Project Amendment Proposal

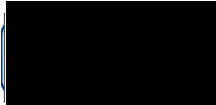|	
Project Amendment Request	Select changes that apply: ☒ Extension of duration ☐ Change of project outcome/ scope/log frame ☐ Change of budget allocation
Project title	Re-framing Road Safety in Armenia: connecting data, people and policies on Armenian roads
Participating UN Organization(s)	UNDP Armenia (lead) and UNICEF Armenia
Implementation organization(s)	Christine Ghalechyan, Deputy Minister of Territorial Administration and Infrastructure of the Republic of Armenia Armen Mkrtchyan, Head of RA Police Headquarters
Other UN partner(s)	WHO Armenia
Other partner(s)	Swedish National Road Consulting
Beneficiary country(ies)	Armenia
Country category	☐ Low-Income *indicate % of total cost: _____* ☒ Middle-Income *indicate % of total cost: _____*
Total budget including co-financing (in US$)	568,321 USD
Current budget status (in US$)	Total budget disbursed: 405,043.24 USD Remaining balance: 83,277.76 USD
Budget to be funded by UNRSF (in US$)	488,321 USD
Initial start date	*10/09/2021* (planned), *03/11/2021 (actual)*
Initial end date	*20/09/2023*

Duration (in months)	24 months (please note that the Project started later that initially envisaged – it was planned to start in September 2021, however, it became operational in November 2021)
Extension	Start date: 10/09/2021 (planned), 03/11/2021 (actual) Initial end date: 20/09/2023 New end date: 20/03/2024 Extension duration: 6 months
Justification for the requested project amendment	The reasons for a no-cost extension request, as mentioned in the 2022 annual report, are described below in detail: -The Project is currently experiencing some delays that are related to the risks identified at the onset of the Project. The main challenges are interconnected and mainly result from **the absence of one coordination body for Road Safety in Armenia**, however, it is to be noted that such a body is envisaged within the new National Road Safety Strategy. The Project had to undertake extra coordination tasks to ensure dialogue between different institutions and mapping of their needs, both separately and in relation to each other. While very useful for the road safety ecosystem in Armenia, these processes are time consuming and are resulting in some delays for the 2023 envisaged results. -Another risk that has materialized is **the subpar data quality in administrative databases and challenges with current data collection**, mainly in relation to the institutional changes within the Police – Police restructuring into a Ministry of Internal Affairs; the dissolution of the Road Police and its replacement by the Patrol service, however, only in some aspects. Considering this unique transitory period, the Project has served an important role by studying the issues in historical databases, bringing attention to the gaps in current data collection mechanisms and working together with the Police to review the system and explore opportunities of filling these gaps. However, here the Project has only limited consulting role, it will remain up to the Police to define the timeline of implementation of these changes– such as digitalizing of the accident card for the Patrol service and thus the improvement of the quality of data registers. In the meantime, the challenge of the Project is to take extra measures and time to study the inaccuracies within the databases, conduct manual analytics of the databases and qualitative studies in parallel to validate results and uncover inconsistencies, and build the digital analytics tool in alignment with upcoming institutional changes to ensure its sustainability. -Considering the structure of the project and **co-dependencies within outputs, the delays caused by the subpar quality of the databases cascaded into the analytics of the blackspots**. Were the data of better quality, the project could have identified the black spots through a machine learning algorithm only, however, this not being the case, the road safety technical experts had to conduct a parallel manual analytics to compare the results and have a full picture of the road safety situation in the county. Furthermore, the overall reliability of the data being an issue, the analytics had to be accompanied with extensive on the ground interviews and observations.

	-Similarly, **the selection of a pilot intervention envisaged within the project to address at least one blackspot** had to wait the completion of the black spot analytics, its evidence-based targeting, implementation and monitoring of the results **will require at least 6 months more time than the initial project timeline.** -Additionally, the studies for the **behavioral intervention design showed that the best time for a behavioral intervention to be carried out for speeding tickets and point system calculation is mid-summer to early-fall**, since this is when the speeding ticket numbers are the highest and remain high for a couple months into the observation period, while in the point system evaluation of the drivers they will have already lost some points, but would still have time to correct their behavior in the year and save the remaining points. Post-completion, these experiments will require a 6-month observation period to note both short-term and long-term effects of the intervention and draft a comprehensive recommendations report for the Police. The Project has been very active in trying to make opportunities from the challenges arising from institutional changes and spotted inaccuracies within the databases to ensure sustainability of the results post-project, however, while these activities were essential to **ensuring the continued relevance of the Project amongst main project stakeholders,** they have found their reflection in timeline changes. Please let us know in case you need any more information or clarifications with respect to the points presented above.
Completion of project activities	*Please see Annex: Revised Workplan Armenia*
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	Signature:
	Date:
	05/09/2023

Annexes

Annex 1: Revised Workplan (please see attached separately in Excel file)