General Information

Fund	MPTF_00161: UN Road Safety Trust Fund
FMP Record	MPTF_00161_00120: Improving prevention by having a better road data systems and crash investigation in Brazil
MPTFO Project Id	
Start Date	
End Date	

Applicants	Status	Contact Type	Name	e-mail	Position	Telephone
	Active: 23-Nov-2023 4:22:00 AM	Project Manager	Jonathon Passmore	passmorej@who.int		

Signatories	Signature Process	Role	Name of Organization		Name	User Email
	Digital	Signatory	WHO		Mr Jonathon Passmore	passmorej@who.int

Contacts	Contact Type	Name	e-mail	Position	Additional e-mail	Telephone
	Project Manager	Elisa Prieto	prietoel@paho.org	Team Leader		
	Focal Point	Ricardo Perez Nunez	pereznric@paho.org	Regional Advisor		
	Project Manager	Victor Pavarino	pavarinor@paho.org			

Description	The project consists of supporting effective countermeasures to prevent road traffic injuries and deaths on Brazilian federal highways through the development of an interoperable system for collecting and analyzing road data to prevent road crashes, training professionals and have countermeasures effectively implemented by Brazilian road authorities in charge of infrastructure and enforcement.
	The project is coordinated by the Pan-American Health Organization – PAHO/WHO Brazil having the Federal Highway Police (PRF), the National Department of Transport Infrastructure (DNIT), The National Secretariat for Traffic Safety (SENATRAN) and the University of Brasília (UnB) as implementing partners having as its strategy: 1) reviewing and improving the conceptual bases and methodologies and establishing the bases and foundations for the development of an interoperable system; 2) Design and develop, test, validate and adjust the system based on a pilot and; 3) Train professionals to use the system and have countermeasures effectively implemented by Brazilian road authorities in charge of infrastructure and enforcement.

Universal Markers	Gender Equality Marker	Risk
	• GEM0 - The Key Activity is not expected to contribute to GEWE	• Low Risk

Optional Markers	WB Income Category	• Upper Middle Income

Fund Specific Markers	Core Strategic Priorities	Core Strategic Priorities
		• Road Safety Priority (2) Improved safety of road infrastructure and broader transport networks

Geographical Scope	Geographical Scope	Name of the Region	Region(s)	Country
	• Country	• South America	• Americas	• Brazil

Participating Organizations and their Implementing Partners	Participating Organizations	Government/ Multilateral/ NGO/ Other	New Entities	Implementing Partners
	• PAHO/WHO - PAHO/WHO (Pan American Health Organization)			1. Brazil's National Highway Police (PRF)/Ministry of Justice; 2. Brazil's National Department of Transport Infrastructure (DNIT)/Ministry of Transports; 3. Brazil's National Traffic Secretariat (SENATRAN)/ Ministry of Transports; 4. The University of Brasilia Graduate Program in Transport Studies – PPGT/UnB (Federal University).

Programme and Project Cost	Participating Organization	Amount (in USD)	Comments
	Budget Requested		
	PAHO/WHO	$300,000.00	
	Total Budget Requested	**$300,000.00**	
	Tranches		

Tranche 1 (%)		Tranche 2 (%)	
Total:	$229,802.65	Total:	$70,197.35

	Participating Organization	Amount (in USD)	Comments
	Other Sources (Parallel Funding)		
	Federal Highway Police (PRF) in kind contribution	$300,000.00	Hours of personnel dedicated to the project; travel and logistics costs of officers involved in training sessions
	National Department of Transport Infrastructure (DNIT) in kind contribution	$100,000.00	Hours of personnel dedicated to the project, specially professionals involved in systems development; travel and logistics costs of officers involved in training sessions.
	National Traffic Secretariat (SENATRAN) in kind contribution	$50,000.00	Hours of personnel dedicated to the project.
	The University of Brasilia (UnB) in kind contributions	$50,000.00	Hours of academic personnel dedicated to the project.
	PAHO/WHO	$300,000.00	Project manager; Unit Coordinator and adminstrative staff woking hours
	Total	**$1,100,000.00**	

Thematic Keywords	

Programme Duration	Anticipated Start Date	08-Jan-2024
	Duration (In months)	36
	Anticipated End Date	08-Jan-2027

Narratives

Title	Text
PROJECT SUMMARY 1500 words	The Brazilian Federal Highway Police (PRF) and the National Department of Transport Infrastructure (DNIT) are the federal bodies in charge of the road traffic enforcement, construction, maintenance, expansion, collecting statistical data and preparing studies of traffic crashes and their causes. While the PRF counts on over 12,000 agents acting on the country's vast 75 thousand kilometers of federal roadways, DNIT would benefit from key information on the road infrastructure and other road environment factors that could be opportunely provided by trained PRF agents on their road routine. Yet, on its turn, PRF lack adequate tools to collect, share and integrate data with DNIT to inform effective interventions. The Project aims at cooperation of DNIT and PRF in the improvement of data collection processes and data management systems with the objective of defining effective countermeasures in the country's road infrastructure. It is expected that this initiative should foment a necessary culture of cooperation of procedures among the bodies accountable for high impacts on road safety in Brazil, as well as the improvement of Brazil's technical knowledge on the infrastructure factor key role on road injuries prevention. It should also allow for better data management for the identification of countermeasures and, thus, impact current indicators of road traffic deaths and injuries. It is also expected that the solution developed will allow for replication on subnational levels of management. As the project is to be implemented by federal government bodies it meets the national frameworks for road safety, starting from Brazil's National Plan for the Reduction of Road Traffic Injuries and Deaths – PNATRANS, built upon the UN Plan for the Decade of Action for Road Safety 2021-2030, and run by one of the Project's implementing partners (SENATRAN). It directly addresses SDG 3.6 as well as UN General Assembly resolution A/RES/74/299, particularly on items related to road infrastructure (item 9); implementation or continuation of a road safety management system (item 11) and; Strengthening institutional capacity through adequate training and capacity-building.

GLOBAL PLAN FOR THE SECOND DECADE OF ACTION 2021-2030 300 words	The adoption of the systems approach premises, especially the reference to Vision Zero principles, was the primary inspiration of PRF's command to overcome the current plateau effect in road traffic deaths on federal roadways, to meet the 2nd Decade targets assumed by the Federal Government.
	The alignment with Global Plan is particularly identified on the Plan's session referring to Safe System approach, when the anticipation (pre-crash elements) and accommodation of human errors, as well as the design and maintenance of road infrastructure are highlighted. But it is in the premise of shared responsibility, demanding a methodical integration of PRF, DNIT and SENATRAN efforts, that the improvement of data system may address root causes of road crashes.
	The project also addresses the Plan's recommended actions to improve the safety of road infrastructure, particularly in the item referring to undertaking crash-risk mapping and proactive safety assessments and inspections on the target network with a focus on relevant road user needs as appropriate.
REPLICATION AND SCALE-UP 500 words	The integration and interoperability of data produced by PRF, especially for opportune and verifiable interventions by DNIT, as well as for SENATRAN's monitoring of the achievement of target set, is an historical demand of these governmental institutions, waiting for an opportunity such as this, provided by the project.
	While a myriad of road traffic data has been collected and compiled through different methodologies in Brazil, responding to equally different objectives and means, the claim for integration of existing information, allowing for qualified analysis is unprecedented. This should imply the commitment of three high level federal institutions, backed by a federal university expertise, employing their time, staff, and structures to pursuing the common goal and urge or qualified information and ensuing outcomes for road safety.
	As the achievement national targets involves the safety of roads under subnational jurisdictions, the replication of project's results, is thus, not an additional desirable outcome, but rather, an assumed necessary objective. Hence, while the scope of the project focusses on the federal roadways, a minimum of one state is to be elected as a pilot.
	Three States has been considered by the Project's team: Minas Gerais, given its vast road network and different road conditions, providing an opportune laboratory; Bahia, which also portrays the reality of many other Brazilian states. Besides, Bahia counts on the engagement of the state's transport Infrastructure department (SEINFRA) and the state highway police (PRE-BA), with a World Bank initiative of road safety of the state's rural roadways, well aligned with this project's premises, should allow for fruitful partnership.
	A third state level subnational unit - The Federal District (DF) is also to be considered another pilot state, given the facilities of proximities with all implementing partners, the well-structured road department, and the characteristics of DF's roads, crossing urban areas.
	It is also PRF's wish to see this initiative shared with other developing countries.
SYNERGIES 1500 words	In a broader perspective the project meets the requirements and needs of the National Plan for Reduction of Road Traffic Deaths and Injuries (PNATRANS), run by the National Traffic Secretariat. PNATRANS, on its turn, has its original 2018 content and scope revised in 2021, in a way as to align with the Global Plan for the 2nd Decade of Action for Road Safety (2022-2030), enforcing the project synergies with global and local benchmarks. It also meets DNIT's portfolio for roads safety (Programs and Actions); PRF' National Project for Road Safety a The National Land Transport Agency (ANTT) Safer Roads Program.
APPROACH AND EFFECTIVENESS 1000 words	As gaps and difficulties were identified in the process of recognition of relevant factors leading to road crashes, followed by systematic, effective communication for time-bound countermeasures, the project team understand that the joint effort from the institutions in charge of inspection of crashes and infrastructure interventions, defining methodologies and building capacity is the effective way to reach the project's objectives. The scope and timeframe were defined in a way as build the basis of the coordinated PRF and DNIT structure for effective addressing of road safety.
	While the problems and solutions defined to address them are set, the assistance herby required refers to the expertise and experience that this international cooperation can aggregate to implementation. The Project can also assist as being the opportune channel in the addressing of challenges related to interdepartmental cooperation and the development of national road safety plans, claimed in the UN General Assembly resolution A/RES/74/299.
EXPECTED IMPACT 750 words	In the short term the project will allow for the building capacity among road safety personnel on Brazil highest national infrastructure and enforcement authorities on federal roads, and for the shared use of road traffic crashes related data, informing valuable of road safety countermeasures, especially on the infrastructure. These measures will be validated by means of road safety indicators defined. In the medium and long term, the project will allow for the enhancement of the countermeasures identification system since the database will be improved. It is noteworthy that, beyond the tangible results within the project confines, an important impact of this project is the opportune integration of procedures and interchanges of DNIT and PRF, providing a concrete example of joint procedures for the other areas of traffic management in the country, at national and subnational levels, and thus strengthening the desired road safety culture

LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S) 750 words	On April 7, 2004, in line with the unprecedented attention of the UN dedicated to the subject, the WHO launched the reference document "World report on road traffic injury prevention", considered the most detailed study, until then, on morbidity and mortality in traffic as a global health problem. This was followed by a series of Resolutions by the UN, the World Health Assembly/WHO and the Board of Directors of the Pan American Health Organization addressing the issue. The first of these Resolutions designated WHO as the coordinator of global road safety efforts in the UN system, in collaboration with the UN Regional Agencies. The Resolutions, in turn, supported technical cooperation on road safety, action plans and joint initiatives between governments, agencies and international organizations. Since WHO became more involved with road safety in the 2000s, the Pan American Health Organization (PAHO), which also serves as the WHO Regional Office for the Americas, has been working together to reinforce activities related to the theme in the region. In addition to direct work with Member State governments, PAHO works with partners at the regional and local levels, such ECLAC; IADB; CAF; WHO collaborating centres and civil society organizations. The Region has promoted and hosted strategic events, workshops, global, regional, and subregional seminars, as well as high-level meetings and conferences.
MONTHLY MONITORING 500 words Please see the offline "UNRSF Projects Monthly Reporting Template" which is required to be submitted to the Secretariat. Please provide a short text of any additional information/type of information you plan to communicate to the secretariat on a monthly basis.	
EVALUATION 1500 words	Each proposed activity module must be evaluated in terms of percentage of development and expected results, in at least 2 moments: after 50% and 100% of the execution period of that module has elapsed. Thus, the proposed project will have at least 10 evaluation activities. The forms of evaluation range from document analysis, through forms applied to the groups affected by the training and/or their managers and with technical studies to evaluate the effectiveness of countermeasures.
COMMUNICATIONS PLAN 3000 words	It is of interest of PAHO/WHO and implementing partners to disseminate their involvement with this UNRSF project and have their efforts and advancements of their activities and outcomes portrayed regularly. 1. Although the public will be informed of the project's progress it is understood that road safety stakeholders' communities are the preferable target audience to be achieved. These include road traffic managers and decision makers in the federal, state, and municipal levels; technical officers, and other agents, especially the ones involved in traffic management, crash analysis, road infrastructure and enforcement areas. 2. The main content areas to be flagged encompasses activities in the project's key stages. This comprises the announcement of the approval of the project, informing its nature, funders, implementers, and other supporters involved and the project's main features: the previous state of the art, with facts and figures; the problems and solutions identified; the rationale to the project's development; objectives, means and expected results; the strategies for the project's sustainability and its replication potentials, the changes and improvements it should allow and its legacy. This strategy should resort to existing data, figures, schemes and visual resources to facilitate comprehension, as well as interviews with main stakeholders, declarations from higher managers, directors and stories told by professionals directly involved in the road environment routine. 3. Project milestones to be portrayed will include the formalization of commitments between implementing partners; the launch of the project, in 2024; key workshops; strategic meetings; seminar; field visits; testing of tools developed and other relevant events. Major outputs, analysis, findings throughout the development of the projects; regular reports, and materials produced will also be highlighted through communication channels. The registration of the milestones will resort to video and photographic records to be reached online. 4. Thus, the communication areas (offices; departments; coordination etc.) of all the institutions directly involved will be official channels to disseminate the project's launching, monthly progress and achievements. Apart from cases when printed material is proved to be necessary or opportune (e.g.: protocolar handling of key reports and other publication to authorities, the communication should be made through electronic means: official websites and dedicates webpages, social media channels. Appropriate opportunities for disseminating the project's progress and achievements in press conferences, seminars, congresses, and regular road safety related events will be considered by the project's team. 5. The PRF Communications office will be in charge of centralizing the communication of the project's activities, progress, outcomes and outputs.
BENEFICIARY GOVERNMENT(S) ENDORSEMENT 1000 words	The Federal Highway Police and the National Department of Transport Infrastructure, by formal definition, the most direct beneficiaries of the outcomes of this project, as well as the National Traffic Secretariat, which will be able to see, in practice, the execution of activities planned in the pillars of the Brazilian Plan for the 2nd Decade of Action for Road Safety (2021-2023), in targets established in the National Plan for the Reduction of Traffic Deaths and Injuries – PNATRANS. Nevertheless, the developers identify the indirect benefit to the managing body of state and municipal roads in the 27 Units of the Brazilian federation, where it is understood that the initiative will be replicated.

STRENGTHENING NATIONAL CAPACITIES 1500 words	The Federal Highway Police and the National Department of Transport Infrastructure, by formal definition, the most direct beneficiaries of the outcomes of this project, as well as the National Traffic Secretariat, which will be able to see, in practice, the execution of activities planned in the pillars of the Brazilian Plan for the 2nd Decade of Action for Road Safety (2021-2023), in targets established in the National Plan for the Reduction of Traffic Deaths and Injuries – PNATRANS. Nevertheless, the developers identify the indirect benefit to the managing body of state and municipal roads in the 27 Units of the Brazilian federation, where it is understood that the initiative will be replicated.
	Strengthening national capacities in the context of the countries' singularities is a major concern of PAHO/WHO collaboration with member states, and has, thus motivated the organization's decision to lead this project. The determination of implementing partners to understand their challenges and engage themselves in the building of solutions, within the specificities of the realities they live on their routine, shows how the commitment for a national ownership is relevant.
	Capacity building was therefore a core element of the project submitted. It can be verified from the first activities planned. This will count on the University of Brasilia Transport Graduation Programme proficiency, along with Irap partners existing knowledge and experience.
	Considering the main implementation partners engagement, we have the following:
	- Right after knowledge of the project's selection by UNRSF Steering Committee, PRF created an Office for Projects Management, within the Road Safety Coordination, to be run by the PRF professional involved in the making of this project. This PRF agent, supported by other professionals in this office should be PRF direct the focus point for the project implementation. - DNIT has designated Infrastructure analysts, that were already involved in the revision of this project, to be the the focus point for the project implementation all the way. - SENATRAN demonstrated its upmost interest in the project development, as it goes in favor or the achievement of targets set in the national plan that the Secretariat runs and given its role as the highest structuring agent of the national traffic system, it could act as official entity responsible for its dissemination, in Brazil and in other countries of the region, of the initiative outcomes. Senatran has, too, designated a focal point to follow the project development, right from the start. - Furthermore, the National Land Transport Agency (ANTT) is, in Brazil, the entity in charge of the regulating concession roads in the federal sphere. It should then be invited to appoint their road safety related areas to be involved in the project phases that they understand the opportunity of their participation.
LEVERAGING 750 words	The development of the activities hereby presented encompasses PRF's long time claims for the improvement of information systems to allow for road crash prevention, waiting for ideal opportunity to have initiatives effectively set in their executive agenda. While this project binds the federal government higher grounds to a commitment to a UN initiative, it is understood by technical officers of implementing partners, that this initiative should provide them with a strong case to demand and obtain further investment directed to their areas.

IMPLEMENTATION ARRANGEMENTS 750 words	**The Federal Highway Police (PRF)** • The PRF is responsible for the enforcement and policing of 75,000 km of federal highways, having also, among its duties, collecting statistical data and preparing studies on road crashes and their causes, adopting or indicating preventive operational measures. PRF is the leading implementing partner, having as the focal point Inspector Marcio Camargos Jr, [marcio.camargos@prf.gov.br] assisted by Inspector Adriana Mancillha Pivato [adriana.pivato@prf.gov.br]. A selective process is being carried out within the PRF Projects Coodination to recruit 5 PRF agents, dedicated to the UNRSF project. The PRF team will be in charge of the arrangements within the Federal Highway Police state departments in the country, calling upon and convening PRF staff for project stages involving the development of methodology, training, data collections, and development of joint solutions. **The National Department of Transport Infrastructure (DNIT),** • The National Department of Transport Infrastructure (DNIT), acting under the Brazilian Ministry of Transport, has the mandate of planning, building, maintaining, and operating the federal transport infrastructure in the country, including the federal highways. This comprises carrying out interventions on critical road stretches, installing and maintaining signage, as well as implementing measures to ensure safety in road sections with high crash rates. DNIT´s role in the project involves close cooperation with PRF implementing partners, the provision of the system environment aggregating information that will support decision-making for the adoption of countermeasures, and eventually, proceed the infrastructure interventions pointed out by the project findings. At DNIT, Infrastructure Analyst Eng. Julio Pellizzon [julio.pellizzon@dnit.gov.br] is the focal point, seconded by Transport Infrastructure Support Technician Pedro Landim, [pedro.landim@dnit.gov.br] and a supporting teams of five engineers. **The National Traffic Secretariat (SENATRAN)** • SENATRAN is the road safety leading agency in Brazil, with the mandate for coordinating with the bodies of the national traffic, transport and public safety systems, aiming at road safety. SENATRAN's integrating role facilitates initiatives such as this UNRSF project to be developed by different actors and have its results adhere to National Plan for the Reductions of Road Injuries and Deaths (PNATRANS) and other road safety policies. SENATRAN contributes to implementation of the project, aiming to ensure compliance with procedures and methodology, with a view to standardizing and improving actions inherent to traffic safety and education. Ms. Sirlei Kuiava [sirlei.kuiava@transportes.gov.br] acts a the focal point for the National Traffic Secretariat, providing the formal connections and compliance of the Project's activities, outputs and outcomes with the national road safety benchmarks. **The University of Brasilia's Graduate Program in Transportation - PPGT/UnB** • The University of Brasilia's Graduate Program in Transportation, under to Department of Civil and Environmental Engineering responds for the Project's scientific background, guidance on methodology, indicators, monitoring and evaluation, having Professor Michelle Andrade [michelleandrade@unb.br] as the focal point, seconded by graduation researcher Cristina Maria Soja [cmsoja@gmail.com].
GENDER EQUALITY 300 words	The project can and will analyse sex-disaggregated data and qualitative information to understand gender roles. Furthermore, it is noteworthy that the team is taking into account WHO recommendations in PAHO/WHO BRA National Road safety Stakeholders Meeting: It is not enough to have transport and road safety managers aware of women roles and needs in mobility related matters - it is *imperative* that women are placed in managerial and decisional instances as they can add perspectives not usually considered by men. On this regard, the Project implementation team responds to due gender balance, particularly in areas such as engineering and road traffic enforcement that, in Brazil, are traditionally associated with the men related roles.
AGE 300 words	Brazil presents the pattern of young adults (20-39 years old) of the male gender, representing the majority (about 70%) of deaths in traffic accidents, being this, therefore, the group most directly affected. As this is a working-age segment, many of these breadwinners, the indirect impact between.
EXCLUDED GROUPS 300 words	Following the pattern of developing countries, in Brazil the poorest socioeconomic segments bear a disproportionate burden of road traffic injuries and deaths. The socially vulnerable in this sense is to benefit from the outcomes, especially populations that live along rural roads and are subject to the lethality of massive collisions, given the high speeds practiced on highways.
ENVIRONMENT 300 words	The safer road network the project aims contributes to the reduction of environmental impacts such as the spillage of dangerous goods and fuel from the vehicles themselves, when involved in accidents. On roads under the jurisdiction of the PRF and DNIT, such accidents cause fires in rural areas, harming fauna, and flora. Safer roads also reduce the risk of traffic jams resulting from car crashes, which increase emission levels.
STATEMENT OF COMPLIANCE 100 words	.

SDG Targets

Target	Description
Main Goals	

Target	Description
Goal 3. Ensure healthy lives and promote well-being for all at all ages	
TARGET_3.6	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents
Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable	
TARGET_11.2	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

SDG Indicators

Indicator Code	Description
C110201	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
C030601	3.6.1 Death rate due to road traffic injuries

Contribution to SDGs

Participating Organization	% TARGET_11.2	% TARGET_3.6	% Total
PAHO/WHO	20	80	100
Total contribution by target	**20**	**80**	
Project contribution to SDG by target	**20**	**80**	**100**

List of documents

Document	Document Type	Document Source	Document Abstract	Document Date	Classification	Featured	Status	Modified By	Modified On
STATEMENT OF COMPLIANCE signed.pdf	Other Docs	Project	Signed Statement of Compliance	29-Jan-2024	Internal	No	Finalized - Signature Redacted	pavarinor@paho.org	29-Jan-2024 10:38:47 AM
Workplan_UNRSF_PAHO-WHO BRA08DEC23Review.xlsx	Pro Doc	Project	Workpaln revised 8DEC23	08-Dec-2023	Internal	No	Finalized	pavarinor@paho.org	08-Dec-2023 3:11:46 PM
Result Chain UNRSF_PAHO-WHO BRA_19SEP23Review.xlsx	Pro Doc	Project	Project Result Chain	08-Dec-2023	Internal	Yes	Finalized	pavarinor@paho.org	08-Dec-2023 11:03:19 AM
2023 Offline Prj Doc PAHO-WHO BRA Filled out Adjusted 08DEC2023.docx	Pro Doc	Project	Revised Offline Project Document uploaded	08-Dec-2023	Internal	Yes	Finalized	pavarinor@paho.org	08-Dec-2023 10:58:11 AM

Project Results

Outcome	Output	Description
FUND OUTCOME 2: Improved safety of road infrastructure.		FUND OUTCOME 2: Improved safety of road infrastructure.
	Project Output 1: Conceptual model of the road data collection and analysis system for accident prevention prepared by a multidisciplinary group (PRF, DNIT, SENATRAN, UnB, ANTT) developed.	Project Output 1: Conceptual model of the road data collection and analysis system for accident prevention prepared by a multidisciplinary group (PRF, DNIT, SENATRAN, UnB, ANTT) developed.

Outcome	Output	Description

Activities

Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
Activity 1.1	Identify and analyze methods, resources and practices related to the collection and analysis of road data for accident prevention.	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 1.2	Form a multidisciplinary team to improve methodologies to support the road data collection and analysis system to prevent accidents.	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB

	Project Output 2: System for collecting and analyzing road data for accident prevention developed.	Project Output 2: System for collecting and analyzing road data for accident prevention developed.

Activities

Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
Activity 2.1	Develop modules for the road data collection and analysis system to prevent accidents.	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 2.2	Validate the conceptual model	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 2.3	Develop a road data collection and analysis system to prevent accidents.	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 2.4	Train teams to implement the pilot.	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 2.5	Carry out data collection and analysis in the critical sections defined for the pilot.	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 2.6	Evaluate and Adjust pilot	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB

	Project Output 3: Training to use the system expanded to a broad group of professionals and countermeasures implemented across the country.	Project Output 3: Training to use the system expanded to a broad group of professionals and countermeasures implemented across the country.

Activities

Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
Activity 3.1	Train broader teams to use the system	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 3.2	Expand data collection, analysis and definition of countermeasures	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB
Activity 3.3	Implement and evaluate countermeasures	PAHO/WHO - PAHO/WHO (Pan American Health Organization)		PRF DNIT SENATRAN UnB

Outcome	Output	Description
Project Outcome 1: Effective countermeasures to prevent road traffic injuries and deaths implemented by Brazilian federal highway authorities (DNIT, PRF, ANTT) based on an interoperable system for collecting and analyzing road data to prevent accidents.		Project Outcome 1: Effective countermeasures to prevent road traffic injuries and deaths implemented by Brazilian federal highway authorities (DNIT, PRF, ANTT) based on an interoperable system for collecting and analyzing road data to prevent accidents.
	No outputs available.	

Signature Indicators

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND INDICATOR 2.1: Number of countries and municipalities that have taken road safety action to improve the safety of their road infrastructure.				Capacity	Yearly	Country	Number		2022		2025	**Outcome:** FUND OUTCOME 2: Improved safety of road infrastructure.

Imported Fund Outcome / Output Indicators

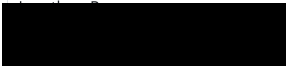| Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND INDICATOR 2.1.4: Number of countries and municipalities supported in adopting the use of supportive technology related actions and equipment to ensure safe road design, construction or performance.				Capacity	Yearly	Country	Number	Number of countries and municipalities supported on technology-related action in December 2022.	2022	Number of countries and municipalities supported on technology-related action in December 2030.	2030	**Outcome:** FUND OUTCOME 2: Improved safety of road infrastructure.

Project Indicators

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
Project Output 1 Indicator		Number of conceptual models for a road data collection and analysis system for accident prevention.	▪ Documents with synthesis and analysis of current technical scientific literature. ▪ Official documents designating the participants of the multidisciplinary group. ▪ Final document produced by the multidisciplinary group to support the construction of the conceptual model of the system. ▪ Periodic progress reports; attendance list; records and minutes of technical meeting sessions (workshops, seminars, consensus meetings).	Capacity		Country	Text	No conceptual model for a road data collection and analysis system for accident prevention prepared by a multidisciplinary group developed in August 2023.	2023	Development of a system for collecting and analyzing road data to prevent accidents prepared by a multidisciplinary group (PRF, DNIT, SENATRAN, UnB, ANTT).	2026	**Outcome**: FUND OUTCOME 2: Improved safety of road infrastructure.
	No components available.											
Project Output 2 Indicator		Number of road data collection and analysis systems for accident prevention.	▪ Reports, technical documents, records of technical sections.	Capacity		Country	Text	No road data collection and analysis system for accident prevention developed in August 2023.	2023	1 road data collection and analysis system for accident prevention with 6 modules developed.	2026	**Outcome**: FUND OUTCOME 2: Improved safety of road infrastructure.
	No components available.											

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
Project Output 3 Indicator		- Number of professionals from the PRF, DNIT and States trained to use the system. - Number of hotspots with road safety countermeasures implemented.	▪ Reports, technical documents, records of training sections, attendance lists, tests, exercises, trainees' assignments, certificates.	Capacity		Country	Text	No team of professionals from the PRF, DNIT and the States are trained to use the system in August 2023. ? No road safety counter measures implemented from the system developed in August 2023.	2023	300 professionals from PRF, DNIT and States trained to use the system. ? Road safety countermeasures implemented at 50 critical points.	2026	**Outcome:** FUND OUTCOME 2: Improved safety of road infrastructure.
	No components available.											
Project Outcome Indicator		Percentage of countermeasures to prevent road traffic injuries and deaths implemented by Brazilian federal highway authorities based on an interoperable system for collecting and analyzing road data to prevent accidents.	Government reports, technical documents pre and post surveys.	Other	At closure	Country	Percentage	No counter measures to prevent road traffic injuries and deaths implemented by Brazilian federal highway authorities based on an interoperable system for collecting and analyzing road data for accident prevention in August 2023.	2023	50% of road traffic injury and death prevention countermeasures defined by the interoperable road data collection and analysis system for accident prevention developed implemented.	2026	
	No components available.											

Risks

Event	Category	Level	Likelihood	Impact	Mitigating Measures	Risk Owner
Exceptional changes in the institutional environment demanding revision of priorities and/or on the dedication of implementing partners.	• Political	Low	Unlikely	Minor	Risk management and contingency plan; Negotiation, networking.	Victor Pavarino

Budget by UNSDG Categories: Over all

Budget Lines	Description	PAHO/WHO (7%) *	Total
1. Staff and other personnel	Researchers, Academic staff, PAHO/WHO Staff	$181,000.00	$181,000.00
2. Supplies, Commodities, Materials	Stationary, and other office suppliers.	$7,000.00	$7,000.00
3. Equipment, Vehicles, and Furniture, incl. Depreciation	RPA drone; High performance computers; Software PIX4D Mapper; Software Agisoft Meta shape; iPhone 14 Pro; Measuring Wheel; Flexible measuring tape.	$80,000.00	$80,000.00
4. Contractual services	Catering; Workshop Support; Design and Graphic Services.	$6,000.00	$6,000.00
5. Travel	Air TKTs and Per diem for consultants and Lecturers	$6,373.83	$6,373.83
6. Transfers and Grants to Counterparts			$0.00
7. General Operating and other Direct Costs			$0.00
Project Costs Sub Total		**$280,373.83**	**$280,373.83**
8. Indirect Support Costs		$19,626.17	$19,626.17
Total		**$300,000.00**	**$300,000.00**

Performance-based Tranches Breakdown

Tranche			Total
Tranche 1	PAHO/WHO	$229,802.65	$229,802.65
Tranche 2	PAHO/WHO	$70,197.35	$70,197.35
			$300,000.00

Results based budget

Outcome *	Output *	Agency *	Budget (USD) *	% allocated to GEWE (if any)	
FUND OUTCOME 2: Improved safety of road infrastructure.		**Sub Total**	**$300,000.00**		**$0.00**
	Project Output 1: Conceptual model of the road data collection and analysis system for accident prevention prepared by a multidisciplinary group (PRF, DNIT, SENATRAN, UnB, ANTT) developed.	PAHO/WHO (7%)	$229,802.65	0%	$0.00
	Project Output 2: System for collecting and analyzing road data for accident prevention developed.	PAHO/WHO (7%)	$35,845.00	0%	$0.00
	Project Output 3: Training to use the system expanded to a broad group of professionals and countermeasures implemented across the country.	PAHO/WHO (7%)	$34,352.35	0%	$0.00
Total			**$300,000.00**		

Budget per Gender (GEWE)

	PAHO/WHO	Total $
$ Towards GEWE	**$0.00**	**$0.00**
% Towards GEWE		**0.00%**

Programme Outcome Costs

Outcome	Output	Activity	Implementing Agent	Time Frame												
				2024				2025				2026				2027
				1	2	3	4	1	2	3	4	1	2	3	4	1
FUND OUTCOME 2: Improved safety of road infrastructure.																

Outcome	Output	Activity	Implementing Agent	Time Frame												
				2024				2025				2026				2027
				1	2	3	4	1	2	3	4	1	2	3	4	1
	Project Output 1: Conceptual model of the road data collection and analysis system for accident prevention prepared by a multidisciplinary group (PRF, DNIT, SENATRAN, UnB, ANTT) developed.															
		Activity 1.1														
			PAHO/WHO	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		Activity 1.2														
			PAHO/WHO	☐	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐
	Project Output 2: System for collecting and analyzing road data for accident prevention developed.															
		Activity 2.1														
			PAHO/WHO	☐	☐	☐	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐
		Activity 2.2														
			PAHO/WHO	☐	☐	☐	☐	☑	☑	☐	☐	☐	☐	☐	☐	☐
		Activity 2.3														
			PAHO/WHO	☐	☐	☐	☐	☐	☑	☑	☑	☐	☐	☐	☐	☐
		Activity 2.4														
			PAHO/WHO	☐	☐	☐	☐	☐	☐	☐	☑	☐	☐	☐	☐	☐
		Activity 2.5														
			PAHO/WHO	☐	☐	☐	☐	☐	☐	☐	☑	☐	☐	☐	☐	☐
		Activity 2.6														
			PAHO/WHO	☐	☐	☐	☐	☐	☐	☐	☑	☐	☐	☐	☐	☐
	Project Output 3: Training to use the system expanded to a broad group of professionals and countermeasures implemented across the country.															
		Activity 3.1														
			PAHO/WHO	☐	☐	☐	☐	☐	☐	☑	☑	☐	☐	☐	☐	☐
		Activity 3.2														
			PAHO/WHO	☐	☐	☐	☐	☐	☐	☐	☑	☑	☐	☐	☐	☐
		Activity 3.3														
			PAHO/WHO	☐	☐	☐	☐	☐	☐	☐	☐	☐	☑	☑	☑	☑

Signatures

WHO (Digital)	SIGNATURE:
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Regional Advisor EURO	
passmorej@who.int	
	DATE: 21-02-2024