

General Information

Fund	MPTF_00161: UN Road Safety Trust Fund					
FMP Record	MPTF_00161_00113: Safer and Cleaner Used Vehicles for Latin America and the Caribbean					
MPTFO Project Id						
Start Date						
End Date						
Applicants	Status	Contact Type	Name	e-mail	Position	Telephone
	Active: 30-Oct-2023 3:37:00 AM	Project Manager	Rob de Jong	rob.jong@un.org		
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	Focal Point	Miryam Saade Hazin	miryam.saade@un.org	Economic Affairs Officer		
Description	<p>Many Latin America and Caribbean countries lack regulations for the import of safer and cleaner used vehicles. Thus, a large share are sub-standard and important contributors to high levels of road accidents and fatalities, air pollution and climate emissions. Ensuring safer and cleaner used vehicles is the responsibility of both importing and exporting countries. Without basic standards, the risk of traffic injuries to both vehicle occupants and vulnerable road users is increased. The project objective is to put in place and enforce regulations, standards, and processes to ensure that importing countries only receive quality used vehicles, resulting in major road safety and environment benefits.</p>					
Universal Markers	Gender Equality Marker	Risk				
	<ul style="list-style-type: none"> GEM1 - The Key Activity contributes to GEWE in a limited way 	<ul style="list-style-type: none"> Low Risk 				
Optional Markers	WB Income Category	<ul style="list-style-type: none"> Lower Middle Income 				
Fund Specific Markers	Core Strategic Priorities	Core Strategic Priorities				
		<ul style="list-style-type: none"> Road Safety Priority (3) Enhanced safety of vehicles 				
Geographical Scope	Geographical Scope	Name of the Region			Region(s)	Country
	<ul style="list-style-type: none"> Regional 	<ul style="list-style-type: none"> Latin America and the Caribbean 			<ul style="list-style-type: none"> Americas 	

Participating Organizations and their Implementing Partners	Participating Organizations	Government/ Multilateral/ NGO/ Other	New Entities	Implementing Partners
Programme and Project Cost	Participating Organization	Amount (in USD)	Comments	
	Budget Requested			
	ECE	\$102,720.00		
	ECLAC	\$102,720.00		
	UNEP	\$294,560.00		
	Total Budget Requested	\$500,000.00		
	Tranches			
	Tranche 1			
	ECE (100%)		\$102,720.00	
	ECLAC (100%)		\$102,720.00	
	UNEP (100%)		\$294,560.00	
	Total:		\$500,000.00	
	Other Sources (Parallel Funding)			
	UNEP		\$85,000.00	
Total		\$585,000.00		
Thematic Keywords				
Programme Duration	Anticipated Start Date	02-Sep-2024		
	Duration (In months)	24		
	Anticipated End Date	02-Sep-2026		

Narratives

Title	Text
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Background and problem: A large share of used vehicles exported to the global south is sub-standard and contributes to a high level of road accidents and fatalities, climate emissions and air pollution. 93% of the world's fatalities on the roads occur in low- and middle-income countries (WHO, 2022). These countries have approximately 60% of the world's vehicles, yet they have weak vehicle regulations and enforcement mechanisms. Safe and clean used vehicles play a critical role in averting crashes, reducing the chance of severe injury and deaths, and reducing emissions. Road safety and climate change are both considered essential challenges for sustainable mobility, and this project provides the opportunity to address both simultaneously.

The UNEP 2021 report, A Global Overview of Used Light-Duty Vehicles (LDVs): Flows, Scale and Regulations, informs that the global fleet will double by 2050, with 90 percent of this growth expected to take place in low- and middle-income countries. The four main exporters of used vehicles are Europe, Japan, the United States of America (USA) and the Republic of Korea (ROK). Together they exported around 23 million used LDVs globally between 2015 and 2020.

The Latin America and Caribbean (LAC) region accounts for 13% of the global population and has 25% of the global number of registered vehicles. Between 2015-2020 over 2 million used vehicles, almost 10% of the global used vehicle exports, were imported into LAC (UNEP, 2021). Most of the LAC imports during this period were from the USA (891,964) and Japan (840,008). Globally, of the 146 developing and transitional countries studied, 66 countries (45 percent) had weak or very weak import policies and 19 of these countries are in LAC.

The region has an increasing rate of road death and injuries per inhabitants over the last years; in 2018 there was 11% of the global road deaths, roughly 155,000 deaths (WHO, 2018). In parallel, vehicle emissions, a prime source of the small particulates and nitrogen oxides that cause urban air pollution and greenhouse gas emissions (GHG), can also be addressed in parallel. Globally, vehicles are responsible for 25 per cent of energy related GHGs (greenhouse gas). Often with faulty or missing components, the vehicles emit toxic fumes – increasing air pollution, hindering efforts to fight climate change, and contributing to the 1.25 million people each year who die from road fatalities. The region has high pollutant emissions per vehicle due to lack of adoption and enforcement of vehicle emissions standards. A used Euro III vehicle imported to the region produces in general 16% more NOx (nitrogen oxides) and 10% more PM2.5 than a Euro VI vehicle. The transport pollutant emissions also give rise to further economic pressure, due to the impacts on human health caused by the aspiration of fine particles (PM2.5/PM10, other air pollutants).

To address these challenges, UNEP, ECLAC and UNECE propose to support ongoing efforts of LAC countries to develop and implement stronger road safety and environment regulations and processes, and to put in place minimum requirements, data sharing improvement, and enforcement and inspection measures. The project will address the current barriers on vehicle emissions and used vehicle regulations and develop regulatory frameworks, pilot projects, business models and financing schemes to promote new and used electric vehicles. The project countries include one sub-region, the Central American Integration System (SICA) and 2 countries at national level – Paraguay in South America, and Antigua & Barbuda in the Caribbean. In parallel, the project will work with the 4 main exporters, ROK, EU, USA, and Japan.

In Central America, all 8 member states of SICA, (Belize, El Salvador, Costa Rica, Dominican Republic, Guatemala, Honduras, Nicaragua, and Panama) allow the imports of used vehicles. Between 2015 to 2020, the SICA countries received 600,000 vehicles, from the USA and ROK (UNEP, 2021). As all importing SICA countries are Left-Hand Drive (LHD), most vehicles entering their markets from the USA and ROK are also LHD, thus reducing the need for conversion of the steering wheel. However, the Dominican Republic imported at least 10% of their used vehicles from Japan between 2015-2022. This is a high road safety risk which will be addressed in the project (UNEP data 2023). Regulations on vehicle road safety and emissions vary widely between countries. For instance, only Costa Rica has a vehicle emission standard, only for LDVs and not for HDVs. The vehicle age restrictions for used vehicles also varies from 5 to 15 years among the member states. (Dominican Republic – 5yrs, El Salvador – 8yrs, Honduras – 10yrs and Guatemala – 15yrs).

In South America, Paraguay is the only country that allows imports of used vehicles over 10yrs old and motorcycles up to 7yrs old. However, these maximum age limits are not enforced, and there are no vehicle emission standards. More than 70% of all imported vehicles are used and the majority are from Japan, with a market share of around 68%. This is a major road safety concern, as Paraguay is a LHD country, while Japan is RHD. Therefore, 60% of the used vehicles imported into the country have the steering wheel converted to LHD.

In the Caribbean, countries imported around 680,000 used vehicles between 2015 to 2020, the majority from Japan and USA. Most countries have a 10-year average age for imported used vehicles and few countries have vehicle emission standards. Antigua & Barbuda has no emission standards and technical restrictions on vehicles and the average age of imports is between 10 to 15-years-old, adding to a fleet that increases its emissions and road accidents yearly. This will build on a UNEP project to support the Shift to Electric Mobility.

Solution and approach: The main objective of the project is to support exporting and importing countries put in place and enforce regulations, standards, and processes to ensure that the project countries in Latin America and the Caribbean receive safer and cleaner used vehicles, compared to business as usual.

Specific objectives are:

- To collect and analyze data that allows countries to make informed decisions
- To inspire and build capacity of countries to improve implementation and enforcement of vehicle regulations, in alignment with the Safer Vehicles pillar, complementary to sub-regional and national policy frameworks, with strong participation of gender and vulnerable groups.

	<ul style="list-style-type: none"> • To support in the development and implementation of regulations for safer and cleaner used vehicles <p>The project will be led by UNEP and implemented jointly with ECLAC and UNECE. The partners will collaborate with local private and public sector stakeholders, and work with global and regional partners, including WHO, FIA, CITA, WB, LAC NCAP. The project will also support the Sustainable Development Goals and create linkages between road safety and development goals, particularly SDG 3, 7, 11 and 13.</p> <p>Impact: The overall impact of the project is that safer and cleaner used vehicles are imported to project countries, contributing to substantial reduction in road traffic fatalities and injuries, and vehicle emissions.</p>
<p>GLOBAL PLAN FOR THE SECOND DECADE OF ACTION 2021-2030 300 words</p>	<p>This project proposes to address all areas under the "Safe Vehicle" pillar detailed in the Global Framework Plan of Action for Road Safety (GFPA), to be as inclusive as possible when integrating the safety system principles. The project will address 17 out of 24 actions detailed in the Global Framework Plan of Action. Such actions will ensure that all actors involved in the export/import of used vehicles will have the adequate legal, administrative, and technical means for an effective deployment of the agreed minimum safety and environmental performance standards. Public and private stakeholders, in administration, customs, inspection will be able to enforce and deploy the necessary steps to have quality used vehicles leave the exporting country and enter the market of project countries.</p> <p>In the long term, quality used imports are also expected to benefit the whole vehicle fleet by allowing the deployment of inspection schemes to vehicles in use and/or to extend the minimum quality criteria of used imports to other vehicle categories such as trucks or powered two-wheelers.</p> <p>The latest vehicle technologies to improve road safety could also be considered as part of this project, to go beyond the minimum safety standards. For example, countries could wish to extend the safety benefits of vulnerable road users, keeping in mind the costs and benefits of technological deployment and the political and social acceptability while ensuring fair access to mobility services.</p>
<p>REPLICATION AND SCALE-UP 500 words</p>	<p>Ensuring scale up and sustainability of the project results will be reinforced through key approaches, including:</p> <ol style="list-style-type: none"> 1) Deep engagement of key stakeholders to ensure buy-in for project interventions 2) Support on policy development and capacity building is expected to help embed safer and cleaner used vehicles into frameworks to enable replication and scale up 3) Public and private sector collaboration will be strengthened, including through NGO and civil society engagement to strengthen long term partnerships 4) Knowledge, tools, and trainings lead to improved capacity to implement vehicle road safety both within and beyond project countries 5) Regional exchange to increase the level of ambition across the region, which will be reflected through more ambitious commitments and actions in regional and national policy frameworks.

SYNERGIES 1500 words

All countries have ongoing initiatives on vehicle emissions and road safety which illustrates their strong commitment to the project. There are also ongoing and planned UNEP complementary projects, in the proposed sub-region and countries, funded by different donors. These will allow faster rollout of activities on safer and cleaner used vehicles.

The Central American countries have adopted and implemented several harmonized regional strategies and regulatory frameworks that support this safer and cleaner used vehicles project. This includes the Central American Sustainable Energy Strategy (EESCA) 2030, which will help reduce energy consumption and CO2 emissions from the transportation sector and accomplish the energy national targets and international commitments. UNEP has been supporting this harmonized sub-regional approach since 2020 and has provided technical support and capacity building. A working group of all 8 countries has been established to address these issues, formed by representatives from the Ministries of Transport, Energy and Environment. In 2023, UNEP presented an action plan and roadmap for harmonized fuel and vehicle regulations, that were developed jointly with the working group of the member states. Following this, the SICA countries have requested support to implement the recommendations and further develop harmonized safer and cleaner vehicles policies.

In Paraguay, UNEP has provided technical support since 2012 to carry out air quality assessments and to develop a vehicle efficiency baseline for the country fleet. In 2014, the government established the legal and institutional framework for air quality management, which included recommendations for better quality new and used vehicles, including through fuel and vehicle emission standards. The law forms the base to develop regulations to reduce GHG and pollutant emissions from the transport sector and improve vehicle safety. The government has requested support to develop vehicle standards. The UNRSF also has an ongoing project "Promoting Road Safety and Sustainable Mobility in Paraguay." This project can build on progress and synergies.

In Antigua & Barbuda, UNEP has ongoing projects on cleaner and more efficient vehicles. Both countries are implementing projects to support the Shift to Electric Mobility. These projects will develop regulatory frameworks, pilot projects, business models and financing schemes to promote new and used electric vehicles. Through these projects the countries also address the current barriers on vehicle emissions and used vehicle regulations. This project will build on these projects to include safer and cleaner used vehicles.

Since 2020, UNEP and partners have successfully delivered on the UNRSF Phase I project “Safer and Cleaner Used Vehicles for Africa” and are currently implementing Phase II for Africa and Asia see <https://www.unep.org/explore-topics/transport/what-we-do/regulating-used-vehicles>. With an initial focus on Africa, the project worked to harmonize regulations at sub—regional level in West and Eastern Africa. Exporting countries were also supported to ensure minimum safety and environmental features are fitted in all used vehicles. Major successes of the project included supporting the importing sub-regions to draft and adopt used and new vehicles regulations. In January 2021, the 15 Economic Community of West African States (ECOWAS) adopted for implementation regulations that all vehicles to be imported, both new and used, and petrol and diesel, comply with a minimum of EURO 4/IV vehicle emissions standards and age limits. The countries are now translating these into national standards. In 2022, the 5 East Africa Community (EAC) countries adopted EURO 4/IV vehicle emissions standard regulations. On the exporting side, in 2023, the European Commission issued a proposal for the new End-of-Life Vehicles (ELV) Directive. (See section V of the attached proposed directive, esp. paras 66 to 73 in the Considerations, and articles 38.3, 38.4 and 40.3 in the Regulation.) The proposal will be discussed and endorsed by the Member States and the European Parliament in 2024. Importing and exporting countries agreed on minimum safety requirements and trainings on inspection of used vehicles on safety features were carried out in the 2 sub-regions.

Building on this success and experience, a Phase III project will expand to one sub-region and two countries in Latin America and the Caribbean. As in the previous project phases, this project in LAC will achieve its objectives through 3 linked work packages (outputs), implemented simultaneously and in full coordination. These are focused on a) analysis, b) capacity building and c) standards. The work packages will be implemented in coordination with national and sub-regional stakeholders and enhanced by a project steering group with relevant stakeholders.

Exporters will continue to be engaged, building on progress made in Phase I and II of the Safer and Cleaner Used Vehicles projects.

The aim is to agree to minimum requirements for the export of used vehicles, including:

1. no end-of-life vehicles to be exported
2. valid roadworthiness certificates at the point of export
3. exported vehicles to be fully compliant with road safety and emissions vehicle regulations of importing countries
4. enforcement and information exchange

These minimum requirements, already developed in phase I and II, will continue to be discussed and proposed with additional exporters, including the US (United States), ROK and Japan.

Project importing countries in LAC will be supported to build capacity, adopt, and strengthen regulations, and enforcement measures on safer and cleaner used vehicles. The project will support national vehicle safety and environmental plans and strategies. Activities will focus on coordination with ongoing and planned efforts linked to ensuring safer and cleaner mobility for the population. The project will measure and highlight the benefits it brings from a road safety perspective. Latin and Global NCAP will be included in the activities, considering their expertise on vehicles safety in the region. They will provide technical assistance to establish the co-relation between the used vehicles regulations, the road safety standards, and the vehicle emissions standards of the used imported vehicles.

In the longer term, quality used vehicles are also expected to benefit the whole fleet, for example, by allowing the deployment of inspection schemes to all the vehicles already in use in any given country, and/or to extend the minimum quality criteria of used imports to other vehicle categories such as trucks or two-wheelers. The project will ensure that all actors involved in the export/import of used vehicles will have the adequate legal, administrative, and technical means for an effective deployment of agreed minimum safety and environmental performance standards. The project will incorporate safety aspects through road worthiness certification, in addition to emission standards. Vehicle regulations included in the project are those that ensure a better-quality used vehicle. This includes vehicle emission standards and age limits, amongst others. Technical inspections are included in the project's training. The project's emphasis is on preventing dumping of poor-quality vehicles at the point of export and from arriving to the importing countries in the first place. UNECE, WB, CITA and IADB, as part of the project, will participate in the technical inspection training and support to countries.

Safer and cleaner used vehicles will contribute to a substantial reduction in road traffic fatalities, injuries, and emissions in the project countries.

1. Output 1 on analysis, will lead to improved data access to inform safety and environmental vehicles standards. This will take place through three main activities: 1) Collection and analysis of data of used vehicles, including emissions and safety standards 2) Development of a data repository and guidelines 3) Development of a report on policy impacts of safety and emissions used vehicles standards. Data can support policy development for adoption, as well as enforcement and information exchange. Data is required on the flow, quality, and quantity of exported and imported used vehicles. Similarly, there is a need to review and analyse any impact of safety and environment vehicle standards in the region, which will be provided with case studies from at least 3 countries in LAC.
2. Output 2 on capacity will lead to improved awareness and capacity to support management and enforcement of safety and environmental used vehicle standards. This will take place through two main activities: 1) Regional and national relevant communications and knowledge materials on used vehicles will be produced and disseminated. 2) Capacity building trainings will take place for used vehicles importing countries in LAC on a) Used Vehicles Inspection and Monitoring Framework and Implementation Compliance Systems and b) Information Sharing Systems with Data Support c) Used Vehicles Safety and Emissions Standards with stakeholders on the need for adoption and implementation of regulations. Periodic technical inspection decreases the number of vehicles involved in fatal accidents due to technical defects by 50%.
3. Output 3 on standards, will support exporting and importing countries to develop and implement safety and environmental vehicle standards and processes. This will take place through two main activities: 1) meetings with key stakeholders from the private and public sector of importing and exporting countries 2) support the development, implementation and enforcement of standards and processes. Regulations from both exporting and importing countries can potentially save many lives and reduce emissions. Minimum safety and environmental features fitted in all vehicles at the point of export can be achieved by requiring: 1). no end-of-life vehicles to be exported; 2). valid roadworthiness certificates at the point of export; 3). exported vehicles to be fully compliant with road safety and emissions vehicle regulations of importing countries. Without these basic requirements, the risk of traffic injuries to both vehicle occupants and vulnerable road users will increase. Ensuring a minimum set of operational safety features leads to a 30% reduction in mortality and morbidity, according to a study looking at the impact of UN regulations on road safety^[1]. Ensuring vehicles comply to better environmental standards, such as with working standard equipment to reduce emissions, e.g., exhaust filters, will result in emissions reductions of up to 90% (compared to vehicles not equipped with filters or equipped with non-working filters).

[1]TRL, 2019, New Report Finds 195,000 Deaths and Serious Injuries Could Be Prevented in Argentina, Chile, Mexico and Brazil if Vehicle Safety Regulations Were Applied
<https://www.bloomberg.org/press/releases/new-report-finds-195000-deaths-serious-injuries-prevented-argentina-chile-mexico-brazil-vehicle-safety-regulations-applied/>

Accessed 29 Nov 2019

<p>LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S) 750 words</p>	<p>The United Nations General Assembly has set an ambitious target of halving the global number of deaths and injuries from road traffic crashes by 2030 (A/RES/74/299). Improving Global Road Safety and the 2030 Agenda for Sustainable Development (target 3.6) and are therefore mandated to reduce road deaths and injuries by 50% by 2030. To achieve this target: the actions needed are set out in the Global Plan for the Decade of Action for Road Safety 2021–2030.</p> <p>The United Nations Environment Programme (UNEP) is the project lead and is partnering with two of the UN regional commissions, the United Nations Economic Commission for Latin America, and the Caribbean (ECLAC) and the United Nations Economic Commission for Europe (UNECE).</p> <p>UNEP is committed to the critical agenda of road safety and will continue to prioritize actions that address global multiple planetary challenges. Solutions include controlling the international trade of vehicles that are no longer roadworthy and fail environment and safety inspections, as well as facilitating shifts from vehicle journeys to complete zero emission and healthier modes of transportation. The UNEP Sustainable Mobility Unit promotes sustainable, low-emission transport and works to reduce the sector's contribution to air pollution, climate change and road fatalities and injuries. The expertise is delivered through a key Global Used Vehicles Programme which supports the shift to cleaner and safer used vehicle flows through the introduction of minimum safety and environmental standards globally by both importing and exporting countries.</p> <p>https://www.unep.org/explore-topics/transport/what-we-do/regulating-used-vehicles</p> <p>In LAC, UNEP supports safer and cleaner vehicles projects in countries across the region and has the necessary political links and contacts. For example, in Central America, UNEP has supported the 8 member countries of SICA through the project "Clean and Efficient Fuels and Vehicles in SICA Countries" to improve the quality of fuels and to strengthen and harmonize the vehicle regulatory framework on emissions, energy efficiency, import of used vehicles with inefficient technologies, and electric vehicles.</p> <p>UN Regional Commissions were established by resolutions of the Economic and Social Council to promote regional development. ECLAC has good political contacts within the region, and promoting economic and social development through regional and subregional cooperation is one of its key mandates. Selected information and databases will be needed from different Ministries and all the stakeholders linked to the project and ECLAC's role in establishing the relationship with them will be crucial.</p> <p>The main objective of the UNECE is to pursue sustainable development, regional co-operation, and economic integration. UNECE's Inland Transport Committee (ITC) acts as a specialized UN Agency for all modes of inland transport including road, rail, inland navigation and multi modal transport, which are not covered by IMO (International Maritime Organization) and ICAO (International Civil Aviation Organization). UNECE hosts the UN regulatory body for vehicles, the World Forum for Harmonization of Vehicle Regulations, (WP.29), which is responsible for the international regulatory framework for the approval / certification of new vehicles and that for the technical inspections of vehicles in use. WP.29 has recently embarked in activities for establishment of detailed technical requirements for new and used vehicles for low- and middle-income countries</p>
<p>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.</p>	

EVALUATION 1500 words

The project will follow standard UN monitoring and evaluation practices. A detailed activity plan, with a period and detailed budget will be developed. This will be used for substantive and financial monitoring and reporting.

UNEP, as project lead, developed and signed standard UN cooperation agreements with implementing partners with standard UN requirements on monitoring and reporting. Upon completion of the project, an end-of-project narrative and financial report will be conducted following standard UN procedures and practices.

The project will develop mechanisms and common frameworks at the sub-regional and national levels to evaluate the wider benefits of safer and cleaner used vehicles regulations, including impacts on the environment and road safety and action on climate change.

The overall UNEP project manager will be responsible for regular monitoring of the project implementation and the project's outcome indicators. The project manager will be assisted by a UNEP staff member based in the region. Both will liaise closely with the relevant UN Resident coordinators. The outcome indicators will be monitored through the regular collection of evidence every 6 months to assess how the project is performing. Evidence data will be collected through ongoing monitoring and exchanges with sub-regional and national-level partners, and at dedicated partner meetings.

In addition, to monitor and evaluate the impact, effectiveness, and long-term sustainability of capacity building activities to be rolled out through the project, a survey will be developed and will be circulated among participants, before and after each capacity building activity targeting the beneficiary countries and assessing how the knowledge is being applied. All project monitoring data will be included in the Annual Progress Reports (APRs) to be submitted.

The communication strategy of the project will include development of knowledge products (Spanish and English) and dissemination and sensitization through various virtual and in-person events and social media.

1. The target priority groups are:

a) Countries (Importing and exporting)

Policymakers and decision makers from Ministries of Transport, Energy and Environment draft and adopt regulations related to safer vehicles.

b) Technical Inspectors (Importing and exporting).

c) Industry representatives, including SMEs (Small and Medium sized Enterprise) active in the field of vehicle and part manufacturing as well as in export & import and repair & maintenance

d) Citizens: Individuals and local communities (from youth organizations, women's organizations to environment organizations) and via civil society/NGOs

e) Communication towards the donor community will also be a key pillar of the strategy to identify funding opportunities for intervention and replication, but also to discuss funding streams for the sustainability beyond the end date of the project.

2. The main content areas to flag from the project:

a) Benefits of safer and cleaner vehicles for reduced road deaths and injuries, and on climate and pollution.

b) Policy actions, including minimum requirements, that can be taken by both exporting and importing countries

c) Enforcement actions, including inspections, data collection and management.

3. Project milestones to be supported by communications include:

a) Dissemination of knowledge materials

b) Trainings

c) Meetings

d) Presentation of final products (regulations, guidelines etc.)

4. Audience groups will be best reached through:

a) Social media campaigns in the target countries, with support from local influencers, raising interest from individuals and wider communities

b) National media articles and radio news to generate awareness among citizens

c) Country/regional dialogues to influence decision makers

d) LAC regional high-level sessions

e) Partner website and social media channels e.g., UNEP regional office communications, FIA foundation auto clubs

f) Project trainings and events

In Phase I - FIA developed knowledge products to support capacity building amongst stakeholders in the implementation of regulations, and to raise awareness and promote a harmonized approach. These products have already been translated into Spanish by UNEP and are being used for ongoing support for LAC. They will also serve for this project, which will build and add on additional knowledge materials in both Spanish and English.

CITA published guidelines to support countries on used vehicles inspection and monitoring framework, compliance and enforcement mechanisms, and information sharing systems. CITA also developed best practice procedures and requirements for exporting and importing countries.

The main findings include the need for minimum criteria, (valid roadworthiness certificate at the point of export, a certificate of conformity, and a framework to support sharing of data on the used vehicles between exporting and importing countries). FIA and CITA will continue to use these materials for training on used vehicles for stakeholders in LAC.

5. The main responsibility for communications lies with UNEP as the project manager, particularly with the technical staff coordinating the project, and the communications assistant. UNEP is also responsible for the project website.

6. Approximate budget for communications is USD 20,000

<p>BENEFICIARY GOVERNMENT(S) ENDORSEMENT 1000 words</p>	<p>The Central American Integration (SICA), Paraguay and Antigua & Barbuda have prioritized and requested support from UNEP to regulate imports of used vehicle fleets. There is a great interest among these countries in strengthening their vehicle regulations, and receiving additional, technical support from expert organizations. The proposal has been discussed with national governments and all expressed strong interest in this project. Officials have been included in the review of the proposal. The endorsement letters will be included with the final project proposal. This will include a support letter from the relevant agencies in Central American Integration System (SICA), Paraguay and Antigua & Barbuda.</p>
<p>STRENGTHENING NATIONAL CAPACITIES 1500 words</p>	<p>The project has an output dedicated to capacity building, which will support sensitization, data gathering, training and sustainability.</p> <p>Importing countries will be inspired and capacitated to improve and enforce their safer and cleaner used vehicles management. They will be supported to:</p> <ol style="list-style-type: none"> 1) Develop regionally relevant communications material and knowledge products 2) Capacity building trainings on a) Used Vehicles Inspection and Monitoring Framework and Implementation Compliance Systems and b) Information Sharing Systems with Data Support c) Used Vehicles Safety and Emissions Standards 3) Regional exchange on best practices and used vehicles inspection and maintenance and compliance systems will be facilitated. <p>Strengthened government capacity will be achieved through targeted capacity building opportunities and technical advice for project implementation, as well as regional exchange.</p> <p>National Governments (including Ministries of Transport, Energy, and Environment) will be responsible for institutionalization of capacity building and policy support, ensuring vertical linkages within the country are strengthened. Environmental and transport agencies, road safety lead agencies, responsible for regulating vehicle safety standards, will be included in all projects and add valuable expertise and perspectives to the project.</p>
<p>LEVERAGING 750 words</p>	<p>This project will complement ongoing efforts of UNEP on safer and cleaner used vehicles in the region. These projects are funded by FIA Foundation, Climate Works, and the Climate and Clean Air Coalition.</p> <p>Countries will also be advised through training and meetings on how to access funds for further development, implementation, and enforcement of standards.</p> <p>This project focuses on a sub-region for harmonized standards and processes, this can be rolled out to develop national country standards for member states in the future. This can also serve as an example for other sub-regions, such as the Caribbean. Additionally, while only one country in the Caribbean is included, Antigua & Barbuda, through Work Package 2 Capacity, the project will include additional Caribbean countries in the trainings. The A&B example can also serve to develop similar projects in the sub-region.</p>

<p>IMPLEMENTATION ARRANGEMENTS 750 words</p>	<p>The overall project will be led and coordinated by UNEP, and supported by UNECLAC and UNECE, with participation of FIA, CITA, Global/Latin NCAP, WB and other relevant partners.</p> <p>Implementing partners will include CITA and FIA. CITA is the leading association for vehicles inspection and compliance issues worldwide. CITA has a strong experience in its member organizations globally and publishes guidelines for best practices in inspection to encourage standardization, and has expertise to train inspectors, custom officers, and administrative officers in vehicle inspection. FIA has long standing experience in rolling out vehicle communication and knowledge products, as well as raising awareness on road safety as the international association of automobile manufacturers. The FIA brings consumers together through their network of Auto clubs and has members globally that support the project activities. The Centro Movilidad Sostenible (CMS) are the leading regional technical experts cleaner and more efficient vehicles. CMS is well established in the region and connected to relevant government authorities and stakeholders. CMS have a reputable board and technically proficient staff and are a partner of global initiatives on sustainable transport and air quality. CMS, in consultation with and support from UNEP, will collaborate with government representatives, national and regional key stakeholders, and international experts to develop and implement safety and environmental vehicle standards and processes.</p> <p>The participating organizations and implementing partners will work together with regional and national stakeholders.</p> <p>At sub-regional and national level, the partner countries have prioritized and requested support from UNEP to regulate imports of used vehicle fleets. There is a great interest among these countries in strengthening their vehicle regulations, and receiving additional, technical support from expert organizations. The proposal has been discussed with national governments and all expressed strong interest in this proposal.</p> <p>Officials from the Central America Integration System (SICA) and the member states have been engaged in the proposal development. This has taken place through various bilateral discussions. The project objectives and activities are in-line with ongoing sub-regional efforts. Similarly in Paraguay and in Antigua and Barbuda, support letters have been received for the full proposal from the representatives.</p> <p>The public sector partners at local level are:</p> <p>Central America: Central America Integration System (SICA), Working group, already formed with UNEP, of the three relevant sectors, Ministries of Transport, Environment and Energy.</p> <p>Paraguay: Air Quality Directorate, Ministry of Environment and Sustainable Development, General Directorate of the CONADERNA, Ministry of Transport, National Traffic and Road Safety Agency</p> <p>Antigua and Barbuda: Department of Environment, Ministry of Health and the Environment, Ministry of Transport</p>
<p>GENDER EQUALITY 300 words</p>	<p>In Latin America and the Caribbean countries women are the main the users of public transport, over 50 percent of passengers are women while men are the main users of private passenger cars. Regulations for safer and cleaner vehicles will contribute to reduce deaths and injuries, as well as have a health impact for women. The project will create a more just and gender transformative transport sector by including and promoting the position and interests of women as users, workers, and decision makers. Project activities will ensure gender equity in the participants and collect gender disaggregated data. The project will also explore any additional gender dimensions and build on ongoing efforts and strategies of the countries. For example, the Gender Responsive and Socially Inclusive Road Safety Awareness Communication Strategy of Antigua and Barbuda. This is designed to enhance road safety procedures and encourage the private sector and civil society to play an active and key role in improving road safety of the wider public and specific road user groups. The communication strategy will provide A&B with a clear process and replicable tools so that awareness can be constantly raised concerning specific road safety challenges.</p>
<p>AGE 300 words</p>	<p>The project will contribute to a reduction in road traffic injuries and fatalities for children and youth in project countries. Globally, road traffic injuries are the leading cause of death for children and young adults aged 5-29 years. Road traffic crashes are the leading cause of youth mortality in Latin America and the Caribbean (LAC). Countries reported 17 deaths per 100,000 population due to road traffic crashes, almost two times higher than the European average of 9/100,000 (UNECE,2023). In Paraguay, for example, road traffic crashes are the leading cause of death in adolescents and young people between 15-29 years, while injuries caused by road traffic crashes have increased in the last 5 years. According to the National Traffic and Road Safety Agency (ANTSV), 248 people died and 1,531 injured in the first quarter of 2023. Of these, 71% of the victims were between 18-29 years. The causes of fatal accidents are collisions with vehicles, followed by motorcycle accidents, with bicycles and then pedestrians. The project will collaborate with relevant stakeholders, including the Global Alliance of NGOs for Road Safety; and International Federation of Road Traffic Victims (FICVI) both committed to amplifying the voices of road traffic victims, including children.</p>
<p>EXCLUDED GROUPS 300 words</p>	<p>As above, the International Federation of Road Traffic Victims (FICVI) has confirmed interest in collaborating on this project. The FICVI is a valuable partner in their commitment to amplifying the voices of road traffic victims.</p>

ENVIRONMENT 300 words	<p>The project contributes to several cross-cutting issues, including SDG's, environment, and air pollution.</p> <p>The project is a low-risk project with negligible or no adverse environmental and social risks and/or impacts.</p> <p>The outputs 1 and 2 are primarily desk-based and online training, which ensure minimal travel emissions from the project activities. No potential pollutants to be generated, and reduced emissions are expected.</p> <p>Used electric vehicles will be considered as part of the project activities and implementation, focusing on cleaner and safer vehicles.</p>
STATEMENT OF COMPLIANCE 100 words	The Statement of Compliance has been signed and dated by the designated signatory of UNEP and submitted. (Rob de Jong).

SDG Targets

Target	Description
Main Goals	
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
Secondary Goals	
Goal 13. Take urgent action to combat climate change and its impacts²	
TARGET_13.2	13.2 Integrate climate change measures into national policies, strategies and planning
Contributing Goals	
Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all	
TARGET_7.3	7.3 By 2030, double the global rate of improvement in energy efficiency

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
C130201	13.2.1 Number of countries that have communicated the establishment or operationalization of an integrated policy/strategy/plan which increases their ability to adapt to the adverse impacts of climate change, and foster climate resilience and low greenhou
C030601	3.6.1 Death rate due to road traffic injuries
C070301	7.3.1 Energy intensity measured in terms of primary energy and GDP

Contribution to SDGs

Participating Organization	% TARGET_11.2	% TARGET_13.2	% TARGET_3.6	% TARGET_7.3	% Total
UNEP	10	30	50	10	100
ECE	10	20	60	10	100
ECLAC	10	20	60	10	100
Total contribution by target	30	70	170	30	
Project contribution to SDG by target	10	23.33	56.67	10	100

List of documents

Document	Document Type	Document Source	Document Abstract	Document Date	Classification	Featured	Status	Modified By	Modified On
DE-2024-300_UNEP_support_SICA_project_proposal.pdf	Other Docs	Project	endorsement letter form SICA -	17-Jul-2024	Internal	No	Finalized	veronique.rondeau@un.org	23-Jul-2024 10:26:04 AM
FINAL_Safer_and_Cleaner_Used_Vehicles_UNRSF_LAC_project_proposal_2023_v4_REV.xlsx	Final narrative report	Project	Offline Project Document Excell	09-Feb-2024	Internal	Yes	Finalized	veronique.rondeau@un.org	24-Jun-2024 4:36:49 AM
FINAL_Safer_and_Cleaner_Used_Vehicles_for_LAC_UNRSF_2023_SEP_v4.docx	Final narrative report	Project	Offline project document	19-Dec-2023	Internal	Yes	Finalized	veronica.ruiz-stannah@un.org	30-Jan-2024 4:13:42 AM
Statement_of_Compliance_UNEP_Used_Vehicles_LAC_UNRSF_2023_(2).pdf	Other Docs	Project	Statement of Compliance	11-Oct-2023	Internal	No	Finalized	veronica.ruiz-stannah@un.org	01-Nov-2023 3:15:18 AM
Antigua_and_Barbuda_-_Endorsement_Letter.PDF	Other Docs	Project	Antigua and Barbuda - Endorsement Letter	11-Oct-2023	External	No	Finalized	veronica.ruiz-stannah@un.org	01-Nov-2023 3:13:35 AM
Paraguay_-_Endorsement_Letter.pdf	Other Docs	Project	Endorsement Letter from Paraguay	12-Sep-2023	External	No	Finalized	veronica.ruiz-stannah@un.org	01-Nov-2023 3:12:21 AM

Project Results

Outcome	Output	Description
Project Outcome: Project countries successfully develop and implement safety and environmental used vehicle standards and processes		
	Output 1: (Analysis) Improved data access to inform safety and environmental vehicles standards.	

Outcome	Output	Description			
Activities					
	Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
	Data Collection and Analysis	<p>1.1. Collect and analyze data of regulations and policies for used vehicles emissions and safety standards.</p> <p>1.1.1.</p> <p>a)'Design methodology with guidelines to compile and populate dataset;</p> <p>b) Data collection on road safety and emissions for project countries To include:</p> <ul style="list-style-type: none"> - Analyze the vehicles safety standards that are interlinked to high road fatalities and serious injury, as well as include the enforcement of the regulations proposed for safer vehicles - Number of vehicles being imported to project countries - Regulations on safety and emissions for vehicles of project countries - Flow of vehicles (Number of vehicles currently exported/imported and expected to be imported with the improved standards) - The number of fatalities / injuries by road user type and their collision partners in each of the sub-region/countries - relevant sex-disaggregated data and qualitative information <p>1.1.2. Develop analysis report, with recommendations.</p>	ECLAC - Economic Commission for Latin America and the Caribbean	<ul style="list-style-type: none"> • UNEP - UNEP (United Nations Environment Programme) • ECE - Economic Commission for Europe 	
	Data Sharing	<p>1.2. Develop data repository and guidelines.</p> <p>Methodology design for</p> <p>1.2.1. Data Repository information</p> <p>1.2.2. Populate repository with data of project countries.</p> <p>1.2.3. Develop guidelines for the data repository.</p>	ECLAC - Economic Commission for Latin America and the Caribbean	<ul style="list-style-type: none"> • ECE - Economic Commission for Europe • UNEP - UNEP (United Nations Environment Programme) 	

Outcome	Output		Description		
	Policy impacts review in LAC	<p>1.3. Develop report on policy impacts of safety and emissions used vehicles standards.</p> <p>1.3.1. Develop draft report on policies adopted in at least 3 countries in LAC, with analysis of any impact on road safety and emissions. To be peer reviewed by partners and technical experts.</p> <p>1.3.2. Develop final report, publish and disseminate (online)</p>	ECLAC - Economic Commission for Latin America and the Caribbean	<ul style="list-style-type: none"> • ECE - Economic Commission for Europe • UNEP - UNEP (United Nations Environment Programme) 	
	<p>Output 2: (Capacity) Improved awareness and capacity to support management and enforcement of safety and environmental used vehicle standards.</p>				

Outcome	Output	Description			
Activities					
Title	Description	Lead Participating Organization	Participating Organization	Other Organizations	
Communications and Knowledge Products	<p>2.1. Produce and disseminate regional and national relevant communications and knowledge materials on used vehicles.</p> <p>2.1.1. Develop a communication plan for each project sub-region / country to be used for awareness raising and dissemination of project knowledge products</p> <p>2.1.2. Develop knowledge materials (including videos, visuals and factsheets in Spanish and English)</p> <p>2.1.3. Update Used Vehicles website, hosted by UNEP, to disseminate materials</p>	UNEP - UNEP (United Nations Environment Programme)	<ul style="list-style-type: none"> • ECE - Economic Commission for Europe • ECLAC - Economic Commission for Latin America and the Caribbean 		

Outcome	Output	Description			
	Capacity building	<p>2.2 Facilitate Capacity building for used vehicles importing countries in LAC on: a) Used Vehicles Inspection and Monitoring Framework and Implementation Compliance Systems and b) Information Sharing Systems with Data Support c) Used Vehices Safety and Emissions Standards</p> <p>2.2.1. Develop a Training Needs Assessment and survey questionnaire for all project country trainings.</p> <p>2.2.2. Translation of CITA reports to Spanish</p> <p>2.2.3. Virtual Trainings x 3 (one for each sub-region: Central America, South America, Caribbean) on Used Vehicles Inspection and Monitoring Framework and Implementation Compliance Systems</p> <p>2.2.4. Virtual Trainings x 3 (one for each sub-region: Central America, South America, Caribbean) on Information Sharing Systems with Data Support</p> <p>2.2.5. Virtual Trainings x 3 (one for each sub-region: Central America, South America, Caribbean) on Used vehicles safety and emissions standards</p> <p>2.2.6. Develop Toolkit on standards, governance and enforcement.</p> <p>2.2.7. Report with completed surveys conducted before and after the delivery of all the trainings (9 trainings) to indicate the change in beneficiaries' knowledge and behavior.</p>	ECE - Economic Commission for Europe	<ul style="list-style-type: none"> • ECLAC - Economic Commission for Latin America and the Caribbean • UNEP - UNEP (United Nations Environment Programme) 	CITA, Global NCAP, FIA
	<p>Output 3: (Standards) Exporting and importing countries develop and implement safety and environmental vehicle standards and processes.</p>				

Outcome	Output	Description															
	<p data-bbox="488 113 570 138">Activities</p> <table border="1" data-bbox="480 149 1474 1852"> <thead> <tr> <th data-bbox="480 149 678 226">Title</th> <th data-bbox="678 149 930 226">Description</th> <th data-bbox="930 149 1112 226">Lead Participating Organization</th> <th data-bbox="1112 149 1328 226">Participating Organization</th> <th data-bbox="1328 149 1474 226">Other Organizations</th> </tr> </thead> <tbody> <tr> <td data-bbox="480 226 678 1178">Meetings with importing and exporting countries</td> <td data-bbox="678 226 930 1178"> <p data-bbox="686 239 922 373">3.1. Meetings with key stakeholders from the private and public sector of importing and exporting countries</p> <p data-bbox="686 373 922 537">3.1.1.SICA: Meetings (virtual and in-person) with key stakeholders from the 8 member states; dissemination of knowledge materials</p> <p data-bbox="686 537 922 672">3.1.2. 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<p data-bbox="155 1864 467 1913">FUND OUTCOME 3: Improved safety of vehicles.</p>																	

Outcome	Output	Description
	FUND OUTPUT 3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.	
	Activities	
	No activities 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 3.1: Number of countries and municipalities that have taken road safety action to improve safety of vehicles admitted to traffic.				Capacity	Yearly	Country	Number		2022		2025	Outcome: FUND OUTCOME 3: Improved safety of vehicles.

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 3.1.1: Number of countries and municipalities supported in drafting road safety legislation and regulations on standards for admission of vehicles to traffic.				Capacity	Yearly	Country	Number	0	2022	10	2030	Outcome: FUND OUTCOME 3: Improved safety of vehicles. Output: FUND OUTPUT 3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.

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 3.1.2: Number of countries and municipalities supported in establishing systems to enforce vehicle certification and inspections by qualified inspectors.				Capacity	Yearly	Country	Number	0	2022	10	2030	Outcome: FUND OUTCOME 3: Improved safety of vehicles. Output: FUND OUTPUT 3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.
FUND INDICATOR 3.1.3: Number of countries and municipalities supported in implementing road safety educational awareness raising or training on vehicle safety systems.				Capacity	Yearly	Country	Number	0	2022	10	2030	Outcome: FUND OUTCOME 3: Improved safety of vehicles. Output: FUND OUTPUT 3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.

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
Number of data products for analysis		Number of data products available to countries on safer and cleaner used vehicles	Database, data repository, reports	Other	At closure	Country	Number	0	2023	2	2026	Outcome : Project Outcome : Project countries successfully develop and implement safety and environmental used vehicle standards and processes Output: Output 1: (Analysis) Improved data access to inform safety and environmental vehicles standards .
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
Number of sub-regions / countries supported through capacity building trainings		Virtual capacity building trainings, supported by knowledge products developed for the region	Meeting reports, with knowledge products	Capacity	At closure	Country	Number	0	2023	3	2026	Outcome : Project Outcome : Project countries successfully develop and implement safety and environmental used vehicle standards and processes Output: Output 2: (Capacity) Improved awareness and capacity to support management and enforcement of safety and environmental used vehicle standards .
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
Number of countries supported to develop and implement safety and environmental vehicle standards and processes		Number of safety and environmental vehicle standards and processes developed and implement	Reported by government / project reports/link of the government-recognized website.	Policy	At closure	Country	Number	0	2023	3	2026	Outcome : Project Outcome : Project countries successfully develop and implement safety and environmental used vehicle standards and processes Output: Output 3: (Standards) Exporting and importing countries develop and implement safety and environmental vehicle standards and processes.
No components available.												

Risks

Event	Category	Level	Likelihood	Impact	Mitigating Measures	Risk Owner
Limited or no political will, capacity, and budget allocations to undertake legal, policy and fiscal reforms at national and local levels	• Political	Medium	Unlikely	Moderate	Continuous and close follow up with partner governments of both exporting and importing countries; and displaying of international best practice	rob.jong@un.org

Budget by UNSDG Categories: Over all

Budget Lines	Description	UNEP (7%) *	ECE (7%) *	ECLAC (7%) *	Total
1. Staff and other personnel	Staff time of project partners	\$150,000.00	\$50,000.00	\$50,000.00	\$250,000.00
2. Supplies, Commodities, Materials					\$0.00
3. Equipment, Vehicles, and Furniture, incl. Depreciation					\$0.00
4. Contractual services					\$0.00

Budget Lines	Description	UNEP (7%) *	ECE (7%) *	ECLAC (7%) *	Total
5. Travel	Participation in country and sub-regional meetings	\$10,000.00	\$10,000.00	\$10,000.00	\$30,000.00
6. Transfers and Grants to Counterparts	Transfers to national counterparts and any other transfers given to an implementing partner.	\$102,289.72	\$30,000.00	\$30,000.00	\$162,289.72
7. General Operating and other Direct Costs	General operating costs	\$13,000.00	\$6,000.00	\$6,000.00	\$25,000.00
Project Costs Sub Total		\$275,289.72	\$96,000.00	\$96,000.00	\$467,289.72
8. Indirect Support Costs		\$19,270.28	\$6,720.00	\$6,720.00	\$32,710.28
Total		\$294,560.00	\$102,720.00	\$102,720.00	\$500,000.00

Performance-based Tranches Breakdown

Tranche		Total
Tranche 1	ECE (100%)	\$102,720.00
	ECLAC (100%)	\$102,720.00
	UNEP (100%)	\$294,560.00
		\$500,000.00

Results based budget

Outcome *	Output *	Agency *	Budget (USD) *	% allocated to GEWE (if any)	
Project Outcome: Project countries successfully develop and implement safety and environmental used vehicle standards and processes		Sub Total	\$500,000.00		\$25,000.00
	Output 1: (Analysis) Improved data access to inform safety and environmental vehicles standards.	ECLAC (7%)	\$102,720.00	5%	\$5,136.00
	Output 2: (Capacity) Improved awareness and capacity to support management and enforcement of safety and environmental used vehicle standards.	ECE (7%)	\$102,720.00	5%	\$5,136.00
	Output 3: (Standards) Exporting and importing countries develop and implement safety and environmental vehicle standards and processes.	UNEP (7%)	\$294,560.00	5%	\$14,728.00
FUND OUTCOME 3: Improved safety of vehicles.		Sub Total	\$0.00		\$0.00
	FUND OUTPUT 3.1: Improved capacities of target countries and municipalities to establish and implement high quality technical safety standards for vehicles.	UNEP (7%)	\$0.00	0%	\$0.00
Total			\$500,000.00		

Budget per Gender (GEWE)



	ECE	ECLAC	UNEP	Total \$
\$ Towards GEWE	\$5,495.52	\$5,495.52	\$15,758.96	\$26,750.00
% Towards GEWE				5.35%

Programme Outcome Costs

Outcome	Output	Activity	Implementing Agent	Time Frame							
				2024		2025		2026			
				3	4	1	2	3	4	1	2
Project Outcome: Project countries successfully develop and implement safety and environmental used vehicle standards and processes											
	Output 1: (Analysis) Improved data access to inform safety and environmental vehicles standards.										
	Data Collection and Analysis										
		UNEP		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		ECE		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		ECLAC		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Outcome	Output	Activity	Implementing Agent	Time Frame								
				2024		2025		2026				
				3	4	1	2	3	4	1	2	
		Data Sharing										
			UNEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			ECE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			ECLAC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Policy impacts review in LAC										
			UNEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			ECE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			ECLAC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Output 2: (Capacity) Improved awareness and capacity to support management and enforcement of safety and environmental used vehicle standards.											
		Communications and Knowledge Products										
			UNEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			ECE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			ECLAC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Capacity building										
			UNEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			ECE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			ECLAC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Output 3: (Standards) Exporting and importing countries develop and implement safety and environmental vehicle standards and processes.											
		Meetings with importing and exporting countries										
			UNEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			ECE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			ECLAC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Standards and Processes										
			UNEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			ECE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			ECLAC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Signatures

<p>UNEP: UNEP (United Nations Environment Programme) (Digital)</p> <p>Mr Rob de Jong Head, Sustainable Mobility Unit, Industry and Economy Division, UNEP rob.jong@un.org</p>	<p>SIGNATURE:</p>  <p>DATE: 25-07-2024</p>
<p>ECE: Economic Commission for Europe (Digital)</p> <p>Mr Georgios Georgiadis Economic Affairs Officer george.georgiadis@un.org</p>	<p>SIGNATURE:</p>  <p>DATE: 25-07-2024</p>

ECLAC: Economic Commission for Latin America and the Caribbean (Digital)

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miryam.saade@un.org

SIGNATURE:



DATE: 08-08-2024