pérez, Economic Affairs Officer UNECLAC gabriel.perez@un.org Date: 17 December 2020</p>

2. EXECUTIVE SUMMARY

Provide a summary of the project including the following: background and problem statement, proposed solution and approach, its expected impact, links / synergies with ongoing initiatives, implementation arrangements, and finally possible scaling-up / replication and notable innovations (maximum 750 words).

During this decade, most Latin American countries have increased their commitment to road safety and have implemented policies to improve the safety of vulnerable users such as pedestrians, cyclists and motorcyclists. However, speed is still a pending issue on their agendas, and it is a difficult task to implement due to citizens resistance. One of the main road safety problems is excessive and inappropriate travel speeds is speeding in transfers, combined with the lack of adequate speed management policies in Latin America. One third of all road traffic crashes are related to speed and it is the reason for the most serious consequences.

The objective of the project is to improve the Argentinean technical capacity to develop policies and strategies to introduce speed management systems, changing the user perception about the benefits of speed reduction to achieve safer urban and rural roads. High speed limits and speeding on rural and urban highways in Latin America is a priority according to the study “Benchmarking of Road Safety in Latin America” (ITF, 2017), Speed limits are higher than WHO recommendations, speeding is constant in region and the percentage of vulnerable road users killed on the roads is remarkably high.

The strategy is to increase road user’s awareness about the importance of speed as a risk factor in the road fatalities and series injured people. To do this, the project will focus in the implementation of activities oriented to inform the road users about the benefits of speed management, implement pilot projects that demonstrate the effectiveness of reducing speed, promote legislation changes related to reduction of speed maximum, improve the enforcement and sanction mechanisms. The project will also consider the active participation of victims' associations, partner organizations and UN organizations present in the country to encourage this change behavior.

The results of the project will be:

1. Strengthened Argentinean technical capacities in the international best practices and innovations in speed management considering the local, national and regional context reality.
2. Increased awareness about the speed as a main risk factor in road fatalities and serious injures people
3. Enhanced Argentinean technical capacities to design speed enforcement actions and select and implement speed management technologies in urban and rural roads
4. Improved capacity of Argentinean Road Safety Agency (ANSV in Spanish) to identify and select best mechanism to improvement their own fleet management, their deployment along the territory and the improvement of its drivers' behavior.
5. Enhanced engagement between policymakers, road users and civil society in jointly designing, amending and implementing actions for speed management in urban and rural roads.

The impacts of the project as a direct result in the short term will be: the contribution to a change in perception about the benefits of speed reduction in the areas included in the pilot projects and in the medium term the decrease in fatalities and serious injuries due to this risk factor, on the roads. As an indirect result, the project seeks to facilitate its replication in other areas of the country or other LAC countries, based on the experience acquired.

The project will be applied in Argentina, country that has speed management initiatives underway that will be improved by the project and enhance with DGT/ Spain best practices on speed management.

The project team presented in the proposal has many advantages. It is an initiative of REDUX (non-governmental organization of civil society), in alliance with the UNECLAC, FICVI, (Ibero-American Association of Victims' Associations against Road Violence) and MAPFRE Foundation. The project also has an active participation from the National Road Safety Agency of Argentina, PAHO Argentina and the Spanish experience led by the General Direction of Traffic, DGT.

REDUX is an NGO constituted by a group of experts in road safety with extensive experience in Latin America who provide best practices from the public sector, academia and the private sector.

An important innovation is the incorporation of the speed management in the ANSV own fleet, providing an example so that freight and passenger transport companies join the project in the near future in order to ensure its continuity and scalability by replicating the results obtained by the ANSV in various companies in the country. These will benefit vulnerable users and all users in general.

3. DESCRIPTION OF THE PROJECT

3.1 STATEMENT OF THE PROBLEM

Explain how this project addresses a central road safety problem in the beneficiary countries through the following questions: "What is the problem?", "Why does this problem exist?", "What effects does this problem have in terms of deaths on the road? and injuries? ", " Who is affected by the problem (including vulnerable groups such as children and women)? "and" why do beneficiary countries need help to solve this problem? "(maximum 500 words).

The main road safety issue to be addressed is speed management. Speed-related traffic crashes are estimated at 1/3 of all traffic crashes and is the reason for the most serious consequences. Nilson's power model (Nilson, 2004) suggests that a 1% increase in average speed corresponds to an increase of 2% in crashes with injuries, 3% in crashes with serious injuries, and 4% in fatal crashes. In other words: a 5% increase in average speed leads to a 20% increase in fatal crashes, and vulnerable road users are particularly affected.

Working on high-speed limits and speeding on rural and urban highways in Latin America is a priority (ITF, 2017), according to the study "Benchmarking of Road Safety in Latin America", which included most of the beneficiary countries. Speed limits are higher than WHO recommendations, speeding is constant in the beneficiary country, and the percentage of vulnerable road users killed on the roads is remarkably high.

Speed limits on the main rural roads in Argentina are 80 to 110 km / h depending on the type of vehicle. On highways: 90-130 km / h, and in urban areas from 20 to 80 km / h depending on the type of vehicle.

Speeding is a common practice, but it is not well measured.

Vulnerable road users are barely “protected” in a traffic crashes, so low impact speeds result in less serious injuries to pedestrians and bicyclists. Research reveals that 95% of pedestrians can survive a collision with a motorized vehicle at an impact speed of 30 km / h, around 40% survive an impact speed of 80 km / h and almost no one at a speed of 100 km / h impact. This situation is especially critical for children and the elderly. In urban areas where 30 km / h speed limit zones are implemented, all vulnerable users, including motorcyclists, killed and seriously injured, decrease.

Argentina will benefit from this project in many ways. Speed management programs that include lowering speed limits and enforcing them are difficult to explain to society that thinks speed is good, reduces travel times, and that's how roads should be: “fast and for vehicles”. This shift in behavior requires a consistent strategy and a lot of media coverage of other countries and cities’ the good practices and their concrete benefits. The project will assist in this, bringing international best practices and experts to explain the benefits of speed management, as well as implementing pilot projects to confirm that they reduce fatalities.

The initial seminar on speed management and the results of the pilot projects will highlight and present best practices for all Latin American countries, to help replicate them.

3.2 PAST, ONGOING AND PLANNED PROJECTS

List past, ongoing, and planned projects that have been designed to address this or related issues. Justify the need for this project by explaining its gaps and deficiencies, as well as possible synergies with the proposed project (maximum 500 words).

Argentina has worked on speed management projects but needs more comprehensive programs and testing to gain public awareness and acceptance and better enforcement. Some cities have carried out pilot projects on speed management with good results, but these are isolated initiatives. Road safety agencies and mobility ministries have problems when trying to apply speed reduction measures. Fundación MAPFRE (one of the partners in this project) has carried out operational speed evaluations in several cities in Latin America, which is a great initial contribution to the work on this project. Argentina has also been working on speed management, especially the city of Buenos Aires, but it needs a plan and public support to get the legislation passed.

As an example, in 2018 Spain approved the reduction of speed limits on conventional roads, from 100 to 90 km / h, with the main objective of reducing road crashes and meeting the objective established in the 2011 Road Safety strategy -2020. Spain has significant experience in reducing fatalities with adequate public awareness followed by proper application of the law, which can be applied in the beneficiary country; hence the General Directorate of Traffic is one of our main allies in this project.

The best practices identified in the initial seminar and the experience of the Spanish DGT will be complemented by sharing their experience with the beneficiary country.

3.3 OBJECTIVE OF THE PROJECT

In one sentence, indicate the objective (that is, the overall intention) to be achieved by the end of the defined period through this proposed project.

The objective of the project is to improve the Argentinean technical capacity to develop policies and strategies to introduce speed management systems, changing the user perception about the benefits of speed reduction to achieve safer urban and rural roads

3.4 PROJECT STRATEGIES AND RESULTS

Explain the overall approach and strategy of the project. List the expected results of the project (that is, the expected results and outputs). These results must be measurable and derived directly from project activities. Highlight target population groups, as well as any innovative approaches. Briefly describe the implementation plan consistent with the proposed activities with an estimated timeline (maximum 800 words).

The strategy is to generate public awareness about the importance of implementing speed management measures, such as reducing speed limits and enforcing them, calming traffic on urban roads and main roads. Create awareness on the vulnerability of users such as women, children, people with disabilities, the elderly, users of bicycles, motorcycles and pedestrians, evidencing it through the implementation of best practices and pilot projects.

The strength of the project is that it is multisectoral; it involves campaigns, inspection, technology, fleet management and infrastructure for speed management, and is multi-agent: nation, municipalities and NGOs, together with Redux, Ficvi, MAPFRE Foundation.

The approach is to identify the best practices in the region on speed management and document them, carry out a good awareness campaign and educational strategy on the benefits of speed reduction for all stakeholders and the general public, carrying out measurement actions before and after, implementing pilot projects that demonstrate that the reduction of speed translates into a reduction in fatalities and injuries in the event of traffic crashes. Finally, a document will be generated that collects the experience carried out with a workshop that involves interested stakeholders to generate speed management programs in different places and promote a set of policy recommendations for all the rest of countries of Latin America and the Caribbean.

The project begins with a seminar to present best practices on speed management in the region and other parts of the world. A report with the conclusions and best practices presented at the conference will serve the Latin American region. This report will be one of the inputs of the media campaign to raise awareness of the need to reduce speed.

The next step is the analysis of the existing information in Argentina regarding data on traffic crashes related to speed: volume, magnitude, geographical areas of occurrence,

type of vehicles involved and any other relevant information. Speed legislation and related fines will be reviewed. The control methods available to the country will be analyzed to identify opportunities for improvement and make recommendations. Based on the information collected, the diagnosis made and taking into account the recommendations of the WHO, the pilot projects and the messages of the media campaign will be designed.

The pilot projects will be preceded by an awareness campaign on the risks of speed and the commitment of all those interested in reducing speed. The pilot project on roads will include the reduction of traffic crashes, the application of radars, a communication campaign and the participation of civil society. The awareness campaign will feature the media, social networks and practical demonstrations on the roads.

The pilot projects will include sections of roads where most speed-related traffic crashes occur. The ANSV has identified the most critical sections in terms of fatalities and has 3 main road sectors where the pilots will take place. The 3 pilot projects will be determined in agreement with the beneficiary country giving priority to those that include school zones and urban crossings. The project will include minor changes in infrastructure (mainly tactical urban planning and traffic calming), reduction and application of speed limits (manual, by cameras and by GPS), including a speed management project for a percentage of the ANSV own fleet. All components of the project will seek to include all stakeholders benefiting from the pilots.

The results of the pilot project will be measured, analyzed and published as part of the information to obtain the support of citizens and civil society organizations to continue reducing and enforcing speed limits.

The analysis of these projects will also identify the necessary changes in the regulations for a correct speed management program and will make recommendations on the appropriate procedures for police control and the operation of traffic radars.

The project will include training (in person or through webinars) on specific topics for the target audience that will apply, maintain and eventually replicate the project.

The results of the project will be:

1. Strengthened Argentinean technical capacities in the international best practices and innovations in speed management considering the local, national and regional context reality.
2. Increased awareness about the speed as a main risk factor in road fatalities and serious injures people
3. Enhanced Argentinean technical capacities to design speed enforcement actions and select and implement speed management technologies in urban and rural roads
4. Improved capacity of Argentinean Road Safety Agency (ANSV in Spanish) to identify and select best mechanism to improvement their own fleet management, their deployment along the territory and the improvement of its drivers' behavior.
5. Enhanced engagement between policymakers, road users and civil society in jointly designing, amending and implementing actions for speed management in urban and rural roads.

The innovative approach in this project is that it is developed from the vision of civil society whose members have been actively involved in speed management, counting in particular with the support of victims' associations and the experience of an organization of recognized solvency in the demonstration of positive results in reducing the speed and reduction of deaths and serious injuries, but also the international best practices and specific measures such as the DGT of Spain or the UN System. These actors willing to share best practices and collaborate in generating interest and commitment on the part of the beneficiaries are a fundamental component to ensure the achievement of the objectives. They will also be important in the expansion of the project and its continuity over time in other cities and countries in Latin America.

The project has an active participation of the Argentinian Ministry of Transport and the National Road Safety Agency, which will collaborate with the project through helping in the multi-jurisdictional governance, promoting the NGO and local stakeholders' participation as well as the dissemination of best practices detected by the project and in the institutional relationship with the Spanish Traffic Agency (DGT).

3.5 COMPARATIVE ADVANTAGE

DESCRIBE YOUR COMPARATIVE ADVANTAGE RELATIVE TO OTHER PLAYERS. USE THE KEY RESULTS AND LESSONS LEARNED FROM OTHER PROJECTS YOU HAVE IMPLEMENTED TO EXPLAIN HOW YOU HAVE ADDED VALUE SO FAR. WHAT IS THE UNIQUE SOLUTION THAT YOUR ORGANIZATION PROPOSES? (MAXIMUM 500 WORDS).

The comparative advantage of our proposal is that it brings together public, private, and civil society actors with different levels of knowledge, experience and best practices related to the objective of this project.

It is an alliance of the UNECLAC, REDUX, FICVI, (Ibero-American Association of Victims against Road Violence) and MAPFRE Foundation. The project also has an active participation from the National Road Safety Agency of Argentina, UNECLAC and PAHO Argentina and the Spanish experience led by their General Direction of Traffic, DGT.

The project contemplates action at two levels: national and local (where the identified intervention sections are located) with the aim of both levels of management explore synergies and coordinated actions towards better national results

Participants:

REDUX is an NGO constituted of a group of professionals with experience in public road safety management with extensive experience in Latin America who can provide the best practices from the public sector, academia, the private sector and civil society; inspired by the European Transport Safety Council. This accumulated experience can help to get faster results.

FICVI is a civil society organization that brings together 16 organizations from 13 Ibero-American countries constituted of associations of road victims (2 of these organizations are in Argentina); It has 10 years of experience working in Ibero-America, particularly focused on working with governments to update and improve legislation, training, and care for victims. It has several published reference works for the field of mobility. Its contribution is essential to achieve behavioral changes that are sustainable over time.

MAPFRE Foundation has more than forty years of experience. Its mission, as a non-profit institution created by MAPFRE, is to contribute to the improvement of people's quality of life and to the progress of society through multinational programs and activities.

The basis of its initiatives are awareness raising and training. Through studies and courses, aimed at all areas of society, they work to integrate road safety in our day-to-day lives, understanding that education is a right of all citizens in accordance with objective 4 - Quality Education.

In this sense, their contribution of theoretical, technical and practical knowledge on the speed management tools that will be implemented, is essential given their level of knowledge of the reality of Latin America.

For its part, the ANSV will provide its support as the governing body of Road Safety in Argentina and political, logistical and human support for the implementation of the project.

The General Direction of Traffic (DGT), will contribute its important experience in the reduction of deaths with an adequate sensitization of the public opinion followed by an adequate application of the law for speed control, which can be applied in Argentina; As an example: 2004-2010 radarization plan, and in 2018 speed reduction from 100 to 90 km / h on conventional roads and to 30 km / h on single-lane urban roads. Additionally, he will contribute his experience in the successful management of fleets and his team will collaborate with the transmission of this knowledge to the governing body in Argentina (ANSV), in a government-government format.

Finally, PAHO Argentina will contribute with its own experience through two main channels, particularly in its component 3 linked to pilot projects in the territory, focused on urban journeys: a. Generating a link with the Healthy Municipalities Program (PMS) of the Ministry of Health of the Nation; b. Generating evidence regarding the impact derived from better speed management in health indicators.

As described, the human resources involved have many years of theoretical and practical work in the region of the Americas and have first-hand knowledge of the situation in Argentina. For all these reasons, we understand that we have a solid team that considers all the necessary aspects to achieve the objectives set in this project.

In summary, through this project, the generation of a real alliance between the public sector, the private sector and civil society is sought, considering the proposal of objective 17 of the SDGs.

3.6 CONSISTENCY WITH THE GLOBAL FRAMEWORK ACTION PLAN FOR ROAD SAFETY

I. Indicate the following:

- Road safety management
- Safe user
- Safe vehicle
- Safe road
- Post Crash Response

II. Shade the relevant cells in the figure below in gray to indicate what the project will focus on:

Zone Pillar	Legislation	Implementati on	Education	Tecnology	International regulatory support
	Road safety management				
Safe User	Traffic regulations Drivers Cyclists Pedestrians	Legal behavior guaranteed by police and inspectors	Awareness, training and examination	Technology and support equipment, rule reminders	Legal instruments and resolutions of the UN RS, WP.1, SC.1, WP.15
Safe Vehicule	Rules and standards for the admission of vehicles to traffic.	Certification and inspections by qualified inspectors	User awareness, inspector training	Technology and support team, compliance reminders	Legal instruments and UN resolutions RS, WP.1, WP.29
Safe road	Design, construction, maintenance and signaling standards	Audit, evaluation and inspection by qualified teams	Awareness of road administrators, users and inspectors	Self-explanatory and forgiving road design, smart road systems	Legal instruments and UN resolutions RS, int. WP.1, SC.1 standards
Post Crash Efficient Response	Standards for data collection, response and investigation after an accident	Supervision of rescue services, investigators investigating traffic accidents	Training in first aid and rescue services, training of investigators	Technology and support equipment	Consolidated resolution, int. standards, WP.1, SC.1

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

The safe system approach provides a viable framework to examine risk factors for road traffic injuries and related interventions from a holistic perspective.

In this sense and accepting the possibility of human error and therefore the impossibility of completely preventing the occurrence of traffic crashes, intervening directly on the speed factor contributes to the purpose of the safe system, which is to ensure that road collisions do not cause serious human injuries. Speed limits should be based on the type of road users in accordance with the principles of the safe system. The project will review the speed limits according to the types of users of each pilot project.

The approach considers that human limitations - the kinetic energy that the human body can support - constitute an important basis for designing the road transport system, and that other aspects of the road system, such as the development of the road environment and the vehicle, they should be harmonized according to these limitations.

Speed control systems do not seek to infringe to raise funds, but to prevent and thus generate a change in behavior so as not to regret speed claims that can have fatal consequences. In the countries where this technology has been implemented, reductions of up to 40% in deaths from traffic accidents have been observed, the same objective that this initiative aims to achieve.

3.7 SUPPORT FROM BENEFICIARY GOVERNMENTS

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

- Received
 Under discussion
 Comments:

3.8 EXPECTED IMPACT

Describe the likely quantitative impact of this project on the immediate aftermath and long-term project completion to reduce fatalities and serious injuries on the roads.

INMEDIAT IMPACT:

Increase the road users support for speed reduction measures after the media campaign: 20%.

Reduction of vehicle speed in areas where pilots were implanted: 20%

Other specific impacts on road safety: 40% increase in compliance with legal speed limits by drivers of the ANSV fleet participating in the fleet management pilot.

LONG TERM POTENTIAL IMPACT POTENCIAL:

Target number of lives saved: 20% where speed management continues.

Target number of injuries avoided: 20% in places where speed management is continued.

Other specific impacts on road safety:

Empowerment of both the ANSV and local managers in the implementation of speed management programs, which serve as examples to other areas of the country and can be extended to other countries in the region.

Improvement of public opinion regarding the benefits of speed reduction, which will result in less resistance to the application of future and progressive speed management measures.

3.9 REPLICATION AND EXPANSION

Describe how the project intends to maintain achievements beyond project completion. Specify provisions for expanding and replicating results, as appropriate (maximum 500 words).

The activities contemplated in the project (initial seminar, identification of best practices, media campaigns, pilot projects, training of implementers, identification of the necessary improvement to the law and control mechanisms, among others) are designed to make the project be sustainable over time. In addition, the participation of different stakeholders from the public and private sector, NGOs and victims' associations, helps to expand and replicate the agreements established in the pilot projects.

The pilot projects and the scale-up program designed to continue and changes on regulations identified and drafted, the last delivery of this project, is designed to make the project sustainable in time. Also, the involvement of different stakeholders in public and private sector, NGOs and victims' associations, help the arrangements to scale-up and replicate the pilot projects.

One of the ways in which the achievements are to be maintained, as well as the possibility of expanding them and replicating their results in other geographical areas of the city / country, will be made possible through the signing of a commitment between the competent national / local authorities, civil society, private companies and academia and the support from the promoters of this project in the search for future funds for the fulfillment of it.

The solid team formed to carry out this project (UNECLAC, REDUX, FICVI and MAPFRE Foundation) have permanent representation in the beneficiary country, so together with the participating local organizations (ANSV, PAHO Argentina) a level of monitoring and capacity maintenance of high-level achievements.

On the other hand, the commitment to transmit experience and knowledge from government to government (DGT - ANSV), added to the training component included in this project aimed at the implementing bodies in the territory, facilitate that the knowledge provided in the project remains in is resident at the country level and does not demand new immediate external cooperation efforts.

Finally, the agreements established with the participating and beneficiary authorities (which include not only policies, but also civil society, academia and universities, as well as supra-national organizations - such as PAHO -), will propose a series of commitments that go beyond the project execution time, as a form of medium and long-term commitment in achieving the proposed objectives and their replication.

3.10 INDICATIVE BUDGET

Please see Annex I of the Implementation Guidelines for a description of the UNDG budget categories.

Object of expenditure	Notes	Requested to UNRSF (US \$)	Co-financing (US \$)
1. Staff and other expenses		60.000	20.000
2. Supplies, Materials			
3. Equipment, vehicles, furniture, including depreciation			40.000
4. Contractual services		155.596	30.000
5. Travels		49.778	5.000
6. Transferences, subventions, counterparts			
7. Operative general costs and other direct costs		15.000	
Total direct costs of the project		280.374	95.000
8. Indirect support costs (7%)		19.626	
Total		300.000	95.000

4. PROJECTS MANAGEMENT

4.1 IMPLEMENTATION ARRANGEMENTS

Explain the roles and responsibilities of the parties involved in the governance and management of the project, for example, the number of full and part-time staff. Describe the governance mechanisms that will be used or established.

To fulfil the original project's proposal and UNRSTF Steering Committee Recommendations, REDUX will coordinate and carrying out the activities in the field, while the overall project management and administrative support will be provided by ECLAC being responsible of the administration of funds and fulfilment the UN Regulations and Rules.

The coordination will be made through the creation of informal Coordination Committee, which act as advisory board of UNECLAC to ensure the participation the non-governmental organization REDUX and their two partners FICVI (Spanish acronym of Ibero-American Association of Victims Against Road Violence) and the MAPFRE Foundation.

This committee will be chair by UNECLAC and it made up of an equal number of representatives which meet regularly, at least every trimester for discussing substantive aspects on the project, helping in the implementation and engagement of civil society in projects activities, monitoring the implementation, attending the initiatives, queries and requests of "interested parties" of the project, proposing corrective curse of actions and any other issues required for the fully achievement of the project goals always in accordance with the applicable United Nations regulations, rules and directives. The agreements will be accessible to all those involved.

Additionally, the Argentinean authorities have reaffirmed their interest in the Project, expressing the fact that speed driving is the most important cause of road fatalities and injured people in Argentina. Also, their offers their collaboration helping in the multi-jurisdictional governance, promoting the NGO and local stakeholders' participation as well as the dissemination of best practices.

4.2 ASSOCIATIONS

Specify the roles of the implementing partners in the project and how they will participate. Will the project use existing cooperation platforms to achieve and maintain results?

FICVI will act as a link with local associations of victims and other associations linked to road safety; It will participate in the design of the survey and the media campaign and will participate in the definition of content and execution of the training workshops.

MAPFRE Foundation will contribute its knowledge to operational speed assessment projects in several Latin American cities, will provide technical support for the inception seminar and the closing workshop, and will participate in the design of the survey and the media campaign, and will participate in the pilot and training with demonstrations of the benefits of slowing down.

ANSV is the counterpart of the project, who will be in charge of leading the project in Argentina before the different entities and organizations that participate and in the application of the project pilots.

DGT, will contribute its important experience in the reduction of deaths with an adequate sensitization of public opinion followed by an adequate application of the law for speed control, to be applied in Argentina. Additionally, it will contribute with its experience in the successful management of fleets and his team will collaborate with the transmission of this knowledge to the governing body in Argentina (ANSV), in a government-government format.

PAHO ARGENTINA contributes its experience through two main channels, particularly in component 3 linked to pilot projects in the territory, focused on urban crossings: a. Generating a link with the Healthy Municipalities Program (PMS) of the Ministry of Health of the Nation; b. Generating evidence regarding the impact derived from better speed management in health indicators.

4.3 RISK ASSESMENT MATRIX

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 managed in another way. Complete the table using the Risk Score Table in Annex II of the Application Guidelines). Add additional rows, as needed.

Risk assesment matrix					
Key risk	Probability (2-5, see Annex II in Guidelines)	Impact (1-5 see Annex II in Guidelines)	Puntuation (L x I)	Control / Mitigation measure ¹	Mitigation schedule
COVID-19	5	3	15	The first six months of the project will be dedicated to virtual activities, so no personnel need to travel.	Six months
Citizen resistance	5	4	20	The initial seminar, the best practices document and the initial campaign are intended to show how speed management	The conference and the awareness campaign at the

¹ When risk factors are scored as "high" or "very high" (score from 9 to 25), mitigation measures should be addressed through actions planned and calculated in the project budget, with immediate actions for risks scored as " Very high "(score 20 to 25).

				reduces deaths and injuries to the government, the private sector and citizens in general. Victims' associations and civil associations involved in the project will also contribute to reducing this risk through their direct involvement, promoting speed reduction and explaining the consequences of traffic accidents, especially high-speed crashes.	beginning of the project. Victims and civil associations involved throughout the project as required
Political changes	3	4	12	Changes in government agencies are mitigated by letters of commitment and by the action of the victims' associations and the civil associations involved.	Throughout the project
Other interested parts participation (including the police)	3	4	4	The ANSV must develop agreements with the local authorities where the pilots will be carried out, which includes the commissioning of the radars	In the planning stage

3.3 MONITORING AND EVALUATION

In this section, describe the monitoring and evaluation plans for the project. Please provide information on when the monitoring and evaluation will take place. Specify the type of evaluation to be performed.

The evaluation mechanisms for this project arise from the indicators established in the logical framework document; evaluating each of the components that make up this project, based in statistical historical data provided by ANSV and official acknowledge letters of the different stakeholders involved in the respectively activities

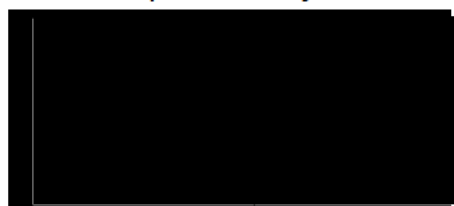
The following components will be specially evaluated within the project:

1. Impact of the media campaign
2. Effects of speed control measures on pilot sections.
3. Effects of the improvement measures on ANSV's fleet management.

5. COMPLIANCE STATEMENT

The undersigned certifies, after diligent investigation, the following:

1. Project personnel have not participated in any activity that violates Sections III (Special provisions on terrorist financing) or VII (Fraud, corruption and unethical behavior) of the Fund MoU, nor is there any circumstance that could reasonably be perceived as a potential or actual conflict of interest on the part of the Applicant or its Implementing Partner (s), or any contractor, vendor or supplier.
2. The Project (including related projects within a larger project or program) shall not, directly or indirectly (for example, through Implementing Partners or third parties) involve or provide financial or personal benefits, either individually or by ownership. participation or corporate benefit, members of the governing bodies of the Fund.
3. In the management and implementation of Project activities, Project Personnel will not request or receive instructions from any Government or any other authority external to the Applicant, unless otherwise provided in the Project Documents and the Governing Agreements.
4. Has disclosed all pertinent facts surrounding the Project Personnel and any relationship or arrangement, financial or otherwise, that may constitute a conflict of interest or a violation of Sections III and VII of the Fund's Memorandum of Understanding [Annex 1].
5. Has disclosed all supplementary funds received, promised or requested with respect to Project activities in point V. of the Project Proposal.



Attachment 1: Relevant Fact Disclosure

6. PROJECT PRESENTATION

ARE ALL THE FOLLOWING ITEMS INCLUDED AND COMPLETED IN YOUR APPLICATION?	
Section 1. Cover of the proposal	<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 annex (depending on the application)	<input type="checkbox"/> yes <input type="checkbox"/> N / A