


**UN ROAD SAFETY FUND CALL FOR PROPOSALS 2020**  
**APPLICATION FORM – STAGE I (Updated on 20 August 2021)**

*Read the [Application Guidelines](#) carefully before filling in the Application Form. Do not modify the form's original format. Modified forms will not be accepted. Submission deadline is 31 Jan. 2021 (23:59 CET)*

**1. COVER PAGE**

<b>Project title</b>	<i>Strengthening evidence-based interventions for road safety in the Arab region through effective and reliable data recording, processing and analysis</i>
<b>Participating UN Organization(s)</b>	United Nations Economic and Social Commission for Western Asia (ESCWA)
<b>Implementing organization(s)</b>	NA
<b>Other UN partners</b>	NA
<b>Other partner(s)</b>	<i>Ministries of Transport, Ministries of Interior, National Road Safety Entities, Internal Security Forces (ISF) in the pilot countries.</i>
<b>Beneficiary country(ies)</b>	<b>Tunisia, Lebanon and Qatar (as self-financing)</b> The outcomes / outputs of the project will be disseminated in a sustainable manner with all Arab countries
<b>Country category</b>	<input type="checkbox"/> Low-Income indicate % of total budget: _____ <input checked="" type="checkbox"/> Middle-Income indicate % of total budget: 100%
<b>Total budget including co-financing (in US\$)</b>	US \$ 377 875
<b>Budget to be funded by UNRSF (in US\$)</b>	US\$ 280 875
<b>Estimated start date</b>	01 October 2021
<b>Estimated end date</b>	31 July 2023
<b>Duration (in months)</b>	22 months
<b>Primary contact person</b> <i>Name, title, e-mail and telephone</i>	Dr. Yarob Badr, Regional Advisor on Transport and Logistics Shared Economic Prosperity Cluster, UNESCWA <b>E-mail:</b> <a href="mailto:badr3@un.org">badr3@un.org</a> <b>Tel:</b> +961 76370603
<b>Submitted by</b>	<b>Name and title:</b> Mohamed El Moctar Mohamed El Hacene Cluster leader, Shared Economic Prosperity Cluster, UNESCWA <b>Email:</b> <a href="mailto:elhocene@un.org">elhocene@un.org</a> <b>Signature:</b>  <b>Date:</b> 20 August 2021

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## 2. PROJECT DESCRIPTION

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### 2.1 BRIEF DESCRIPTION

*In a sentence, state the objective (i.e., the overall intention) to be achieved through this proposed project.*

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

### 2.2 PROJECT SUMMARY

*Provide a summary of the project by including the following: background and problem statement, proposed solution and approach in the targeted country(ies), its intended impact, linkages/synergies with ongoing initiatives, national strategies, SDGs, UN General Assembly resolution A/RES/74/299, possible scale-up/replication and finally, any noteworthy innovations (max 1500 words).*

#### **Background and Problem Statement**

Road traffic fatalities and serious injuries represent a global public health problem, especially for the Arab region, where fatality rate due to road crashes was estimated at 18.9<sup>1</sup> fatalities per 100,000 people in 2016, more than the world average of 18.2 fatalities per 100,000 people and more than 3 times the average registered for the European region, which is 5.9 fatalities per 100,000 people<sup>2</sup>.

In response to this alarming situation, Arab governments are facing traffic crashes burden differently and therefore could be divided into two groups. The first group includes countries working actively to establish leadership and coordination mechanism and the implementation of national policies, strategies and action plans, while the second group includes countries that do not have a national strategy, nor a governance system depending on existing road crashes information system<sup>3</sup>. Moreover, the quality of input data (collected crash data) affects directly the outputs (policies, strategies, interventions, and targets). Recently, fundamental dysfunctions at the management and data collection levels that compromise police data accuracy and comparability in the region are reported<sup>4</sup>. Consequently, these issues do not allow countries to identify gaps in the road safety system and deliver effective improvements.

To assist these two groups of countries either to improve or to develop new evidence-based road safety policies, strategies and action plans, it is fundamental to collect reliable and accurate data to effectively identify problems, risk factors and priority areas, and to set targets and monitor performance, beyond the traditional collection of data which is limited in reflecting how responsibilities are shared between users involved in a traffic crash. At this point, the project will focus on the improvement of the police data as it is considered the preliminary road crashes data. In a later stage, the planned Arab road safety observatory will work to link police data with data collected by health facilities, insurance companies and individual sources to supplement them in a streamlined manner.

On the other hand, the countries' willingness to improve national road safety information systems was expressed

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<sup>1</sup> The rate is calculated for 16 Arab countries for which data is available in the global report of road safety for 2018, which are: Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syria, Tunisia and United Arab Emirates

<sup>2</sup> This rate is calculated for 27 EU countries for which data is available in the global report of road safety for 2018, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Eswatini, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

<sup>3</sup> Refer to ESCWA note on the Status of Road Safety Priorities in the Arab Region, prepared for the 3rd meeting of the UNRSTF Advisory Board on 3 September 2019.

<sup>4</sup> <http://www.archivesoftransport.com/eaot/2020/04/006.pdf>

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in most of the sessions of the Committee on Transport and Logistics<sup>5</sup>, where the distressing status of road safety is raised by high-ranking officials from the Arab countries, seeking the support from the international community to improve the alarming situation. One of our project goals is to convert this willingness and motivation to an official engagement.

### **Proposed solution and approach**

As such, this project aims to provide the necessary tools, materials, capacity building and technical assistance to ESCWA member states to improve police road crashes data which is considered as the main source of information. More specifically, the project aims to achieve the following objectives: a). Identification of gaps and weaknesses in the existing processes for recording, processing and analyzing road crash data b). Design a standardized model of police crash recording system and guidelines for implementation c). Using the template to produce a standardized digital form d). Propose comprehensive and efficient processes, tools and materials for data processing and data analysis e). Capacity building through the training of trainers from the three selected countries f). Dissemination of knowledge in the rest of Arab countries.

### **Intended impact**

Targeted countries will be able to learn from exchanged experience and lessons learned from world best practices to effectively collect accurate and comparable data, correctly identify problems, risk factors and priority areas, and set goals and monitor performance, instead of collecting data that is limited to reflect the sharing of responsibilities between users involved in a road traffic accident. Thus, countries will be able to develop evidence-based road safety policies, strategies and action plans through the development of a better understanding of road crashes

### **linkages/synergies with ongoing initiatives, national strategies, SDGs, UN General Assembly resolution A/RES/74/299**

ESCWA focuses on ensuring the alignment of its efforts with the **resolution A/RES/74/299**<sup>6</sup>. First, recommendation #14 of the resolution encourages Member States to strengthen institutional capacity through adequate training and capacity-building with regard to road safety to collect, analyze and disseminate disaggregated data for effective and evidence-based policymaking and their implementation. Second, recommendation #36 of the resolution requests to leverage as appropriate existing efforts, including those of regional road safety observatories, to harmonize and make road safety data available and comparable. In this vein, ESCWA is inspired by several international experiences, such as International Traffic Safety Data and Analysis Group (IRTAD) which is a permanent working group of ITF, European Road Safety Observatory (ERSO), African Road safety Observatory (ARSO) and Latin America-and the Ibero-American Highway Safety Observatory (OISEVI), which revealed the importance of creating synergies between countries belonging to a common context, through the establishment of regional observatories on road safety, which play a primordial role in accelerating convergence towards common global standards. These standardized data and indicators would constitute a key for the regional orientations (targets and strategies).

In addition, the project is in line with the Activity-6 of Pillar-1 of **the Global Plan for the Decade of Action for Road Safety 2011-2020**, which consists in “establishing and supporting data systems for ongoing monitoring and evaluation to include a number of process and outcome measures”, and in line with output-1.3 of pillar1 of the TOR of the UNRSF<sup>7</sup>, consisting in the “Establishment of road crash and road traffic data system”. Thus, it is expected that the implementation of the project activities will significantly contribute to the achievement of target 3.6 of the **SDGs**.

At the national level of the selected countries, the project is in line with the Lebanese national project that aims to establish a comprehensive database on road safety being addressed by a program of action implemented through an agreement between the National Road Safety Council and the World Bank. The project is similarly part of the intention of the Tunisian National Road Safety Observatory to improve their information system through the

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<sup>5</sup> [https://www.unescwa.org/sites/www.unescwa.org/files/events/files/organization\\_of\\_work\\_in\\_english\\_-\\_16th\\_session\\_of\\_tc\\_23-24\\_november\\_2015.pdf](https://www.unescwa.org/sites/www.unescwa.org/files/events/files/organization_of_work_in_english_-_16th_session_of_tc_23-24_november_2015.pdf),  
[https://www.unescwa.org/sites/www.unescwa.org/files/events/files/tqryr\\_ljn\\_lnql\\_18.pdf](https://www.unescwa.org/sites/www.unescwa.org/files/events/files/tqryr_ljn_lnql_18.pdf)

<sup>6</sup> <https://undocs.org/en/A/RES/74/299>

<sup>7</sup> [https://unece.org/DAM/Road\\_Safety\\_Trust\\_Fund/Documents/UNRSTF\\_Terms\\_of\\_Reference\\_rev\\_Nov\\_2018.pdf](https://unece.org/DAM/Road_Safety_Trust_Fund/Documents/UNRSTF_Terms_of_Reference_rev_Nov_2018.pdf)

construction of new work processes more efficient and based on the different new information and communications technology (NITC).

Since UNRSF does not cover funding for high income countries, Qatar is included in the project as member of the GCC high-income level countries on the base of self-funded activities, with the objective of expanding the exchange of experience and lessons learned and enhancing regional cooperation with regards to road safety capacity building in the Arab region. Noting that Qatar is an influential champion country, thanks to its good resources (both financially and technically) and high commitment from the early stages of the project.

### Possible scale-up/ replication

Possibilities of replication of the template with other ESCWA members' states will also be sought by obtaining their expression of interest on the matter.

### Noteworthy innovations

This is the first project that aims to enhance and harmonize road safety management in 20 Arab countries that share common aspects and models related to road safety through the initiation of regional cooperation to implement road safety best practices. The project will also explore cost-effective, flexible and user-friendly digital tools and solutions inspired from other fields (open sources and mobile applications in other fields).

## 2.3 PROJECT DESIGN

*List expected project results (i.e., expected outcomes, outputs and activities). These results must be measurable and logically connected. Highlight key implementation partners. Include estimated time schedule and budget.*

Description	Partners	Indicators for success	Start and end dates	Budget (Excluding the Co-financing)
<b>Outcome 1: Harmonized form for digital recording of road crashes data through handheld devices</b>				
<b>Output 1.1:</b> Identification of the current gaps and loopholes in the existing processes of collecting, processing and analyzing police records on road crash fatalities and injuries in all Arab countries	ESCWA Focal points on Transport	<ul style="list-style-type: none"> <li>- Number of countries participated on the survey</li> <li>- Number of discovered gaps and discrepancies</li> </ul>	01 October 2021 To 30 December 2021	<b>15 729</b>
<p>Activity 1.1.1: Update of the results of the survey conducted by ESCWA in 2018 on road safety information systems in the Arab region</p> <p>Activity 1.1.2: Drafting factsheets of the current related data processes in the region and a comprehensive report</p>				
<b>Output 1.2:</b> Conception of the elements of the optimal template for road crash recording	International / Regional Observatories	<ul style="list-style-type: none"> <li>- Flexibility of the concept</li> <li>- Alignment with the international best practices/ other initiatives</li> </ul>	01 October 2021 To 30 February 2022	<b>20 223</b>

<p>Activity 1.2.1: Review of the best practices regarding data recording at both regional and national levels</p> <p>Activity 1.2.2: Contextualization of the adopted best practices with the local specifications</p> <p>Activity 1.2.3: Conception of the elements of the optimal template</p>				
<p><b>Output 1.3:</b> Release and validation of the prototype of the Harmonized digital form for handheld devices (mobile application)</p>	<p>Ministries of transport and interior, official bodies dealing with road safety data at national level</p>	<ul style="list-style-type: none"> <li>- Number of positive feedbacks on the final version of the prototype.</li> <li>- Number of countries that are going to endorse the final version of the prototype.</li> </ul>	<p>01 March 2022</p> <p>To</p> <p>30 August 2022</p>	<p><b>112 350</b></p>
<p>Activity 1.3.1: Customization of the prototype of the harmonized digital form for handheld devices</p> <p>Activity 1.3.2: Test, evaluation and feedback, through a regional technical <b>workshop</b> regrouping representative from all Arab countries</p> <p>Activity 1.3.3: Improvement, validation and official endorsement of the final version through a legal instrument</p>				
<p><b>Outcome 2: Capacity building on data recording, processing and analyzing to formulate evidence-based road safety policies, strategies and action plans</b></p>				
<p><b>Output 2.1:</b> Guidelines for road crash data collection, processing and analyzing</p>	<p>Ministries of transport and interior, official entities dealing with road safety data at national level</p>	<ul style="list-style-type: none"> <li>- Results of surveys regarding the trainings' materials</li> </ul>	<p>01 September 2022</p> <p>To</p> <p>30 December 2022</p>	<p><b>15 729</b></p>
<p>Activity 2.1.1: Preparation of guidelines on how to use of digital form in the handheld devices,</p> <p>Activity 2.1.2: Preparation of guidelines on how to retrieve and transfer of data from the handheld devices to a local database or a server database</p> <p>Activity 2.1.3: Preparation of guidelines on how to use of the desktop application for data analysis to formulate road safety policies, strategies and action plans</p>				
<p><b>Output 2.2:</b> Capacity building</p>	<p>Ministries of transport and interior, official entities</p>	<ul style="list-style-type: none"> <li>- Success of the test on real cases recording for consecutive three months</li> </ul>	<p>01 January 2023</p>	<p><b>96 621</b></p>

	dealing with road safety data at national level	<ul style="list-style-type: none"> <li>- Results of evaluation tests of the trainees</li> <li>- Results of surveys regarding the trainings which is going to be disseminated with the participants by the end of the series of trainings</li> </ul>	to 30 Mai 2023	
<p>Activity 2.2.1: Training of trainers from police on data recording, transfer and storage</p> <p>Activity 2.2.2: Test on real cases recording for consecutive three months and request modifications if any</p> <p>Activity 2.2.3: Training of police on data processing (transformation from raw data to indicators, blackspots maps, data mining...)</p> <p>Activity 2.2.4: Training on using this processed data to correctly identify problems, risk factors and priority areas, and set goals and monitor performance</p>				
<b>Output 2.3. Dissemination of knowledge to the region</b>	Ministries of transport and interior, official entities dealing with road safety data at national level		1 June 2023 to 31 July 2023	<b>8 988</b>
<p><i>Activity 2.3.1. Virtual workshop to share the acquired knowledge with the rest of the Arab countries and invite them of adopt the developed processes</i></p> <p><i>Activity 2.3.2. Holistic/ final Guidelines to be disseminated with rest of the Arab countries</i></p>		Number of countries that are going to adopt the final processes for recording and analysis		
<b>Independent Evaluation</b>				<b>11 235</b>
				<b>280 875 \$</b>

#### 2.4 APPROACH AND EFFECTIVENESS

*Explain why you consider this approach (scope/timeframe etc.) to be the most effective way to reach the project's objectives and outcomes. Outline why the country (ies) need assistance. (Max 1000 words).*

This project aims to provide the necessary tools, materials, capacity building and technical assistance to the ESCWA members' states to address road crash police recording as the main source of data and evidence for the formulation and implementation of road safety policies, strategies and action plans. Specifically, the project aims to achieve the following at the end of its term (22 months):

- **Identification of the gaps and loopholes** in the existing processes of recording, processing and analyzing of police records on road crash fatalities and injuries in all Arab countries, by updating the results retrieved from the survey conducted in 2018 by ESCWA, and by covering the additional countries that joined ESCWA since the previous survey.

- **Designing a crash record standardized template and guidelines for application** by the targeted countries tailored for their needs and aligned with internationally adopted templates based on common guidelines inspired from regionally and internationally acknowledged best practices.
- **Using the template to produce a digital form** that ensures recording crash data with handheld devices in a permanent, easy and flexible manner and at low cost. Some countries are unable to use internet at the crash scene location because of its non-availability. In order to avoid security issues since the collected data contained some personal information like the names and the IDs, therefore the digital form should allow the synchronized data transfer can be done once the investigator arrive at the police office (by logging in via cable or secured intranet) to extract data from the handheld device.
- **Define a method of data processing and data analysis by presenting a comprehensive** way of data storage (depending on the country wishes, data can be transferred remotely either to a local server database or to online databases), data analysis through selected desktop applications (data can be queried and visualized in table or map form using built-in open source GIS or similar capabilities, flexible datamining tools...etc.).
- **Building the capacity** for the various entities involved in data collection and dissemination on road safety in the three selected countries, in order to ensure the effective use of the digital template and the proper analysis that allows the identification of problems, risk factors and priority areas, and to set targets and monitor performance for the design and implementation of appropriate policies, strategies and action in the three selected countries.
- **Dissemination of knowledge to the other countries** which will ensure the project sustainability.

As described above, all stages of the project are logically justified. Thus, the project design table shows that the schedule is realistic and the cost is optimal.

## 2.5 CONSISTENCY WITH GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY

*Shade the relevant cell(s) of the figure below in gray to indicate which aspects the project will focus on.*

<b>Pillar</b>	<b>Area</b>	<b>Legislation</b>	<b>Enforcement</b>	<b>Education</b>	<b>Technology</b>	<b>International Regulatory Support</b>
	<b>Road safety management</b>					
<b>Safe user</b>	Traffic rules Drivers Cyclists Pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.15	
<b>Safe vehicle</b>	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions, WP.1, WP.29	
<b>Safe road</b>	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal instruments and resolutions, int. standards WP.1, SC.1	
<b>Effective post-crash response</b>	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1	

## 2.6 BENEFICIARY GOVERNMENT(S) ENDORSEMENT

*Please confirm, if the project was requested and/or discussed with beneficiary government(s). Attach the relevant request or endorsement by the beneficiary government(s) to your application. For successful projects, budget funds will only be*

*transferred when a letter of support from the relevant national counterpart(s) is received by the secretariat by the end of the second stage of the application process.*

- Received
- Under discussion
- Comments: Once the project is selected, ESCWA will provide three supporting letters of the targeted countries during the second stage of application process.

### 3. PRIORITIES OF THE 2020 CALL FOR PROPOSALS

#### 3.1 EXPECTED IMPACT

*Explain the likely impact of this project on road safety in the project country (ies) demonstrating the linkage of project results towards a reduction of road fatalities and serious injuries. Justify how the results of the project will be sustainable. (Max 750 words).*

At a first stage, at least 3 Arab countries commit to test the suggested processes and get involved in its development to generate homogeneous, accurate, and reliable data and information on road safety, and commit its application to improve the national information system to be used for the preparation of future policies, strategies and action plans for road safety.

At a later stage, it is expected that more Arab countries will be interested in the tested processes and will seek technical assistance from ESCWA to enforce it. ESCWA will provide technical assistance to interested countries replicating the project elements to provide the necessary support and capacity building to generate harmonized and streamlined data at the national and regional levels provided additional funding is secured. This dissemination of knowledge reflects the sustainability dimension to the project.

To ensure sustainability of an effective work after the end of the project, the following actions are considered at different levels:

- a) **At the technical/ level:** In addition to technical skills related to road safety, the planned trainings aim to build complementary and fundamental know-how that will be beneficial for the trainees on this project and on any future project:
- Planning and Management: Strategic planning (goal setting) and operational planning skills (turning goals into actions).
  - Monitoring, Evaluation, and Learning: The ability to design appropriate monitoring and evaluation processes of the project parameters, to set up and manage baseline and data collection /reporting requirements, to document and report results to various stakeholders
  - Communication and People Skills: The ability to give and receive constructive feedback, to summarize the information received and to communicate clearly to the various stakeholders and general public.
  - Manuals and tutorials and training of the trainers
- b) **At the operational level:** a session will be dedicated recurrently in ESCWA Ministerial Committee on transport and logistics to follow-up on the countries' achievement after the project's end. In addition, countries in collaboration with ESCWA will formulate key performance indicators (KPIs) and benchmarks to monitor implementation progress.

#### 3.2 LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S)



*Explain how this project fits within the programme of work of your respective UN organization(s). Please also outline your organization's experience in relation to the issues targeted in this proposal and in this country (ies) (max 750 words).*

ESCWA, as a regional commission of the United Nations, has a mandate to support the economic and social development of its 20 Arab member states, promote regional integration and represent the concerns of its member states on the world stage. One of the main concerns that ESCWA is focusing on, as part of a long-term process, is road safety, which is one main component of ESCWA activities related to the development of the Integrated Transport System in the Arab States (ITSAS).

From the start of the first decade of action for road safety 2011-2020, ESCWA took the initiative to advocate for the safe systems approach in the region. Therefore, ESCWA has developed “technical guidelines for the implementation of national road safety management systems”, including the establishment of national lead agencies and the appropriate coordination mechanism, in addition to road safety observatories that are needed to insure that interventions are formulated and implemented banking on reliable and comprehensive information addressing road safety in all its dimensions . These guidelines were adopted at the 16<sup>th</sup> session of the ESCWA Committee on Transport held in Cairo in 2015<sup>8</sup>.

In addition, road safety is at the heart of ESCWA's main recurring activities. ESCWA has reported on the annual road safety status of its member states as part of the agenda for several annual sessions of the Committee on Transport and Logistics (e.g. the 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>). Road safety indicators are also among the attributes of the GIS platform that ESCWA is developing to follow up the implementation of the components of the ITSAS elements (ITSAS-GIS).

Regarding road safety data, ESCWA has actively cooperated with the Euro-Med Transport Support Project on “Setting up road safety reliable, harmonized and comparable data systems and sharing at regional level”, which benefited to six of the Mediterranean countries of ESCWA twenty Member States and concluded on April 2019 with the recommendations for “Harmonized Definitions of Road Crash Data in Euro-Med Partner Counties”.

ESCWA has conducted a survey between August and November 2018 on the status of road safety management and data in ESCWA Member States. The survey revealed information on the forms used for the collection of data information related to road crashes in the countries. Thus, three countries don't have any kind of form besides the usual police records for the gathering information related to road crashes. Six countries notify having paper form only of the template, while three countries claim having using both paper and electronic forms for the gathering of information.

ESCWA organized a regional workshop specifically dedicated to the management of road safety in Arab countries<sup>9</sup>. The workshop was held in Beirut from 27 to 28 November 2018 with the support of the UNSG' Special Envoy for Road Safety, Mr. Jean Todt, and in cooperation with the UNECE. The workshop concluded with the adoption of a Regional priorities for road safety management, 2019-2020, taking into account global best practices and lessons learned from various experiences around the world. In what concerns road safety data, the participants of the workshop agreed on the following priorities:

1. Initiate collaboration between vital registration colleagues, transport, police, interior and health sectors
2. Strengthen basic registries such as vehicles, drivers, enforcement (tickets issued)
3. Consider establishing a Regional Observatory that coordinates and facilitates national data improvements, for example: crash investigation

Currently, ESCWA is carrying out two road safety projects with the support of UNRSF. Under the 2019 UNRSF call for proposals, ESCWA's share for these two projects is estimated at US \$ 584,834. The first project focuses on “Reducing road deaths and injuries in Jordan through increased use of restraints”, while the second focuses on the implementation of “Transformative Actions for Safe Motorcycles in Tunisia”. Therefore, the experience gained

<sup>8</sup>[https://www.unescwa.org/sites/www.unescwa.org/files/events/files/guidelines\\_for\\_the\\_establishment\\_of\\_national\\_systems\\_on\\_road\\_safety\\_arabic.pdf](https://www.unescwa.org/sites/www.unescwa.org/files/events/files/guidelines_for_the_establishment_of_national_systems_on_road_safety_arabic.pdf) (in Arabic)

<sup>9</sup><https://www.unescwa.org/events/road-safety-management-arab-countries>

in the management of the ongoing UNRSF projects is an advantage which would facilitate the implementation of the project.

ESCWA has gained during this long-term process of supporting its members' states to improve road safety in the Arab region, and regarding the data on road crashes. The project fits perfectly into ESCWA work program and will provide effective support to address the gaps identified in these areas in the Arab region.

### 3.3 SYNERGIES

*Explain how this project maximizes synergies (i) with other past or ongoing road safety projects in the country or beyond; (ii) with national priorities and strategies; (iii) other development challenges and issues (max 1500 words).*

Multiple initiatives and projects are underway around the world to improve data systems and harmonize the collected crash data, whether in Europe (ARSO and IRTAD), in Latin America (OISEVI), Euro-med transport support project, and recently in Africa (ARSO). The main objective of these initiatives is mainly related, but not limited, to monitoring road accidents, contributing to international co-operation on road safety data and its analysis, supporting cooperation and exchange of information, experiences and methodologies, supporting comparison between different countries and disseminating good practices.

Only two of the initiatives listed above tackle road safety data issues in sub-groups of countries in the Arab region, namely ARSO and the Euro-Med project, but none of them covers all of the 20 ESCWA member states that have a lot in common to share. In this regard, this will complement previous projects and encompass all Arab countries without leaving any Member State behind.

Thus, the project constitutes the seed of the Arab Observatory for Road Safety project that ESCWA has been advocating since 2018. In fact, one of the main regional priorities of ESCWA is envisaging the creation of a regional observatory that coordinates and facilitates improving national data, which was also one of the main outputs of the regional workshop on road safety management in Arab countries, implemented with the support of the UNSG Special Envoy for Safety road, Mr. Jean Todt, and in cooperation with the ECE.

Based on a survey conducted by ESCWA in 2018, eleven out of Twenty ESCWA Member States replied to the questions on the existence of the elements of National Systems for Road Safety Management. The findings reveal that while seven countries claim having a national strategy to improve road safety, only two countries, Qatar and Tunisia, claim having a kind of national road safety observatory, which is a must for the production of comprehensive and reliable data on the characteristics of road safety issues in the country. Hence, these two countries are ready to improve their road crashes data related process. In this context, the Tunisian NRSO claimed the need to improve their information system through the construction of new and more efficient work processes based on the different new information and communications technology (NITC).

There is also a significant synergy between this project and the Lebanese national project working towards the establishment of a comprehensive road safety database, which is addressed by an action program implemented by an agreement between the National Council of road safety and the World Bank.

The project will build on the achievements made in the three pilot counties and complement these achievements by initiating a tripartite cooperation to enhance data collection and processing methods to rationalize road safety interventions and to disseminate the approaches to the other countries of the Arab region.

### 3.4 COVID-19

*Does your project connect with the changing priorities of governments as a result of the COVID-19 pandemic with respect to building back better and safer mobility? (max 700 words).*

COVID-19 could spread through paper documents, a recent study<sup>10</sup> claimed that paper is as a potential risk of COVID-19 transmission and proved that the virus could remain viable in the next 24 hours. However, as one of the main objectives of the project is to digitize the data collection form used during the road accident registration process, this project will contribute to reduce the exposure to the risk to the virus.

In addition, the project aims to reduce road crashes casualties by supporting countries to put in place more effective interventions. This can preserve the resources of the hospitals, which have a limited capacity, to treat patients with COVID-19 instead of being exhausted by road accidents.

Thus, improving the quality and reliability of data will enable governments to effectively identify priority areas of road accidents among other threats to the lives and well-being of citizens, including the coronavirus, in order to properly allocate resources (e.g. in national annual budgets). This project will help the governments keep road safety one of its top priorities within their endeavor to improve public health in general.

## 4. BUDGET AND PROJECT MANAGEMENT

### 4.1 INDICATIVE BUDGET

See Annex I of Application Guidelines for description of UNDG budget categories. If this is a joint project with two or more participating UN organizations that will jointly implement activities, then Table 1: Budget Summary (multiple agency) from the Budget Form (Stage II) should instead be used.

Object of expenditure		Notes	Requested from UNRSF (US\$)	Co-financing (US\$) From high-income GCC country
1.	Staff and other personnel costs	ESCWA Staff part time and external capacity engagement in project implementation, monitoring and evaluation (Including Independent Evaluation)	100 000	70 000
2.	Supplies, commodities, materials	For conducting the trainings, producing the guidelines/ material and its dissemination	70 000	
3.	Equipment, vehicles and furniture including depreciation	None	0	
4.	Contractual services			
5.	Travel	Focus Group Meetings and Capacity Building Workshops and Independent Evaluator	80 000	27 000
6.	Transfers and grants counterparts	None	0	
7.	General operating and other direct costs (5%)		12500	
<b>Total project direct costs</b>			<b>262 500</b>	

<sup>10</sup> <https://www.sciencedirect.com/science/article/pii/S2590088920300457>

8.	Indirect support costs (7%)	18 375	
<b>Grand total</b>		280 875	97 000

#### 4.2 VALUE FOR MONEY

*Why are the costs of reaching each output and outcome of your project justifiable? Is the project maximising the impact of each dollar spent? Will the project be leveraging any co-financing? (max 750 words).*

- Rational road safety interventions based on accurate diagnostic of the road safety problem and its priorities is crucial to optimize the resources needed to improve road safety in Low and Middle- Income countries, where resources are already scarce and subject to competing development challenges
- Accurate collected data will help countries to prevent investing on costly interventions that are not properly justified. Consequently, the project will definitely have a return on investment in the future.
- To ensure profitability and cost-efficiency, the project will be established using open source tools, both for data recording and surveys. In addition, the project includes hybrid workshops / training sessions (virtual and in person) to keep costs as low as possible. In person meetings and workshops are reduced to the minimum necessity of dissemination and advocacy for public commitments for action.
- The project seeks to maximize its impact by leveraging the resources of implementing partners and by involving high-income countries by self-financing their related activities (Qatar).

#### 4.3 IMPLEMENTATION ARRANGEMENTS

*Explain roles and responsibilities of the parties involved in governing and managing the project, for example, the number of full-time and part-time staff. Identify the national agency/competent authority (ies) that will be engaged as well as civil society actors that will be partnered with. Outline any governance mechanisms that will be utilized or established. (max 750 words).*

The project implementation will be led by ESCWA Regional Advisor on Transport and Logistics under direct supervision of the Shared Economic Prosperity Cluster (SEPC) Leader in ESCWA with the engagement of SEPC staff as well as staff from other clusters, and in cooperation with all implementing countries, including the champion country (Qatar). In addition to its co-financing contribution, Qatar will provide technical support through its Transportation and Traffic Safety Center, which is an independent entity created in September 2012 to meet the country's road safety needs and aspirations.

ESCWA staff will be engaged in conducting the surveys, facilitating the tripartite dialogues and exchanges between the implementing partners, in designing the template, customizing the electronic form, reviewing the best practices, producing the guidelines material; organizing the regional workshops and identifying the participants, organizing material testing at the national levels, monitoring and providing final internal evaluation of the project ensuring that it met its targeted objectives, among other responsibilities related to fulfill the project's implementation. The professional staff will also be responsible for reporting on the project's implementation progress.

ESCWA transport and road safety focal points in its member States will be involved in the process of updating the first assessment survey in all the Arab countries, while the national entities responsible for road safety in the three selected countries will be involved in the exchange of experience and lessons learned as well as in the rest of the project activities.

ESCWA envisages several international collaborations with key International road safety partners who will support this project within the general framework of the establishment of an Arab Integrated Road Safety Observatory (AIRSO). Fruitful discussions are underway with the FIA and with the support of the UNSG's Special Envoy for Road Safety regarding the establishment of the observatory.

ESCWA liaised with the World Bank for a potential cooperation in this project considering the WB supports Naif Arab University for Safety Sciences (NAUSS) in the development of three components of road safety. First, the development of a Traffic Safety Diploma for Enforcement Personnel which started in 2020. Second, the creation of a single Traffic Incident Database, which was delayed due to the impact of the COVID-19 pandemic. Third, the

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creation of the Center of Excellence, as WB supported NAUSS in developing the vision, mission, purpose, and the organizational structure of the center.

In addition, ESCWA and the Islamic Development Bank (IsDB) are exploring the potential financing opportunities that the bank can provide for the next steps in the establishment of AIRSO, and in the replication of the results of this pilot project in other Arab countries.

## 5. PROJECT SUBMISSION

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### ARE ALL THE FOLLOWING ELEMENTS INCLUDED AND COMPLETED IN YOUR APPLICATION?

Section 1. Proposal Cover Page	<input checked="" type="checkbox"/> Yes
Section 2. Project Description	<input checked="" type="checkbox"/> Yes
Section 3. Priorities of the 2020 Call for Proposals	<input checked="" type="checkbox"/> Yes
Section 4. Budget and Project Management	<input checked="" type="checkbox"/> Yes
Letters of support from national counterparts	<input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> No
Any other annexes (depending on application)	<input type="checkbox"/> Yes <input type="checkbox"/> N/A

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## Letter of Support from Lebanon

Lebanese Republic  
Presidency of the Council of Ministers  
National Road Safety Council



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Beirut, July 30, 2021

Mr. Mohamed El Moctar Mohamed El Hacene  
Chair, Steering Committee  
UNRSF

**Subject: Letter of support to UNRSF-ESCWA project entitled**  
“Strengthening Evidence-Based Interventions for Road Safety in the Arab Region through Efficient  
and Reliable Data Recording, Processing and Analysis”  
which will be implemented in Lebanon, Tunisia, and Qatar

Dear Mr. El Hacene,

On behalf of the National Road Safety Council of Lebanon, headed by H.E. the President of the Council of Ministers, I have the pleasure to inform you that the Government of Lebanon fully supports the implementation of the multi-country UN-ESCWA project entitled “Strengthening Evidence-Based Interventions for Road Safety in the Arab Region through Efficient and Reliable Data Recording, Processing and Analysis”, which will be implemented in Lebanon, Tunisia, and Qatar”, and for which it was provided financial support from the UN Road Safety Trust Fund.

This project is very important to the National Road Safety Council of Lebanon which is engaged in the establishment of a National Interministerial Road Safety Observatory, with the aim to use its outputs in its medium-term efforts to reduce road traffic fatalities and injuries. In fact, we see this project as a first step towards a long-term plan to establish a regional platform which can act as basis for a Regional Integrated Road Safety Observatory that aims to assist ESCWA member States to design and implement evidence-based policies, strategies, and plan of action to achieve the global targets of the UN Decade of Action for Road Safety 2021-2030 and the SDG 3.6, based on accurate and harmonized datasets. Meanwhile, this project will assist us in defining the core set of data necessary to be included in the national observatory, and agree on definitions, data collection procedures, coding, analysis methods, and reporting practices, guided by internationally agreed upon best practices and lessons learnt.

The National Road Safety Council of Lebanon thanks UNRSF for its willingness to finance this project as it will, on short-term, contribute to improve data collection and analysis in the three participating countries, and, on the long run, reduce road traffic fatalities and injuries in the Arab States through the development and implementation of more relevant evidence-based policies and plans of action.

Best regards.



Professor Ramzi Salamé  
Executive Director  
National Road Safety Council

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National Road Safety Council. Presidency of the Council of Ministers. Grand Sérail, Beirut – Lebanon.  
Telephone: 9613244408. Email: ceo@madareq.com

## Letter of Support from Qatar



اللجنة الوطنية للسلامة المرورية  
National Traffic Safety Committee

**Brig Mohammed Abdullah Al Malki**  
**General Secretary**

**Date:** 15 Aug 2021

**Kind Attention to:**

**Mr Mohamed El Moctar Mohamed El Hacene**  
Chair, Steering Committee  
United Nations Road Safety Fund (UNRSF)

**Sub:** Issuance of **Letter of Support** to UNSRF-ESCWA Project entitled "Strengthening Evidence-Based Interventions for Road Safety in the Arab Region through Efficient and Reliable Data Recording, Processing and Analysis" which will be implemented in Lebanon, Tunisia and Qatar\_Reg.

**Dear Mr Hacene,**

On behalf of the National Traffic Safety Committee (Chaired by H.E the Prime Minister and Minister of Interior), I have the immense pleasure to confirm that the National Traffic Safety Committee (NTSC), Government of Qatar fully supports the implementation of the multi-country UN-ESCWA project entitled "Strengthening Evidence-Based Interventions for Road Safety in the Arab Region through Efficient and Reliable Data Recording, Processing and Analysis" which will be implemented in Lebanon, Tunisia and Qatar, and for which UNRSF provided financial support from the United Nations Road Safety Fund (UNRSF).

We believe that this project is vital for the National Traffic Safety Committee of Qatar which is engaged in implementing Qatar Action Plan 2018 - 2022 which comprises 33 stakeholders and 394 National Action plans through National Road Safety Strategy 2018 - 2022. Qatar will also launch the 8-year National Road Safety Strategy 2023 - 2030 in line with the UN Second Decade of Action 2021-2030 and Qatar Vision 2030. Indeed, we see this

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Tel: (00974) 4443 9194 - (00974) 4484 9696, Fax: (00974) 4484 9664 - (00974) 4435 1899  
E-mail: ncommittee@moi.gov.qa  
(Qatar - Doha)



اللجنة الوطنية لسلامة المرور  
National Traffic Safety Committee

project as a pioneer in the fields of Road Safety, which is highly needed for minimizing fatality, serious injury, traffic congestion and better transport system through detailed data collection and analysis.

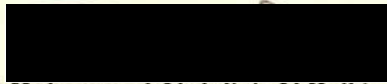
Through this letter, we acknowledge the specific roles and responsibilities we will fulfill in this partnership as mentioned below:

- Qatar's support and commitment to the project through exchange of technical expertise / data collection / analysis.
- Qatar's desire to self-finance its related activities to implement the project since we are already engaged with 33 stakeholders for the implementation of our National Road Safety Strategy Action Plan.
- NTSC will engage "Qatar Transportation and Traffic Safety Center of Qatar University" for the implementation of the project.

The national Traffic Safety Committee (NTSC), Government of Qatar would like to thank UNRSF for its willingness to finance this project to minimize road traffic fatalities and injuries in the Arab States through state-of-the-art best practice data collection and analysis.

If you have any questions or need further information regarding our support, please feel free to contact us at [ncommittee@moi.gov.qa](mailto:ncommittee@moi.gov.qa).

Best Regards,



**Brig Mohammed Abdullah Al Malki**  
General Secretary  
National Traffic Safety Committee (NTSC)  
Government of Qatar

Tel: (00974) 4443 9194 - (00974) 4484 9696, Fax: (00974) 4484 9664 - (00974) 4435 1899  
E-mail: [ncommittee@moi.gov.qa](mailto:ncommittee@moi.gov.qa)  
(Qatar - Doha)



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## Letter of Support from Tunisia

Tunisian Republic  
Ministry of Interior  
National Observatory of Information,  
Training, Documentation and Studies  
on Road Safety

N° 743



Tunis on August 11, 2021

To Doctor Yarob Badr  
Regional Advisor on Transport and Logistics,  
UNESCWA

Dear Sir,

I have the honor to inform you that the National Observatory of Information, Training, Documentation and Studies on Road Safety (an organization in charge of road safety under the supervision of the Ministry of Interior), supports the implementation of the project entitled "Evidence-Based Interventions for Road Safety in the Arab Region through Efficient and Reliable Data Recording, Processing and Analysis" elaborated by your organization, and will work to accompany and coordinate with all the concerned parties at the national level in order to implement it.

This letter has been written at your request to be added to the final package of the project documents which should be sent to UNRSF Secretariat.

Yours sincerely.



General Director

Of National Observatory of Information, Training,  
Documentation and Studies on Road Safety

Saber Khfifi