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	*Strengthening evidence-based interventions for road safety in the Arab region through effective and reliable data recording, processing and analysis*
Participating UN Organization(s)	UNESCWA
Implementation organization(s)	NA Please provide the name and title of the government stakeholders who have been/will be informed of the delay and extension.
Other UN partner(s)	NA
Other partner(s)	*Ministries of Transport, Ministries of Interior, National Road Safety Entities, Internal Security Forces (ISF) in the pilot countries*
Beneficiary country(ies)	Tunisia, Lebanon, and Qatar (as self-financing)
Country category	☐ Low-Income *indicate % of total cost: _____* ☒ Middle-Income *indicate % of total cost: _____*
Total budget including co- financing (in US$)	*377 875*
Budget to be funded by UNRSF (in US$)	280,875
Initial start date	*01/10/2021*
Initial end date	*31/07/2023*
Duration (in months)	22
Extension	Start date: 01/12/2022 Initial end date: 31/07/2023 New end date: 31/01/2024 Extension duration: (number of months) 6
Justification for the requested project amendment	UN ESCWA is requesting a 6-month extension for the "*Strengthening evidence-based interventions for road safety in the Arab Region through effective and reliable data recording, processing, and analysis*" project. This request is due to the delays in the implementation of the activities due to internal administrative constraints in term of break-in services of the core team that lead to disruptions in management and follow-up of the project.
Completion of project activities	• A Round-table discussion on Evidence-based policies to improve road safety in Arab countries was organized within the 23rd Committee on Transport and Logistics in Alexandria, Egypt, on 21 October 2022. It discussed the

latest developments in road safety in the world and the Arab region, the implementation status of the activities of the United Nations Decade of Action for Road Safety 2021–2030, the requirements for the preparation and implementation of evidence-based policies to improve road safety and the interim results of the project implemented by ESCWA and funded by the United Nations Road Safety Fund. At the beginning of the round-table discussion, the representative of the ESCWA secretariat addressed the intermediate findings of the survey conducted during 2022 on the status of road safety data and management in selected Arab countries, and the requirements for developing and implementing evidence-based policies to improve road safety in Arab countries, as well as the expected role of the Arab Integrated Road Safety Observatory, AIRSO. The representatives of ESCWA member States briefed about the situation of road safety in their respective countries and measures implemented in that area.

- A Consultation Meeting on Road Safety Data and Policies, gathering the nominated focal points from the three countries of Lebanon, Qatar, and Tunisia, was organized online on 8 December, 2022. The participants presented the existing processes for collecting, processing, and analyzing police records on road crash fatalities and injuries in the three pilot countries. Then the processes of collecting, processing, and analyzing police records on road crash fatalities and injuries were compared. Similarities as well as differences between these processes were identified. Finally, the suggested components of the proposed template for road crash recording were presented and discussed.

- The Islamic Development Bank, IsDB, manifested its interest in the project through its support to the implementation of a Regional Workshop on Road Safety Data and Policies in Some Arab Countries in Beirut, Lebanon, on 7-8 March 2023. The findings of the survey implemented by ESCWA in 2022 on the national road safety management and data systems in the Arab countries were presented in detail and discussed in depth with the participants. The participants validated the identified gaps in the existing processes of collecting, processing, and police records on road crash fatalities and injuries. Finally, a desktop prototype of the electronic template for the collection of road crashes data and information was presented and discussed with the participants, who elaborated suggestions for its improvement.

Primary contact person *Name, title, e-mail and telephone*	Dr. Yarob Badr, Regional Advisor on Transport and Logistics Shared Economic Prosperity Cluster, UNESCWA (Starting on 1 August 2023) **E-mail**: badr3@un.org **Tel:** +961 76370603
Submitted by	Name and title: Mohamed El Moctar Mohamed El Hacene Cluster leader, Shared Economic Prosperity Cluster, UNESCWA Click or tap to enter a date. 10 August 2023

Annexes

Annex 1: Revised Workplan

[Please provide a revised workplan including activities completed, ongoing and postponed. Please see the suggested template below and attached.]

<u>Planned</u> Indicator Targets	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
Outcome 1[1]: Harmonized form for digital recording of road crashes data through handheld devices **Indicator 1:** Number of countries that participated in the survey on the assessment of existing road safety information systems in the Arab region **Baseline: 14** **Planned Target: 20**	**Completed**	**NA**	*Please insert the title in this table and provide the documents in Section IV: Annexes*
Indicator 2: Number of discovered gaps and discrepancies **Baseline: 0** **Target:** all identifiable gaps	**Completed**	**NA**	
Indicator 3: Number of countries agreeing on the flexibility and practicality of the concept of the optimal template **Baseline: 0** **Target: 14**	**Completed**	**NA**	
Indicator 4: Alignment with the international best practices/ other initiatives (number of similarities) **Baseline: 0** **Target: 3**	**Completed**	**NA**	
Indicator 5: Number of positive	**Not Completed.**		

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[1] Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

feedbacks on the final version of the prototype of the Harmonized digital form **Baseline: 0** **Target: 14** **Indicator 6:** Number of countries that are going to endorse the final version of the prototype of the Harmonized digital form **Baseline: 0** **Target: 3**	**Not Completed.**		
Output 1.1: Identification of the current gaps and loopholes in the existing processes of collecting, processing and analyzing police records on road crash fatalities and injuries in all Arab countries **Indicator 1.1.1:** Number of countries that participated in the survey on the assessment of existing road safety information systems in the Arab region **Baseline: 14** **Planned Target: 20** **Indicator 1.1.2:** Number of discovered gaps and discrepancies **Baseline: 0** **Planned Target: all identifiable gaps**	**Completed** **Completed**	NA NA	*Source of Verification for Indicator 1.1.1: Number of countries that participated in the survey on the assessment of existing road safety information systems in the Arab region* *Source of Verification for Indicator 1.1.2: Number of discovered gaps and discrepancies (in Arabic)*

Output 1.2: Conception of the elements of the optimal template for road crash recording **Indicator 1.2.1:** Number of countries agreeing on the flexibility and practicality of the concept of the optimal template **Baseline:** 0 **Planned Target: 14** **Indicator 1.2.2:** Alignment with the international best practices/ other initiatives (number of similarities) **Baseline: 0** **Planned Target: 3**	**Completed** **Completed**	NA NA	*Source of Verification for Indicator 1.2.1:https://www.unescwa.org/events/road-safety-data-and-policies-lebanon-qatar-and-tunisia* *Source of verification for indicator 1.2.2: Alignment with the international best practices/ other initiatives (number of similarities)*
Output 1.3: Release and validation of the porotype of the Harmonized digital form for handheld devices (mobile application) **Indicator 1.3.1:** Number of positive feedbacks on the final version of the prototype of the Harmonized digital form. **Baseline: 0** **Target: 14** **Indicator 1.3.2:** Number of countries that are going to endorse the final version of the prototype of the Harmonized digital form. **Baseline: 0** **Target: 3**	Not **Completed**.		
Outcome 2: Capacity building on data recording, processing and analysing to formulate evidence-	Not **Completed**.		

based road safety policies, strategies and action plans **Indicator 1:** Number of countries agreeing on the quality of training materials **Baseline:** 0 **Target:** 10 **Indicator 2:** Number of trainees who passed the assessment test Baseline: 0 Target: 80% of the trainees **Indicator 3:** Number of participants agreeing on the quality of training materials **Baseline:** 0 **Target:** 80% of the trainees **Indicator 4:** Number of successful tests on real cases recording for consecutive three months **Baseline:** 0 **Target:** 20 **Indicator 5:** Number of countries that are going to adopt the final processes for recording and analysis **Baseline:** 0 **Target**: 3 countries			
Output 2.1: Guidelines for road crash data collection, processing, and analyzing **Indicator 2.1.1:** Number of countries agreeing on the quality of training materials **Baseline:** 0	Not **Completed**.		

Target: 10			
Output 2.2: Capacity building **Indicator 2.2.1**: Number of trainees who passed the assessment test **Baseline:** 0 **Target:** 80% of the trainees **Indicator 2.2.2:** Number of participants agreeing on the quality of training materials **Baseline:** 0 **Target:** 80% of the trainees **Indicator 2.2.3:** Number of successful tests on real cases recording for consecutive three months **Baseline:** 0 **Target:** 20	Not **Completed**.		
Output 2.3: Dissemination of knowledge to the region **Indicator 2.3.1:** Number of countries that are going to adopt the final processes for recording and analysis **Baseline:** 0 **Target:** 3 countries	Not **Completed**.		

Source of Verification for Indicator 1.1.1: Number of countries that participated in the survey on the assessment of existing road safety information systems in the Arab region

	Country	Survey on the Status of the National System of Road Safety Management in the Arab Countries	Survey on the Status of the National Traffic Safety Information System in the Arab Countries
1	Algeria	Survey Filled Out	Survey is Not Filled Out
2	Egypt	Survey Filled Out	Survey Filled Out
3	Iraq	Survey Filled Out	Survey Filled Out
4	Jordan	Survey Filled Out	Survey Filled Out
5	Lebanon	Survey Filled Out	Survey Filled Out
6	Morocco	Survey Filled Out	Survey Filled Out
7	State of Palestine	Survey Filled Out	Survey Filled Out
8	Qatar	Survey Filled Out	Survey Filled Out
9	Somalia	Survey Filled Out	Survey Filled Out
10	Syrian Arab Republic	Survey Filled Out	Survey Filled Out
11	Tunisia	Survey Filled Out	Survey Filled Out

Source of Verification for Indicator 1.1.2: Number of discovered gaps and discrepancies

The two documents below are reports of the surveys' results and the discovered gaps and discrepancies in the existing processes for recording, processing, and analyzing road crash data.

Survey 1 Results (in Arabic).pdf

Survey 2 Results (in Arabic).pdf

Source of verification for indicator 1.2.2: Alignment with the international best practices/ other initiatives (number of similarities)

The document below includes the best international practices for road crash recording as well as the proposed components of the template for road crash recording.

Proposed template for road crash recor

LOGICAL FRAMEWORK AND WORKPLAN[2]

A. LOGICAL FRAMEWORK

PROJECT OBJECTIVE: This project aims to strengthen the technical capacities of Arab countries to establish an effective and sustainable evidence-based policymaking for road safety through a). The establishment of common and standardized processes, methods and tools for efficient recording, processing and analysis of disaggregated data on road crashes fatalities and injuries in the Arab region. b). Provide adequate training, capacity building and technical assistance to ESCWA Member States through the exchange of experiences and lessons learned between three pilot countries representing the geographic diversity of the region (Tunisia in North Africa, Lebanon in the Mashreq and Qatar in the Gulf).

Expected outcome 1	Indicators	Means of verification
Harmonized form for digital recording of road crashes data through handheld devices	*-Indicator: Number of countries that participated in the survey on the assessment of existing road safety information systems in the Arab region* *Baseline: 14* *Target: 20*	*Data source: Survey responses* *And the method for measuring progress against the indicator: analysis of survey responses*
	-Number of discovered gaps and discrepancies *Baseline: 0* *Target: all identifiable gaps*	*Data source: Survey responses* *And the method for measuring progress against the indicator: analysis of survey responses*
	-Indicator: Number of countries agreeing on the flexibility and practicality of the concept of the optimal template *Baseline: 0* *Target:14*	*Data source: countries feedback* *Method for measuring progress against the indicator: official letters/ virtual meetings*
	-Alignment with the international best practices/ other initiatives (number of similarities) *Baseline:0* *Target:3*	*Data source: countries feedback* *Method for measuring progress against the indicator: official letters/ virtual meetings*
	- Indicator: Number of positive feedbacks on the final version of the prototype of the Harmonized digital form. *Baseline: 0* *Target:14*	*Data source: countries feedback* *Method for measuring progress against the indicator: official letters/ virtual meetings*
	- Indicator: Number of countries that are going to endorse the	*Data source: countries feedback*

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	final version of the prototype of the Harmonized digital form. *Baseline:0* *Target:3*	Method for measuring progress against the indicator: official letters/ virtual meetings

HOW DOES OUTCOME 1 CONTRIBUTE TOWARD ACHIEVING:

SDG 3.6: "By 2030, halve the number of global deaths and injuries from road traffic accidents"?
In the Arab region, the use of digital forms to collect traffic crash data is still limited to two countries, while the rest either still use paper form to collect road crashes data, or do not have a unified form at all, which affects data accuracy especially crash location. Therefore, outcome 1 will support Arab countries to accurately identify gaps in their road safety systems and prepare evidence-based interventions to achieve SGD 3.6.

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"?
Outcome 1 will enable Arab countries to correctly identify existing gaps in the road safety system, make effective improvements and properly monitor progress towards a safe transport system in accordance with SDG 11.2.

Performance targets (project outputs that show progress towards achieving outcome 1)	Expected Milestone for each reporting period (annual)
Output 1.1 *Identification of the current gaps and loopholes in the existing processes of collecting, processing and analysing police records on road crash fatalities and injuries in all Arab countries*	**December/2021**
Output 1.2 *Conception of the elements of the optimal template for road crash recording*	**February/2022**
Output 1.3 *Release and validation of the porotype of the Harmonized digital form for handheld devices (mobile application)*	**September /2023**

Output 1.1	Indicators	Means of verification
Identification of the current gaps and loopholes in the existing processes of collecting, processing and analysing police records on road crash fatalities and injuries in all Arab countries	*-Indicator: Number of countries that participated in the survey on the assessment of existing road safety information systems in the Arab region* *Baseline: 14* *Target: 20* *-Number of discovered gaps and discrepancies* *Baseline: 0* *Target: all identifiable gaps*	*Data source: Survey responses* *And the method for measuring progress against the indicator: analysis of survey responses* *Data source: countries feedback* *Method for measuring progress against the indicator: official letters/ virtual meetings*

Project activities:		Expected Milestone for each reporting period (annual)
1.1.1 *Update of the results of the survey conducted by ESCWA in 2018 on road safety information systems in the Arab region*		**November/2021**
1.1.2 *Drafting factsheets of the current related data processes in the region and a comprehensive report*		**December/2021**

Output 1.2	Indicators	Means of verification
Conception of the elements of the optimal template for road crash recording	*-Indicator: Number of countries agreeing on the flexibility and practicality of the concept of the optimal template* *Baseline: 0* *Target:14* *-Alignment with the international best practices/ other initiatives (number of similarities)* *Baseline:0* *Target:3*	*Data source: countries feedback* *Method for measuring progress against each indicator: official letters/ virtual meetings* *Data source: Best practices* *Method for measuring progress against the indicator: systematic benchmarking*

Project activities:		Expected Milestone for each reporting period (annual)
1.2.1 Review of the best practices regarding data recording at both regional and national levels		*November/2021*
1.2.2 Contextualization of the adopted best practices with the local specification cases		*December/ 2021*
1.2.3 *Conception of the elements of the optimal template*		*February/ 2022*

Output 1.3	Indicators	Means of verification
Release and validation of the porotype of the Harmonized digital form for handheld devices (mobile application)	*- Indicator: Number of positive feedbacks on the final version of the prototype of the Harmonized digital form.* *Baseline: 0* *Target:14* *- Indicator: Number of countries that are going to endorse the final version of the prototype of the Harmonized digital form.* *Baseline:0*	*Data source: countries feedback* *Method for measuring progress against the indicator: official letters/ virtual meetings* *Data source: countries feedback* *Method for measuring progress against the indicator: official*

	Target:3	letters/ virtual meetings

Project activities:	Expected Milestone for each reporting period (annual)
1.3.1 *Customization of the porotype of the harmonized digital form for handheld devices*	*August /2023*
1.3.2 *Test, evaluation and feedback, through a regional technical workshop regrouping representative from all Arab countries 3*	*September /2023*
1.3.3 *Improvement, validation and official endorsement of the final version through a legal instrument*	*September /2023*

Expected outcome 2	Indicators	Means of verification
Capacity building on data recording, processing and analysing to formulate evidence-based road safety policies, strategies and action plans	*Indicator: Number of countries agreeing on the quality of training materials* *Baseline: 0* *Target: 10*	*Data source: survey on the quality of training material* *Method for measuring progress against the indicator: analysis of the survey results*
	- Indicator: Number of trainees who passed the assessment test *Baseline: 0* *Target: 80% of the trainees*	*Data source: evaluation test for trainees* *Method for measuring progress against the indicator: analysis of the evaluation test results*
	Indicator: Number of participants agreeing on the quality of training materials *Baseline: 0* *Target: 80% of the trainees*	*Data source: survey on the quality of training provided* *Method for measuring progress against the indicator: analysis of the survey results*
	- Indicator: Number of successful tests on real cases recording for consecutive three months *Baseline:0* *Target:20*	*Data source: police feedback* *Method for measuring progress against the indicator: score based on the police feedback*
	Indicator: Number of countries that are going to adopt the final processes for recording and analysis *Baseline: 0* *Target:3 countries*	*Data source: countries feedback* *Method for measuring progress against the indicator: official letters/ virtual meetings*

HOW DOES OUTCOME 2 CONTRIBUTE TOWARD ACHIEVING:

SDG 3.6: "By 2030, halve the number of global deaths and injuries from road traffic accidents"?
The second outcome of the project aims to build the capacity of crash investigators on data recording, processing and analysing to formulate evidence-based road safety policies, strategies, and action plans. This will contribute to make effective assessments and consequently formulating effective interventions that should lead to the reduction of road crash fatalities and serious injuries on a sustainable manner towards the achievement of SDG 3.6 by 2030.

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"?
During the capacity building workshops, special attention will be given to road users in vulnerable situations (women, children, people with disabilities and the elderly). Real cases will be studied to demonstrate to the participants how to make an appropriate analysis for this category of users. As we will be providing Training of Trainers (TOT), this will help ensuring a sustainable safe transport system for this category in line with SDG 11.2.

Performance targets (project outputs that show progress towards achieving outcome 2)	Expected Milestone for each reporting period

	(annual)
Output 2.1³ *Guidelines for road crash data collection, processing and analyzing*	*October /2023*
Output 2.2 *Capacity building*	*December /2023*
Output 2.3 *Dissemination of knowledge to the region*	*January /2024*

Output 2.1	Indicators	Means of verification
Guidelines for road crash data collection, processing and analysing	*Indicator: Number of countries agreeing on the quality of training materials* *Baseline: 0* *Target: 10*	*Data source: survey on the quality of training material* *Method for measuring progress against the indicator: analysis of the survey results*

Project activities:	Expected Milestone for each reporting period (annual)
2.1.1 *Preparation of guidelines on how to use of digital form in the handheld devices*	*October/ 2023*
2.1.2 *Preparation of guidelines on how to retrieve and transfer of data from the handheld devices to a local database or a server database*	*October/ 2023*
2.1.3 *Preparation of guidelines on how to use of the desktop application for data analysis to formulate road safety policies, strategies and action plans*	*October /2023*

Output 2.2	Indicators	Means of verification
Capacity building	*- Indicator:* Number of trainees who passed the assessment test *Baseline: 0* *Target: 80% of the trainees* *Indicator: Number of participants agreeing on the quality of*	*Data source: evaluation test for trainees* *Method for measuring progress against the indicator: analysis of the evaluation test results* *Data source: survey on the quality of training provided*

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³ ***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.*
<u>*Outcome milestone*</u> *will often show progress on a particular outcome indicator target, but can also be a major significance benchmark, believed to lead to the outcome*

	training materials *Baseline: 0* *Target: 80% of the trainees* *- Indicator: Number of successful tests on real cases recording for consecutive three months* *Baseline:0* *Target:20*	*Method for measuring progress against the indicator: analysis of the survey results* *Data source: police feedback* *Method for measuring progress against the indicator: score based on the police feedback*

Project activities:	Expected Milestone for each reporting period (annual)
2.2.1 *Training of trainers from police on data recording, transfer and storage*	*October /2023*
2.2.2 *Test on real cases recording for consecutive three months and request modifications if any*	*November / 2023*
2.2.3 *Training of police on data processing (transformation from raw data to indicators, blackspots maps, data mining…)*	*December/ 2023*
2.2.4 *Training on using this processed data to correctly identify problems, risk factors and priority areas, and set goals and monitor performance*	*December /2023*

Output 2.3	Indicators	Means of verification
Dissemination of knowledge to the region	*Indicator: Number of countries that are going to adopt the final processes for recording and analysis* *Baseline: 0* *Target:3 countries*	*Data source: countries feedback* *Method for measuring progress against the indicator: official letters/ virtual meetings*

Project activities:	Expected Milestone for each reporting period (annual)
2.3.1 *Virtual workshop to share the acquired knowledge with the rest of the Arab countries and invite them of adopt the developed processes*	*January /2024*
2.3.2 *Holistic/ final Guidelines to be disseminated with rest of the Arab countries*	*January /2024*

	Project Activities	Lead responsibility	Y Timeframe (by quarter – every 3 months)									
			2021	2022				2023				2024
No.	Description		Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q 10
1	**Outcome 1: Harmonized form for digital recording of road crashes data through handheld devices**	UN-ESCWA										
1.1	**Output 1.1: Identification of the current gaps and loopholes in the existing processes of collecting, processing and analysing police records on road crash fatalities and injuries in all Arab countries**											
1.1.1	Update of the results of the survey conducted by ESCWA in 2018 on road safety information systems in the Arab region	UN-ESCWA										
1.1.2	Drafting factsheets of the current related data processes in the region and a comprehensive report	UN-ESCWA										
1.2	**Output 1.2: Conception of the elements of the optimal template for road crash recording**	UN-ESCWA										
1.2.1	Review of the best practices regarding data recording at both regional and national levels	UN-ESCWA										
1.2.2	Contextualization of the adopted best practices with the local specifications	UN-ESCWA										
1.2.3	Conception of the elements of the optimal template	UN-ESCWA										

1.3	**Output 1.3: Release and validation of the porotype of the Harmonized digital form for handheld devices (mobile application)**	UN-ESCWA											
1.3.1	Customization of the porotype of the harmonized digital form for handheld devices	UN-ESCWA									Pos tpo ned		
1.3.2	Test, evaluation and feedback, through a regional technical workshop regrouping representative from all Arab countries	UN-ESCWA									Pos tpo ned		
1.3.3	Improvement, validation and official endorsement of the final version through a legal instrument	UN-ESCWA									Pos tpo ned		
2	**Outcome 2: Capacity building on data recording, processing and analysing to formulate evidence-based road safety policies, strategies and action plans**													
2.1	**Output 2.1: Guidelines for road crash data collection, processing and analyzing**													
2.1.1	Preparation of guidelines on how to use of digital form in the handheld devices	UN-ESCWA										Post pon ed		
2.1.2	Preparation of guidelines on how to retrieve and transfer of data from the handheld devices to a local database or a server database	UN-ESCWA										Post pon ed		
2.1.3	Preparation of guidelines on how to use of the desktop application for data analysis to formulate road safety policies, strategies and action plans	UN-ESCWA										Post pon ed		
2.2	**Output 2.2: Capacity building**													

2.2.1	Training of trainers from police on data recording, transfer and storage	UN-ESCWA									Postponed	
2.2.2	Test on real cases recording for consecutive three months and request modifications if any	UN-ESCWA									Postponed	
2.2.3	Training of police on data processing (transformation from raw data to indicators, blackspots maps, data mining…)	UN-ESCWA									Postponed	
2.2.4	Training on using this processed data to correctly identify problems, risk factors and priority areas, and set goals and monitor performance	UN-ESCWA									Postponed	
2.3	**Output 2.3: Dissemination of knowledge to the region**											
2.3.1	Virtual workshop to share the acquired knowledge with the rest of the Arab countries and invite them of adopt the developed processes	UN-ESCWA										Postponed
2.3.2	Holistic/ final Guidelines to be disseminated with rest of the Arab countries	UN-ESCWA										Postponed