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**United Nations Road Safety Fund**

**MPTF OFFICE GENERIC FINAL PROGRAMME**[**[1]**](about:blank) **NARRATIVE REPORT**

**REPORTING PERIOD: FROM 1 JUNE 2020 TO 31 JULY 2023**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Project Title & Project Number** | | |  | **Country, Locality(s), Priority Area(s) / Strategic Results[[1]](#footnote-1)** | | |
| Project Title: **S*peed Management project in Latin America: the case of Argentina***  MPTF Office Project Reference Number:[[2]](#footnote-2)***00122798*** | | | Country/Region: **Argentina, Latin America**  Priority area (UNRSF pillar(s)/Outcome): **Road Safety / Speed reduction** | | |
| **Participating Organization(s)** | | |  | **Implementing Partners** | | |
| *Organizations that have received direct funding from the MPTF Office under this project:* ***ECLAC*** | | | *National counterparts (government, private, NGOs & others) and other International Organizations:* ***Argentinian Road Safety Agency (ANSV in Spanish)*** | | |
| **Project Cost (US$)** | | |  | **Project Duration** | | |
| Total approved budget as per project document:  MPTF Contribution[[3]](#footnote-3), by Agency (if applicable): ***300,000 USD*** | | |  | Overall Duration *(months):* **30 months** | | |
| Agency Contribution, by Agency (if applicable): | | |  | Start Date[[4]](#footnote-4) (*dd.mm.yyyy):* **June 1st, 2020** | | |
| Government Contribution (in-kind or cash) (if applicable): | | |  | Original End Date*[[5]](#footnote-5)* (*dd.mm.yyyy):* **January 31st, 2023** | | |
| Other donors Contributions (in-kind or cash) (if applicable): ***55,453 USD*** | | |  | Current End Date[[6]](#footnote-6)*(dd.mm.yyyy):* **July 31st, 2023** | | |
| TOTAL: | | **355,453** |  |  | |  |
| **Project Assessment / Review / Evaluation** | | |  | **Report Submitted By** | | |
| Assessment/Review - if applicable *please attach*  Yes No Date: *dd.mm.yyyy*  Evaluation Report *– if applicable, please attach*  Yes No Date: *dd.mm.yyyy* | | | * Name: **Miryam Saade Hazin** * Title: **Officer in Charge of the Infrastructure Services Unit** * Participating Organization (Lead): **ECLAC** * Email address: [miryam.saade@cepal.org](mailto:miryam.saade@un.org) | | |
| **Project team members funded through the project** | | | | | | |
| Role/Function: | Organisation: | |  | Name: | Email address: | |
| Directora del Proyecto | Not Applicable | |  | Anna Ferrer | anna.ferrer.gimenez@gmail.com | |
| Gerente del Proyecto | Not Applicable | |  | Rosa Gallego | [rosa.gallego@gmail.com](mailto:rosa.gallego@gmail.com) | |
| Comunicación, plataformas y diseño gráfico | Not Applicable | |  | Laura Guarch | [lcguarch@gmail.com](mailto:lcguarch@gmail.com) | |
| Consultor | Not Applicable | |  | Mathias Ghio | [matiasghio@gmail.com](mailto:matiasghio@gmail.com); ghiomatias@me.com | |
| Consultor | Not Applicable | |  | Paula Bisiau | paulabisiau@gmail.com | |
| Consultor | Not Applicable | |  | Paula Marchesini | marchesini.pa@gmail.com | |
| Consultor | Not Applicable | |  | Fernando Rojas | frojaslp@gmail.com | |
| Consultor | Not Applicable | |  | Axel Dell Olio | axeldellolio@hotmail.com | |
| Consultor Encuestador | Not Applicable | |  | Nicolas Esbry | nesbry@gmail.com | |

# FINAL NARRATIVE REPORT FORMAT

# Executive Summary

*In ¼ to ½ a page, highlight the project key milestones achieved and elements of the report that you consider to be the most critical.*

The achievements during the active years of the project are presented below:

**2021 Accomplishments:**

* Completion of a cycle of conferences on speed management projects and best practices, despite COVID-19 restrictions necessitating a shift to virtual workshops.
* A series of virtual workshops held over four months addressing various aspects of speed management, including infrastructure, control, and fleet management.
* Development of a document detailing best practices of speed management in Latin America, showcasing successful measures in reducing accidents through speed management, control, and speed reduction.
* Selection of pilot cities for speed management implementation: Cañuelas, Azul, and Pergamino in Buenos Aires Province, characterized by high accident rates and traversed by national highways.
* Active involvement of local governments and collaboration with the National Road Safety Agency (ANSV) in planning and implementing pilot initiatives.
* Initiation of speed management measures in Azul and Pergamino by the end of 2021, with Cañuelas scheduled for implementation in March 2022.
* Commencement of information gathering for a fleet management proposal to be submitted to ANSV during the project execution year.
* Receipt of a letter from ANSV to ECLAC expressing appreciation for the quality of work done and full support for project activities.
* Organization of an online conference on November 23rd, 2021, focusing on the current state of road safety in Latin America and the Caribbean, particularly in speed management, featuring presentations on project advancements in Brazil and Argentina, as well as insights from Chile and Colombia.

**2022 Accomplishments:**

* Completion of the design and finalization of the document on best practices in speed management.
* Execution of training and awareness campaigns in the 3 beneficiary municipalities (Azul, Cañuelas, and Pergamino), followed by post-campaign surveys to evaluate results.
* Positive feedback from beneficiaries, with 75% considering the campaign design useful or very useful, and over 94% indicating adherence to maximum speed limits.
* Installation of radars and other speed management measures as part of the pilot implementation, alongside diagnosis, infrastructure surveys, and speed limit revisions.
* Gathering of sufficient information for impact assessment, leading to conclusions confirming the project's initial hypothesis on speeding issues and favorable citizen opinions on road safety measures.
* Identification of successful fleet management measures, including technology implementation and driver training, resulting in significant reductions in speeding incidents and accidents.
* Initiation of the project closure process with consensus among municipalities on its importance, lessons learned, effectiveness of training, and impact of campaign actions, demonstrated through working meetings organized by ECLAC.

**2023 Accomplishments:**

* Achieving consensus among stakeholders regarding the significance of project execution, lessons learned, effectiveness of training for traffic technicians, and impact of campaign actions.
* Finalization of the closing meeting, held on May 11, 2023, with the active involvement of authorities from municipalities and relevant national ministries, resulting in a comprehensive review and conclusion of the project.

# Purpose

*Provide the brief explanation for the problem, using at least one key project-related road safety statistic and explain the project main solutions/objectives, expected changes/outcomes of the project (reflecting your project document), and evidence of the benefit/impact of the proposed solution.*

The core road safety issue addressed in this project is speed management. Speed-related crashes constitute a significant portion of all accidents, estimated at one-third, and are particularly concerning due to their higher likelihood of resulting in severe consequences. Nilson's power model (Nilson, 2004) illustrates the alarming correlation between increased speed and the escalation of crash severity. For instance, a mere 1% increase in average speed corresponds to a 2% increase in injury crashes, a 3% increase in serious injury crashes, and a 4% increase in fatal crashes. The model emphasizes that a 5% increase in average speed leads to a staggering 20% increase in fatal crashes, disproportionately affecting vulnerable road users.

The project purpose was to enhance Argentina's technical capacity in developing policies and strategies for implementing speed management systems. Its overarching objective was to shift user perceptions towards recognizing the benefits of speed reduction, thereby fostering safer urban and rural roads.

The expected project outcomes are explained below:

1. Strengthened Argentinean technical capacities in the international best practices and innovations in speed management considering the local, national, and regional context reality.

2. Increased awareness about the speed as a main risk factor in road fatalities and serious injures people

3. Enhanced Argentinean technical capacities to design speed enforcement actions and select and implement speed management technologies in urban and rural roads

4. Improved capacity of Argentinean Road Safety Agency (ANSV in Spanish) to identify and select best mechanism to improvement their own fleet management, their deployment along the territory and the improvement of its drivers' behavior.

5. Enhanced engagement between policymakers, road users and civil society in jointly designing, amending, and implementing actions for speed management in urban and rural roads.

# Narrative reporting on Project Results Achieved

*Particular attention should be given to reporting on results (outputs) / and changes (outcomes) (reflecting your project document) that have taken place as a result of work delivered by your project.*

**3.1 Project results contributing to the impact of the Fund**[[7]](#footnote-7)

*As per the Fund impact, (1) does the project contributed to reduction of road traffic fatalities and injuries in the country/countries (provide reduction figures when possible)? (2) Provide example(s) of action(s) taken by the government or changes materialized or about to materialised thanks to the project? For instance, government action to improve the safety of their road infrastructure/ to improve safety of vehicles admitted to traffic/ to ensure lawful road user behaviour/ improve post-crash response.*

The project has contributed to the impact of the Fund providing results that follow its mission. The Fund was established to provide financial support for initiatives in low- and middle-income countries with a focus on two objectives: first, on reducing road accident fatalities and injuries and second, by mitigating economic losses.

The project "Speed management in Latin America: the case of Argentina" has made significant contributions to enhancing road safety in Argentina, particularly in the municipalities of Azul, Cañuelas, and Pergamino. Through the support of the United Nations Road Safety Fund (UNRSF), the project has achieved several noteworthy outcomes and impacts.

The project successfully confirmed the initial hypothesis that speeding is a significant problem on the routes traversing the three studied municipalities, with over 70% of vehicles exceeding speed limits. This highlights the urgency and relevance of implementing speed management measures.

The project garnered strong support from citizens and drivers, with over 75% of respondents in favor of implementing speed management measures, including the installation of speed cameras. This indicates a positive shift in public perception and awareness regarding road safety issues.

The implementation of safe fleet management practices proved highly effective, resulting in a notable 38% reduction in speeding incidents and a 75% decrease in road traffic incidents. These results underscore the efficacy of evidence-based interventions in mitigating road safety risks.

The project exemplifies the importance of collaboration between the public and private sectors. Successful partnerships with companies like Loma Negra and the financial and technological support provided by the Fundación MAPFRE demonstrate the value of joint efforts in implementing effective road safety initiatives.

The support provided by the UNRSF has been instrumental in catalyzing additional resources and funding from other donors. By prioritizing high-impact projects aligned with international best practices, the UNRSF facilitates the execution of initiatives aimed at achieving the goals outlined in the Road Safety Action Plan 2021-2030 and the Sustainable Development Goals.

The project's success was contingent upon the active involvement of various stakeholders, including governmental agencies, civil society organizations, private companies, and international entities. This inclusive approach ensures that diverse perspectives are considered and integrated into comprehensive road safety strategies.

While significant progress has been made in improving road safety in the target municipalities, there remains a need to scale up interventions and replicate successful practices across Argentina and the broader region. Achieving sustainable impact requires continued collaboration among government agencies, ministries, civil society, and academic institutions to enact and enforce comprehensive road safety policies.

**3.2 Project Outcomes results:**

*Outcomes are the medium-term change in the behaviors of target groups, under control of the benefitting partner. Provide a summary of progress achieved towards the* ***planned outcomes from the project document****.*

The project has made significant progress towards achieving its planned outcomes, despite encountering some challenges:

**1. Outcome 1: Speed management best practices and innovations were disseminated among Argentinian authorities and other national road safety´s stakeholders.** The project successfully conducted a cycle of workshops aimed at enhancing technical capacities in speed management. Additionally, a best practices report was submitted, contributing to knowledge dissemination.

**2. Outcome 2: Increased awareness and educational campaign on the benefits of managing speed.** While logistic difficulties caused delays, the project managed to execute a pre-campaign survey and speed measurements in the beneficiary municipalities, achieving 100% execution. Design and execution of a training and awareness campaign based on survey results were completed successfully, enhancing public awareness of speed-related risks.

**3. Outcome 3: Implementation of pilot projects on roads in several local areas of Argentina.** Following the application of the survey, pilot speed management projects were designed and developed on the three aforementioned road sections in the municipalities of Azul, Cañuelas and Pergamino. The awareness-raising component of this project was divided into four key actions, all designed to raise awareness of the dangers of speed in road safety. The first action, entitled "Are you in a hurry, let's take a few minutes to talk", involved conducting interviews with family and friends of road accident victims, resulting in an awareness-raising video screened during the campaign. The second action, "Let's paint the future together", involved local artists designing drawings related to speed control, complemented by talks to students. The third action, a braking distance demonstration carried out by CESVI Argentina and Fundación MAPFRE, showed the serious implications of speed on human impact. The fourth action consisted of the creation and dissemination of social media campaigns for each selected municipality, with great collaboration from the press officers in each locality.

**4. Outcome 4: Implementation of pilot projects on fleet management in Argentina.** Component 4 of the project focused on pilot projects on safe fleet management for Loma Negra's heavy truck drivers. These actions were aimed at promoting awareness and responsibility at the wheel, addressing issues such as road safety, fatigue and alcohol at the wheel. The trainings were carried out with specific groups of drivers, after previous meetings to assess their needs and understanding. Drivers were highly receptive and it was recommended that more information be provided on speed and its consequences. In addition, a virtual platform for speed management and a driver scoring system was implemented, which collects data related to road safety and strengthens Loma Negra's logistical and operational management. This initiative was based on the company's previous experience in road safety and its commitment to the goal of “Zero Accidents”.

**5. Outcome 5: Final workshop of the project.** The project's closing event took place on May 11, 2023, at the National Ministry of Public Works premises in Buenos Aires, Argentina. It brought together a variety of public and private sector actors involved in road safety in the country. Officials from agencies such as the Economic Commission for Latin America and the Caribbean, the National Road Safety Agency, REDUX, as well as representatives from the beneficiary municipalities and the Ministries of Transport and Health were present, along with private sector entities such as the ASNV Road Safety Policy and Management Training Center and LOMA NEGRA. During the event, the initiatives related to road safety promoted by each participating entity were highlighted, underlining the importance of collaboration in improving road safety in the country.

**3.3 Project Outputs results:**

*Outputs are the more immediate results that your project is responsible for achieving. Report on the key outputs delivered towards the* ***planned outputs from the project document****.*

The project has successfully delivered key outputs aligned with its objectives, despite encountering some challenges:

**1. Output 1.1.: Webinars on Speed Management projects and best practices completed:** The project organized a conference during the first semester of 2021, where participants found the content highly valuable, with 91.7% considering it very useful. This output was successfully achieved, contributing to knowledge sharing and capacity building in speed management practices.

**2. Output 1.2.: Speed Management Best Practices Report.** The report was completed and uploaded to the website in the first semester of 2021, serving as a valuable resource for informing stakeholders about effective speed management strategies.

**3. Output 2.1.: Surveys on Speed and Road Safety.** Despite delays due to logistical issues, the project designed surveys to gauge public perception of speed-related risks. These surveys, both pre- and post-campaign, were crucial for assessing the effectiveness of awareness-raising efforts and informing future road safety initiatives.

**4. Output 2.2.: Design of awareness campaigns.**  The project implemented a comprehensive communication campaign across beneficiary municipalities, including various awareness-raising activities and the dissemination of information on social networks. Infrastructure measures, such as speed measurements and design, were carried out, with radars installed in two out of three cities.

**5. Output 3.1. and Output 3.2. Pilot Projects for Speed Management on selected routes.** The project resulted in the successful implementation of pilot speed management projects in multiple local areas of Argentina, specifically in Azul, Cañuelas, and Pergamino. These initiatives encompassed various awareness-raising actions, including interviews with road accident victims' families, artistic campaigns in schools, braking distance demonstrations, and social media campaigns. These efforts aimed to raise awareness about the dangers of speed in road safety and foster a culture of responsible driving.

The project also conducted an analysis of speed-related legislation at the national and local levels, identifying areas for improvement.

**6. Output 4.1. Pilot projects defined (agreement on the routes to be enforced, the activities and participants)** The project effectively established pilot initiatives and secured consensus regarding roads, activities, and participants across Pergamino, Azul, and Cañuelas. While the implementation of monitoring infrastructure and signaling activities faced delays owing to travel restrictions and logistical challenges, plans resumed in March 2022.

**7. Output 4.2. Projects on fleet management in at least 3 Argentinian companies.** This output focused on implementing pilot projects to ensure safe fleet management among argentinian companies, in this case focusing on Loma Negra's heavy truck drivers. Training sessions targeted key safety issues like road safety, driver fatigue, and alcohol awareness.

**8. Output 5.1. Final workshop for main findings of the projects.** The project's culmination event occurred on May 11, 2023, at the National Ministry of Public Works in Buenos Aires, Argentina, bringing together a diverse array of stakeholders from both the public and private sectors invested in road safety nationwide and where the main findings of the project were showcased, emphasizing key insights collected during its implementation. Attendees included officials from organizations like ECLA, the National Road Safety Agency, and REDUX, alongside representatives from beneficiary municipalities and key ministries such as Transport and Health. Private sector participants like the ASNV Road Safety Policy and Management Training Center and LOMA NEGRA were also in attendance. Throughout the event, the various road safety initiatives championed by each participating entity were showcased, emphasizing the vital role of collaboration in enhancing road safety across the nation.

**3.4 Project challenges, implementation delays, lessons learned and best practices:**

*(1) If there were* ***delays****, explain the nature of the constraints and challenges, actions taken to mitigate future delays and lessons learned in the process. (2) Provide an* ***updated risk analysis*** *(have any of the risks identified during the project design materialized or changed? Are there any new risks?). (3) Were there any* ***programmatic revisions****, indicate any major adjustments in strategies, workplan, targets or key outcomes and outputs that took place during the reporting period, including project amendment(s)?*

Below there is a description of some of the project challenges, lessons learned, and best practices identified:

**Challenges and Mitigation Actions**

1. The project faced mobility restrictions due to the COVID-19 pandemic, limiting face-to-face interactions. To mitigate this, regular virtual meetings and communication channels were implemented to ensure collaboration and progress.
2. Coordination between municipal and governmental entities posed some challenges. Regular meetings were held to ensure alignment between the parties.
3. Involvement of key actors from different ministries led to complexities in implementing infrastructure interventions. Working groups and joint planning sessions were initiated to streamline decision-making processes.
4. Unforeseen challenges such as equipment unavailability required alternative activities, resulting in temporary delays. Proactive measures, including contingency plans and flexible schedules, were adopted to minimize disruptions.
5. External factors like legislative intricacies and political dynamics impacted project implementation. Thorough risk assessments were conducted, and strategies were adapted accordingly, with ongoing dialogue maintained with stakeholders to navigate uncertainties effectively.

**Best Practices and Lessons Learned**

1. Despite pandemic-related challenges, the project successfully adapted by developing procedures conducive to maintaining quality amidst constraints. Clear protocols for milestones and commitments fostered organizational clarity and collaboration.
2. Challenges with inter-ministerial coordination highlighted the importance of seamless communication between governmental sectors. Proactive measures to enhance collaboration needs to be prioritized in future projects.
3. Flexibility in adopting alternative activities enabled the project to overcome unforeseen obstacles promptly, enhancing resilience and adaptability.
4. Acknowledgment of external sociopolitical factors emphasized the need to understand and account for these influences, ensuring effective navigation of challenges in dynamic environments.

**3.5 Project Cross-cutting issues and development markers:**

1. *Explain the project’s contribution to cross-cutting issues, particularly Gender[[8]](#footnote-8), environment[[9]](#footnote-9), and SDGs[[10]](#footnote-10), as set in* ***the project document****. (2) Highlight key partnerships and explain how such relationships impacted on the achievement of the above.*

The project aimed to enhance Argentina's technical capabilities in devising policies for speed management, altering user perceptions towards speed reduction to foster safer urban and rural roads. Here's how it contributed to cross-cutting issues, SDGs, and promoted gender equality:

1. **Cross-Cutting Issues and SDGs:** Road safety is a pivotal cross-cutting issue impacting various SDGs, including Goal 3 (Good Health and Well-being), Goal 9 (Industry, Innovation and Infrastructure), and Goal 11 (Sustainable Cities and Communities). By advocating for speed reduction and implementing measures such as informative signage and radar installations, the project directly aligns with these SDGs, contributing to safer infrastructure, reduced accidents, and improved public health.
2. **Gender Equality:** Although not explicitly stated, the project promoted gender equality ensuring that both men and women benefit equally from the project's outcomes by designing inclusive awareness campaigns and training programs that consider the diverse needs of all road users regardless of gender. Additionally, ensuring women's participation in decision-making processes related to road safety initiatives further promoted gender equality.

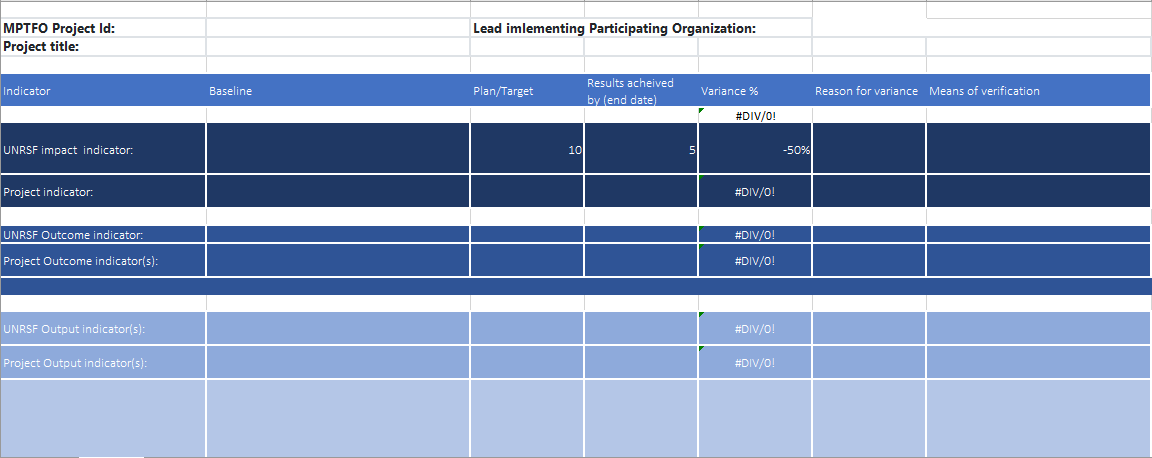
**Key Partnerships**

The project has established partnerships with governmental entities, civil society organizations, and private companies. These partnerships have played a crucial role in facilitating the achievement of project objectives. Governmental entities provide support and resources for project implementation, civil society organizations contribute expertise and community engagement, ensuring the project's initiatives are inclusive and responsive to community needs and private companies offer technical support, financial resources, and innovative solutions, enhancing the project's effectiveness and sustainability.

**3.6 Project Results Based Performance Assessment[[11]](#footnote-11)**

*(1) In the table below (*[*downloaded by clicking here*](https://docs.google.com/spreadsheets/d/1lM8FSQk7AGTPg2JTk6HwNdhIAu7jN1wR/edit?usp=sharing&ouid=106558202976938814902&rtpof=true&sd=true)*), provide for each indicator the figures for the baseline, target, and results achieved up to date, at both the output and outcome level. Please ensure that the results chain and the indicators align with the original project document. (2) Under Means of verification column, please provide the tools[[12]](#footnote-12) used to collect the data necessary to measure progress for each indicator. Where it has not been possible to collect data on an indicator, provide a clear explanation explaining why, as well as plans on how and when this data will be collected. (3) Under reason for variance, please explain any variance in achieved versus planned results/target during the reporting period.*

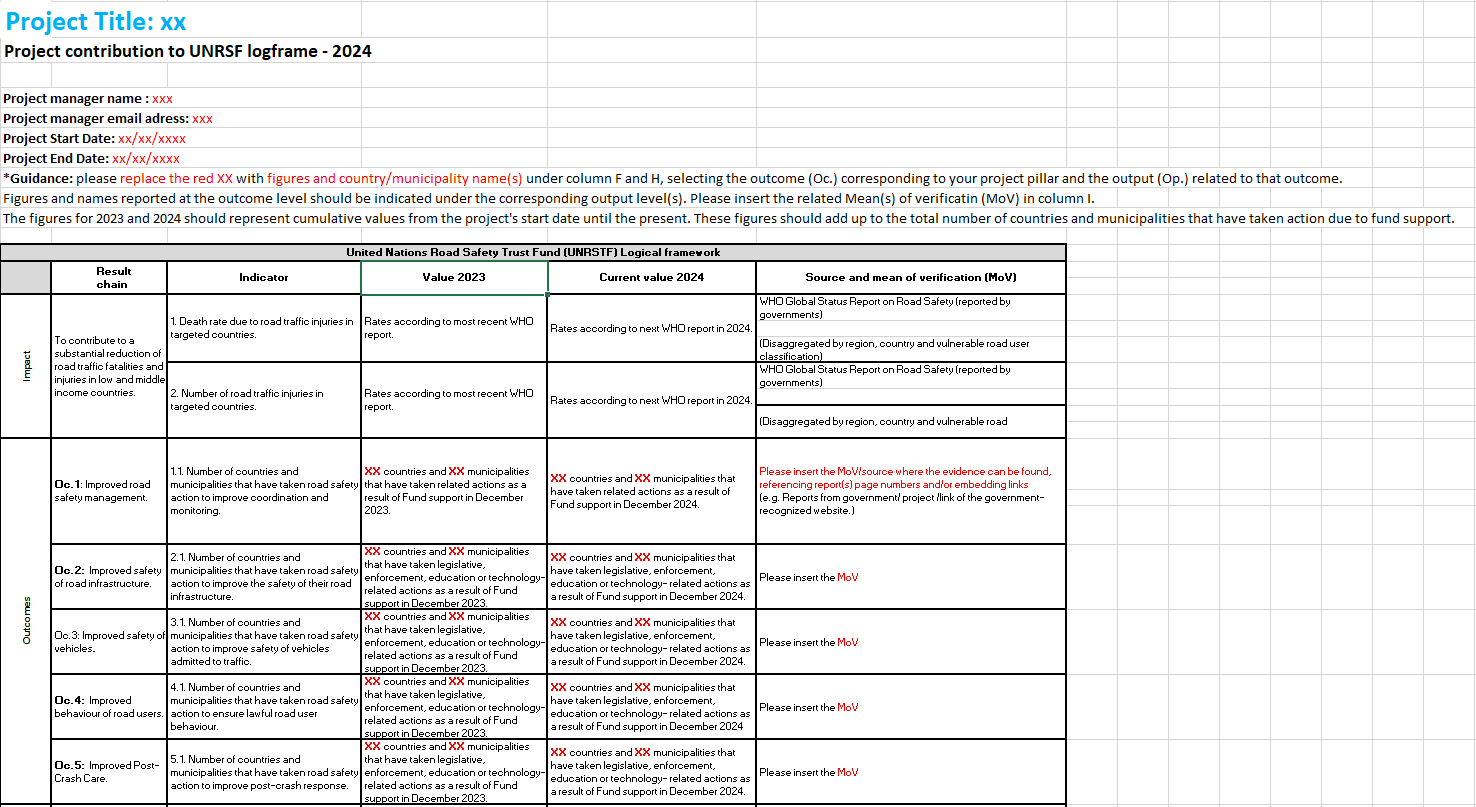
*\* All boxes should be filled. \* Please provide the file as an attachment to the report.*



# 3.7 Project Results Contributing to the UNRSF log frame Assessment[[13]](#footnote-13)

*(1) In the table below* [*(downloaded by clicking here*](https://docs.google.com/spreadsheets/d/1YyHLc9B3O4p4Qe8Rk4TUyp6DFwkUb_-g/edit?usp=sharing&ouid=106558202976938814902&rtpof=true&sd=true)*), please replace the red XX with numbers and names of country/municipality) under column E and G, selecting the outcome (Oc.) corresponding to your project. (2) Figures and names reported at the outcome level should be indicated under the corresponding output level(s). Please insert the related Mean(s) of verification (MoV) in column H[[14]](#footnote-14). (3) The figures for 2023 and 2024 should represent cumulative/aggregate values from the project's start date until the present. These figures should add up to the total number of countries and municipalities that have taken related actions due to project support.*

***\**** *Please provide the file as an attachment to the report.*



# Project contribution to UNRSF priorities

*Please explain if the project contributes to one or both of the following two UNRSF strategic priorities:*

* 1. *Provide support, at country or city levels, to identify and unlock sources of general or targeted road safety financing, e.g. national investment case, financing round tables, budget reallocation dialogues, support to incubators or accelerators, etc.*
  2. *Provide support, at country or city levels, to implement recommendations by the 2023 Global Status Report on Road Safety, focused on implementing legal instruments and standards, e.g. implementation of standards, standardized toolkits, laws.*

The project aligns with both strategic priorities of the United Nations Road Safety Fund (UNRSF) by contributing to the following:

**1. Provide support to identify and unlock sources of road safety financing:** Through collaborations with governmental agencies, civil society organizations, private companies, and international entities, the project has effectively leveraged financial support from the UNRSF and other donors. This support has facilitated the implementation of road safety initiatives, including speed management measures, in a low and middle income country like Argentina. By prioritizing high-impact projects aligned with international best practices, the UNRSF has catalyzed additional resources and funding, thereby unlocking sources of targeted road safety financing and mitigating economic losses associated with road accidents.

**2. Provide support to implement recommendations by the 2023 Global Status Report on Road Safety:** The project's outcomes, such as the notable reduction in speeding incidents and road traffic incidents, demonstrate its effectiveness in implementing evidence-based interventions to mitigate road safety risks. By confirming the significant problem of speeding on routes in target municipalities and garnering strong support from citizens and drivers for speed management measures, including the installation of speed cameras, the project aligns with the recommendations outlined in the Global Status Report on Road Safety. These actions contribute to the implementation of legal instruments and standards aimed at improving road safety, thereby advancing progress towards the UNRSF's strategic priorities.

# Project Story

*Stories engage and create a narrative around the impact of the project in people’s minds. They showcase the role of UNRSF and project implementing partners in driving change on the ground. Please* insert the draft story here or as *an attachment to the report.*

**5.1 Structure of the story**

* *Reference the problem: what was the status quo and why did this need to change?*
* *Provide easy to understand context about the negative impact on people’s lives.*
* *Showcase the actions: what steps were taken to begin to do things differently? how were things done differently and why is that important?*
* *Set out clearly what the project did relating to the key outcomes and who was involved.*
* *Present the results: who has benefitted now and how did this resolved the problem? The problem may not be entirely resolved, so please explain any net benefit(s) from the actions taken towards resolving the problem that would not otherwise be the case.*

*Storytelling checklist:*

* *Keep content accurate, brief and clear*
* *Check all facts, figures and references*
* *Use beneficiary voices and testimonials, including a quote from a project beneficiary/stakeholder to capture the project impact*

The project “Speed ​​Management in Latin America: the case of Argentina” aimed to improve the existing technical capacity in Argentina to develop policies and strategies for the introduction of speed management systems. Furthermore, it contributed to change citizens' perceptions about the importance of speed limit reductions to achieve safer urban and rural roads. The project focus on comprehensive work with different stakeholders and for population, through educational strategies that explained the benefits of speed management.

Speed-related accidents are estimated to account for 1/3 of all accidents with serious consequences. The speed limits on the main rural roads in Argentina are between 80 - 110 km/h, on highways between 90-130 km/h and in urban areas between 20-80 km/h depending on the type of vehicle. Speed ​​management programs that include the reduction of speed limits and their application are usually difficult to explain to society, which thinks of speed as a positive value, since it reduces travel times and is understood as the way to use the roads: "fast and for vehicles". The project contributed to changing this perception, providing a selection of the best practices in the world and the region on the matter, and raised the vision of international experts, who provided guidance on the best ways to disseminate the benefits of speed management.

**5.2 Photos:** *please provide as separate attachments good high-resolution project photos, (*[*guidelines on p.37 UNRSF Comms Action Plan*](https://roadsafetyfund.un.org/sites/default/files/downloads/resources/2022-07/Communication%20Action%20Plan%20VA4DEF%20WEB.pdf)*).*

Photos of the project can be found in the following link: <https://drive.google.com/drive/folders/17LH57ozyhoafvejn0qolqCcfrd0jvUms>

**5.3 Project communications products***: please share links/attachments to project communications over the reporting period e.g. media articles, project flyers/brochures*

* FAL Bulletin - Gestión de la velocidad vial en América Latina: El caso de Argentina: <https://www.cepal.org/es/publicaciones/68750-gestion-la-velocidad-vial-america-latina-caso-la-argentina>
* Redux Post on Linkedin about the project:
* <https://www.linkedin.com/posts/alianza-redux_campa%C3%B1a-de-concienciaci%C3%B3n-conducir-a-velocidad-activity-7132691416610131968-XUBX?utm_source=share&utm_medium=member_desktop>
* <https://www.linkedin.com/posts/alianza-redux_%3F%3F%3F%3F%3F%3F%3F-%3F%3F-%3F%3F-%3F%3F%3F%3F%3F%3F%3F%3F%3F-activity-7123236435956031489-esG4?utm_source=share&utm_medium=member_desktop>
* Closing Conference of the Speed Management Project in Latin America: The Case of Argentina: <https://www.cepal.org/es/eventos/conferencia-cierre-proyecto-gestion-la-velocidad-america-latina-caso-argentina>
* Publication of the project in a digital newspaper of the municipality of Pergamino: <https://noticias.pergamino.ar/2022/11/16/este-viernes-llega-frena-para-pensar/>
* Cycle of conferences: <https://www.youtube.com/playlist?list=PLwQLE8XLzqi-F7b-1dLoTeI_SFrd8Y5jt>
* Infografías (attached)

# Project quote cards

*The UNRSF Annual Report will include quotes cards from project beneficiaries. Please kindly provide at least one quote from a national beneficiary, including quote, name, title and organization.*

Five webinars focusing on speed management were conducted, highlighting the common challenges faced by Latin American countries while considering their unique contexts. Despite encountering difficulties in implementing speed management projects, each participating country or city has devised strategies to move forward, which were shared during the webinar series along with presentations of best practices.

On November 23, 2021, the "II Ibero-American Conference on Road Safety: Chapter I Speed" was convened, featuring conversational presentations on the progress made by Colombia, Argentina, Brazil, and Chile in the region. The conference underscored the numerous challenges remaining in road safety for Latin America, particularly in achieving the original goal of reducing traffic crash-related deaths and serious injuries by 50% as outlined in the Sustainable Development Goals.

Some quotes from the participants of the webinars:

“Speed management is a fundamental issue in Argentina and Latin America in order to have friendlier cities and to reduce traffic accidents.”

“We must change the perception of speed consequences. Show that it is not about freedom right but a matter of life or death.”

“The hardest part in speed management is to involve the society and make them understand how big factor of road safety speed is.”

“Your life and the lives of others are more important than arriving a few minutes earlier”. A message from Family and friends of road accident victims

“Traffic signs, speed limit signs as well as road markings are specifically designed to protect you and others. Let’s all respect them”. A message from Family and friends of road accident victims

Lessons learned from the project include the importance of comprehensive planning and the necessity of sufficient capacities to ensure timely project execution. Additionally, establishing clear communication channels with designated stakeholders proved vital, particularly with multiple public agencies at national and regional levels, facilitating effective coordination throughout the project.

# Project Evaluations conclusions[[15]](#footnote-15)

*Report on the project evaluation conducted and its conclusion related to project achievements, including contributions to the overall impacts of the Fund and pursuant to the Project M & E Framework.*

There has been a final assessment report from September 2023 (See Annex for link to the report). The assessment results reflect the evaluation consultant's perspective and have been structured in accordance with the evaluation criteria, specifically addressing questions related to relevance, effectiveness, cross-cutting themes, and sustainability. Below are the key findings of this project:

Relevance

* Finding 1: The project proposal was designed by renowned road safety experts based on European best practices, and the establishment of partnerships with Argentinean government or institutions was not a UNRSF requirement.
* Finding 2: The project’s topic and approach for interventions are considered relevant for Latin American countries and for Argentina. However, there is room for improvements regarding aligning project design, activities and outputs with Argentinean priorities and needs or demands at the local or national levels.
* Finding 3: There were few opportunities for alignment, synergies and complementarities with other activities conducted by REDUX and ECLAC, as their work on road safety in the region was just starting.

Effectiveness

* Finding 4: A good number of project outputs and activities were completed satisfactorily, despite major implementation challenges, at an excellent financial execution rate of 97%. 18.
* Finding 5: Most project beneficiaries were satisfied with the project’s conferences and workshops. The project reached a limited number of individuals through the outreach activities and these experiences changed the perception of participating individuals.
* Finding 6: The project’s “expected results” and “expected outcomes” are slightly different, and the project’s logic model did not clearly and consistently articulate a results chain where the completion of outputs clearly pointed to contributions to “outcomes”.
* Finding 7: Positive contributions were made to the dissemination of information on innovative practices to multiple agents in the road safety community and to systematizing technical information to guide the replication of best practices throughout the region. However, the expected results related to strengthening technical capacity in Argentina have been limited (expected result 1).
* Finding 8: The project showed that outreach activities can make a difference in raising awareness among the individuals that participate in them, and that the public supports the introduction of speed reduction measures; however, work on the project’s expected result is still needed to enhance public awareness of speed as one of the main risk factors in road fatalities and serious injuries (expected result 2).
* Finding 9: The project positively contributed to the development and systematization of methodologies and solutions for low-cost speed reduction infrastructure. Since the pilot projects were not implemented, the contributions made to building technical capacity in the design of speed enforcement actions in Argentina were modest (expected result 3).
* Finding 10: The project experience showed that it is possible to engage and work with the private sector to improve the road safety of its truck fleet, but limited contributions were made to increasing ANSV capacities (expected result 4).
* Finding 11: Expected results for enhancing the engagement of policymakers, road users and civil society in the joint design and implementation of speed management actions were too ambitious and did not materialize, despite the efforts made (expected result 5).
* Finding 12: ANSV National Road Observatory is promoting the project’s “multisectoral” approach in the context of a recent study on urban road sections, which will support integrated planning and policymaking to improve access, mobility and road safety in Argentina.

Cross-cutting issues

* Finding 13: The project proposal contains references to road safety-related SDGs, but the project did not incorporate gender and human rights perspectives or disability inclusion in its design.

Sustainability

* Finding 14: The project’s main results related to guidelines and individualized roadmaps for the implementation of its main recommendations and replication of experiences have not been used or incorporated in the practices of beneficiary institutions.
* Finding 15: While a broad approach to promote sustainability was outlined in the project document, opportunities to demonstrate local results, showcase the initiative and encourage scaling up and replication throughout Argentina and Latin America were missed since the pilot projects were not implemented.

Final Assessment Report. Assessment of United Nations Road Safety Fund (UNRSF) Project. Speed Management in Latin America: The Case of Argentina: <https://repositorio.cepal.org/items/0a07f73f-138a-4bdd-a924-6a11d9852b77>

# Project Sustainability and Exit *Report on final activities and phase-out arrangements put in place with local stakeholders to ensure transition and promote continued benefits and impact of the project.*

Report on final activities and phase-out arrangements were put in place to ensure project sustainability and promote continued benefits and impact with local stakeholders. On May 11, 2023, the project culminated with a closing event held at the facilities of the National Ministry of Public Works in Buenos Aires, Argentina. This gathering aimed to convene all key stakeholders involved in road safety in Argentina, fostering collaboration and acknowledging their contributions. Attendees included officials from the Economic Commission for Latin America and the Caribbean, the National Road Safety Agency, REDUX, authorities from beneficiary municipalities (Azul, Cañuelas, and Pergamino), as well as representatives from the Ministries of Transport, Health, and the Training Center for Road Safety Policy and Management of the ASNV. Additionally, stakeholders from the private sector, such as LOMA NEGRA, were also present. The event served as a platform to showcase the United Nations Road Safety Fund project and discuss various road safety initiatives linked to the project undertaken by each representative. This closing event symbolized the collaborative efforts and achievements in improving road safety in Argentina.

# Resources and leveraging

*Provide any information on financial management, procurement and human resources.*

*Has the UNRSF grants received had a catalytic effect with respect to:*

*1. Increased commitment of senior management (mention in speeches, bilateral meetings with governments/corporations; road safety as strategic or operational organization priority; participation in road safety committees, etc)*

*2. Increased allocation of staff or other resources (on top of UNRSF grants) to strengthen the organization’s capacity to support governments*

*3. Securing additional financing or technical expertise to complement the projects funded by UNRSF grants (including co-financing or using resources from projects on other topics to support road safety objectives)*

*4.* *Using UNRSF grants to build a case for larger investments by the government (eg producing investment case or using project to secure bank loans, etc)*

The project has indeed facilitated securing additional funding from one of the participating partners, demonstrating the catalytic effect of UNRSF grants in leveraging resources. This support was instrumental in expanding project activities and enhancing its sustainability. The partner's enhanced commitment signifies the recognition of road safety as a strategic priority, reflecting the project's effectiveness in driving tangible outcomes. This collaborative approach highlights the catalytic role of UNRSF grants in mobilizing resources and fostering broader engagement in advancing road safety objectives.

In addition to the resources provided by the UNRSF, the project has mobilized resources from organizations that have promoted and participated in the project, including REDUX/Ibero-American Council for Safe Mobility, MAPFRE Foundation, CESVI/Experimentation Center dedicated to research and analysis of road and automotive safety, Loma Negra, the National Road Safety Agency, and the Municipalities of Azul, Cañuelas, and Pergamino. The total contribution of these counterparts was USD 55,453.

1. Strategic Results, as formulated in the Strategic UN Planning Framework (e.g. UNDAF) or project document. [↑](#footnote-ref-1)
2. The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to as “Project ID” on the project’s factsheet page the [MPTF Office GATEWAY](http://mdtf.undp.org) [↑](#footnote-ref-2)
3. The MPTF or JP Contribution, refers to the amount transferred to the Participating UN Organizations, which is available on the [MPTF Office GATEWAY](http://mdtf.undp.org) [↑](#footnote-ref-3)
4. As per MPTFO definition: the project start date is based on the dates in the project document. [↑](#footnote-ref-4)
5. As per MPTFO definition: the project end date is based on the dates in the project document. [↑](#footnote-ref-5)
6. If there has been an extension, then the revised, approved end date should be reflected here. If there has been no extension approved, then the current end date is the same as the original project document end date. The end date is the same as the operational closure date which is when all activities for which a Participating Organization is responsible under an approved MPTF / JP have been completed. As per the MOU, agencies are to notify the MPTF Office when a programme completes its operational activities. [↑](#footnote-ref-6)
7. Content required as per MoU Section IV Reporting, (p. 9). [↑](#footnote-ref-7)
8. **Gender guiding questions**: to what extent has the allocation and use of resources to target groups taken into account the need to

   prioritize women? Has the intervention led to a significant change in gender relations (such as access to and use of

   resources, decision-making power, or division of labour)? [↑](#footnote-ref-8)
9. **Environment guiding questions**: What is the project’s actual or expected positive and negative effect on the environment? What activities have been taken to address climate adaptation and resilience, and what are the results? [↑](#footnote-ref-9)
10. **SDGs guiding questions**: how the project actions or interventions, as well as any stakeholder engagement, contribute to the SDG? The project goals, strategies or practices for the relevant SDG and progress made in achieving them (for example, a description of policies, systems and processes, etc.) [↑](#footnote-ref-10)
11. Requirement under the MoU, p.9: The annual and final reports will be results-oriented, and evidence based. Annual and final narrative report will compare actual results with expected results at the output and outcome level and explain the reasons for over or underachievement. [↑](#footnote-ref-11)
12. **Examples of Means of verifications tools**: Survey reports, feedback forms; Results of pre/post testing of training participants, proving improved knowledge; Evidence that the policymaking process took place (e.g. meeting minutes, reports, etc.), Documents showcasing the adoption of the policy official records (e.g. promulgation), Follow-up documents that showcase implementation of the policy (e.g. executive acts), Post output and/or post project survey compared to baseline survey. Etc. [↑](#footnote-ref-12)
13. Requirement under the MoU, p.9: The final narrative report will also contain an analysis of how the project outputs and outcomes have contributed to the overall impact of the Fund. [↑](#footnote-ref-13)
14. **Examples of Means of verifications tools**: Survey reports, feedback forms; Results of pre/post testing of training participants, proving improved knowledge; Evidence that the policymaking process took place (e.g. meeting minutes, reports, etc.), Documents showcasing the adoption of the policy official records (e.g. promulgation), Follow-up documents that showcase implementation of the policy (e.g. executive acts), Post output and/or post project survey compared to baseline survey. Etc. [↑](#footnote-ref-14)
15. Requirement under the UNRSF Operational Manual, p.10: Each PUNO shall conduct and/or commission evaluations of project achievements, including contributions to the overall impacts of the Fund pursuant to the Project M & E Framework. Such evaluations shall form a part of the reporting required. [↑](#footnote-ref-15)