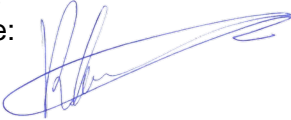


**. COVER PAGE**

<b>Project title</b>	<i>Safer and Cleaner Used Vehicles for Africa – Phase 1 Amendment 2</i>
<b>Participating UN Organization(s)</b>	<i>UN Environment Programme, UN Economic Commission for Europe</i>
<b>Other UN entities</b>	<i>UN Economic Commission for Africa, World Health Organization</i>
<b>Implementing partner(s)</b>	<p><i>Federation Internationale d’Automobile (FIA), International Motor Vehicles Inspection Committee (CITA), International Transport Forum (ITF)</i></p> <p><i>African regional organizations: Arab Maghreb Union (AMU); The Economic Community of West African States (ECOWAS); The East African Community (EAC); The Southern African Development Community (SADC); The Economic Community of Central African States (ECCAS)</i></p> <p><i>FIA Foundation</i></p> <p><i>Exporting countries – governments and companies – European Union, Japan and US</i></p> <p><i>African countries</i></p> <p><i>(support letters of countries, regional groupings and partners have been included in Annex 1)</i></p>
<b>Beneficiary country(ies)</b>	<i>African countries</i>
<b>Country category</b>	<input type="checkbox"/> Low-Income <i>indicate % of total cost: 60%</i> <input type="checkbox"/> Middle-Income <i>indicate % of total cost: 40%</i>
<b>Total budget including co-financing (in USD)</b>	<i>USD 741,500</i>
<b>Budget to be funded by UNRSF (in USD)</b>	<i>USD 500,000</i>
<b>Type of Submission:</b>  <input type="checkbox"/> <b>New Project</b>  <input checked="" type="checkbox"/> <b>Project amendment</b>	<p>If this is a project amendment, select all changes that apply and provide a brief justification:</p> <p>Extension of duration: <input checked="" type="checkbox"/></p> <p>Change of project outcome/ scope: <input type="checkbox"/></p> <p>Change of budget allocation between outcomes or budget categories of more than 15%: <input type="checkbox"/></p>

	<p>Brief justification for amendment: The Safer and Cleaner Used Vehicles project for Africa started in June 2020 and is due to end in June 2022. UNEP and UNECE asked for a 6-month extension due to a few pending activities that have been delayed. These include a) capacity building trainings for East Africa b) a meeting between the exporters and importers to present and agree on minimum requirements.</p>
<p><b>Duration (in months)</b></p>	<p>24</p>
<p><b>Estimated End date</b></p>	<p><b>Revised: 1 December 2022</b></p>
<p><b>Primary contact person</b> <i>Name, title, e-mail and telephone</i></p>	<p><i>Mr. Rob de Jong</i> <i>Head, Air Quality and Mobility Unit</i> <i>UN Environment Programme</i> <i>rob.jong@un.org</i> <i>Ph +254-20-7624184</i></p>
<p><b>Submitted by</b></p>	<p>Signature: </p> <p>Date: 9 May 2022</p>

**UN ROAD SAFETY FUND CALL FOR PROPOSALS 2019**  
**APPLICATION FORM**

*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 **4 Dec. 2019 (23:59 CET)***

**1. COVER PAGE**

<b>Project title</b>	<i>Safer and Cleaner Used Vehicles for Africa – Phase 1</i>
<b>Participating UN Organization(s)</b>	<i>UN Environment Programme, UN Economic Commission for Europe</i>
<b>Other UN entities</b>	<i>UN Economic Commission for Africa, World Health Organization</i>
<b>Implementing partner(s)</b>	<p><i>Federation Internationale d'Automobile (FIA), International Motor Vehicles Inspection Committee (CITA), International Transport Forum (ITF)</i></p> <p><i>African regional organizations: Arab Maghreb Union (AMU); The Economic Community of West African States (ECOWAS); The East African Community (EAC); The Southern African Development Community (SADC); The Economic Community of Central African States (ECCAS)</i></p> <p><i>FIA Foundation</i></p> <p><i>Exporting countries – governments and companies – European Union, Japan and US</i></p> <p><i>African countries</i></p> <p><i>(support letters of countries, regional groupings and partners have been included in Annex 1)</i></p>
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<b>Total budget including co-financing (in USD)</b>	<i>USD 741,500</i>
<b>Budget to be funded by UNRSF (in USD)</b>	<i>USD 500,000</i>
<b>Estimated start date</b>	<i>1 June 2020</i>
<b>Estimated end date</b>	<i>Fourth quarter 2022</i>
<b>Duration (in months)</b>	<i>24</i>

<p><b>Primary contact person</b> Name, title, e-mail and telephone</p>	<p><i>Mr. Rob de Jong</i> <i>Head, Air Quality and Mobility Unit</i> <i>UN Environment Programme</i> <i>rob.jong@un.org</i> <i>Ph +254-20-7624184</i></p>
<p><b>Submitted by</b></p>	<p><i>Mr. Rob de Jong</i> <i>Head, Air Quality and Mobility Unit</i> <i>UN Environment Programme</i> <i>rob.jong@un.org</i> <i>Ph +254-20-7624184</i></p> <p>Signature: </p> <p>Date: 7 May 2020</p> <p><i>For UNECE activities:</i> <i>Mr Walter Nissler</i> <i>Chief of Vehicle Regulations and Transport Innovations</i> <i>Section</i> <i>United Nations Economic Commission for Europe</i> <i>walter.nissler@un.org</i> <i>Ph: + (41 22) 917 2366</i></p> <p>Signature: </p> <p>Date: 7 May 2020</p>

## 2. EXECUTIVE SUMMARY

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*Provide a summary of the project by including the following: background and problem statement, proposed solution and approach, its intended impact, linkages/synergies with ongoing initiatives, implementation arrangements and finally possible scale-up/replication and noteworthy innovations (max 750 words).*

A major global *challenge* to road safety and clean and affordable road transport is the rapid growth of used vehicles in developing countries. The African vehicle fleet is set to grow four to five times by 2050. 80-90% of this growth will come from import of used vehicles. A significant share of these imported used vehicles in Africa are impacting on road safety, the environment, and have major economic costs.

This project will develop *a programme that will regulate the export and import of used vehicles in Africa*, with major safety, health, climate and economic benefits.

There is an *interest in and request for support* to regulate the flow of used vehicles in Africa with both the exporters and African countries. This demand seeks not to The programme will bring exporters (mainly EU and Japan) and African importing countries together, to *agree on minimum standards for used vehicles*. The programme will also support African countries with developing *national standards and regulations* (which can include existing global vehicles standards and regulations) and start the implementation of those agreed standards (which will include vehicle labelling and inspection and enforcement).

block or restrict the flow of used vehicles, but to shift it towards better quality used vehicles. The project will result in a shift to safer and cleaner used vehicles import in Africa. It will make an important contribution to the implementation of the *Sustainable Development Goals 1, 3, 7 and 11* as well as national African action plans on road safety and environment (air pollution and climate change).

The programme will ensure that very old vehicles that are structurally unsafe and/or that are not equipped with minimum safety technology such as air bags, anti-lock braking systems, pedestrian protection, among others, will not be allowed to be exported to/imported in Africa. It will also ensure that illegal practices, for example removing equipment such as airbags and anti-lock braking systems, will be rooted out (including through inspection schemes). It will ensure that structurally compromised vehicles, such as accident vehicles, meet the same minimum safety standards. This responds directly to the *Global Framework Plan of Action for Road Safety*, the work stream on safe vehicles, where it will cover all the aspects of legislation, enforcement, education, technology and international support.

The programme will have major *environmental and economic co-benefits*, whereby minimum standards will ensure that the used vehicles will be equipped with filters, will be more efficient, and illegal practices of cutting out filters will be discontinued.

The project will use data from a recently complete *two-year global study on the trade in used vehicles*. The study provides detailed data on the number and quality of used vehicles being exported to Africa, current practices and regulations on the export and imports of used vehicles, and opportunities for improvements. Using the data now available, the programme can focus on action and implementation.

The *organisations involved* all have a wide experience in developing and supporting safer and cleaner vehicles in Africa, and globally. The programme will bring major organisations together that have comparative advantages – UNECE hosts the global leading regulatory body for vehicles, UNEP is supporting technical cleaner vehicles projects in most African countries,

UNECA has the necessary political links and contacts in Africa, the FIA brings consumers through their network of Auto clubs, which are active in most African countries, CITA is leading the vehicles inspection and compliance issue worldwide.

The programme will be *demand driven*, as it will provide a platform to support exporters and importers to agree on a set of regulations for used vehicles. This can include, for example, the requirement that used vehicles have minimum safety and environment equipment installed, and/or meet specific vehicle standards or specifications, and/or are not older than a certain age etc.

The programme is *transformative and aimed at immediate impact*. The programme focuses on *scale* by putting in place proposed standards to be used by African countries. It will work with the African sub regional bodies to ensure harmonization and replication. As such the programme will have large impacts for a moderate intervention and budget.

The first phase of the programme, supported by the is project, will focus on creating awareness of the used vehicles issue with exporting developed countries and importing African countries. It will support the development of minimal requirements for these used vehicles. It will bring exporters and importers together virtually to develop these requirements and agree on a used vehicles regime. Following which it will support some African countries in translating this into national policies and standards, including through the development of enforcement systems.

A second phase of the programme, to be developed later and not supported by this project, will support exporting countries to put in place harmonized exporting requirements for the export of used vehicles to Africa, will support a wider set of African countries with adopting national standards and policies, will support the implementation of compliance systems, (as agreed in the first phase), and will track data and impact. It will also look into the development of a global agreement and uniform labelling.

### 3. PROJECT DESCRIPTION

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#### 3.1 PROBLEM STATEMENT

*Explain how this project addresses a core road safety problem in the beneficiary country(ies) through the following questions: "what is the problem", "why does this problem exist?", "what effects does this problem have in terms of road fatalities and injuries?", "who is affected by the problem (including vulnerable groups such as children and women)?", and "why do beneficiary country(ies) need help in solving this problem?" (max 500 words).*

Africa is undergoing rapid motorization and the fleet is set to increase four to fivefold by 2050. Many African cities experience a doubling of their vehicle fleets every six to ten years. In Accra, Ghana for example, the number of vehicles more than tripled between 2005 and 2015. Most of these added vehicles are used vehicles. For example, over 95% of Kenya and Nigeria's imported fleet are used vehicles. This is a common trend across the region, as there is no major vehicle manufacturing base in Africa.

In 2018, Africa imported over 1.45 million used light-duty vehicles from the three major exporters (EU, Japan and the US). West Africa dominates the used vehicle market (49% of total imports in 2017). Typically, the Eastern and Southern Africa markets import used vehicles from Japan, as they are right hand side drive vehicles, while Northern and Western Africa imports from Europe.

## Where are these vehicles coming from? (2017)

Total (Top 10): 670,000

Total Africa: 1.2 million



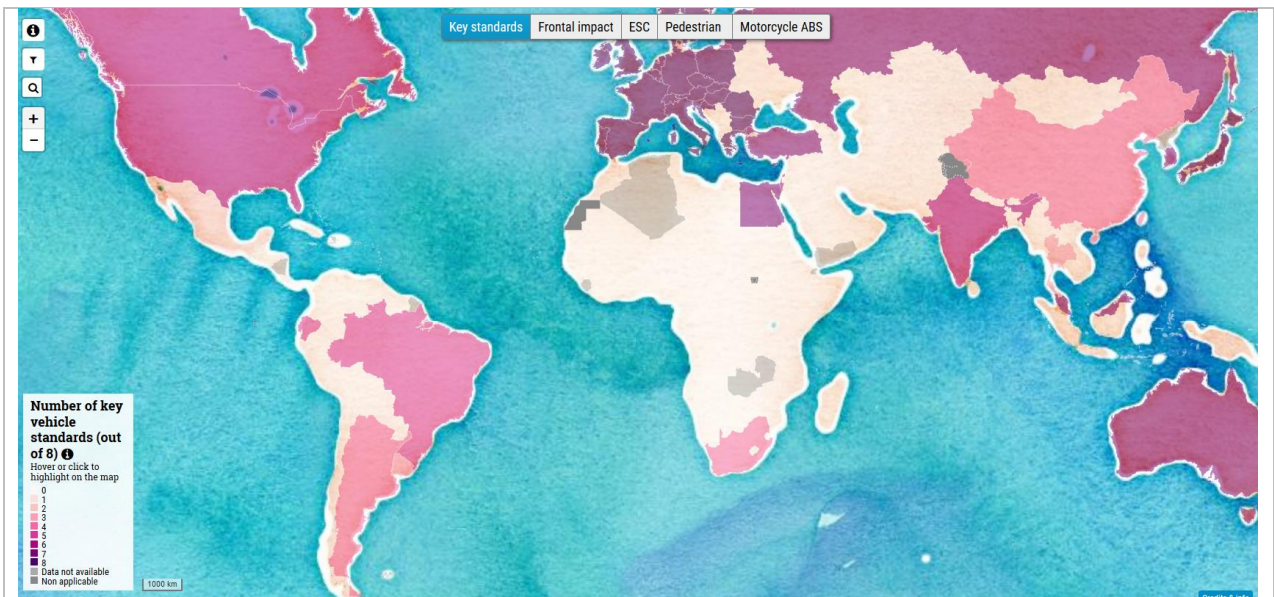
	Japan	USA	EU	Total
Western Africa	748	78360	447546	526654
Eastern Africa	122820	0	95614	218434
North Africa	4481	3901	110902	119284
Central Africa	1850	0	83776	85626
Southern Africa	100210	0	38932	139142
<b>NIGERIA</b>	<b>748</b>	<b>48899</b>	<b>92982</b>	<b>142629</b>
KENYA	64342	0	11994	76336
COTE D'IVOIRE	0	0	69552	69552
SOUTH AFRICA	61749	0	918	62667
GUINEA	0	0	62294	62294
LIBYAN ARAB JAMAHIRIYA (LIBYA)	0	3901	53124	57025
SENEGAL	0	2210	54170	56380
TOGO	0	2687	46704	49391
CAMEROON	0	0	47232	47232
BENIN	0	12130	33874	46004

Japanese Export Vehicle Inspection Center (JEVIC)  
US Department of Commerce, International Trade Administration  
Eurostat

Importing used vehicles from developed markets allows many African countries to access vehicles that meet advanced safety and environment standards in an affordable way, because the EU, Japan and the US introduced strict vehicles standards several years ago. For example, used vehicles of less than 15 years old typically have some or all the following safety features installed: pedestrian protection, anti-lock braking systems, electronic stability control, airbags, safety belts and anchorages on all seats, crumple zones, and others. They would also have advanced, cleaner and more efficient engines with advanced emission control systems.

However due to the lack of national standards and regulations and the lack of an Africa-wide harmonized approach, the import of used vehicles in Africa does not always contribute to improved road safety and a cleaner environment. A large share of the used vehicles imported cause major road safety issues and result in increased emissions. So, Africa is missing out on the potential benefits of importing quality used vehicles.

Africa is the region which has the least road safety standards in place of all regions – see illustration below.

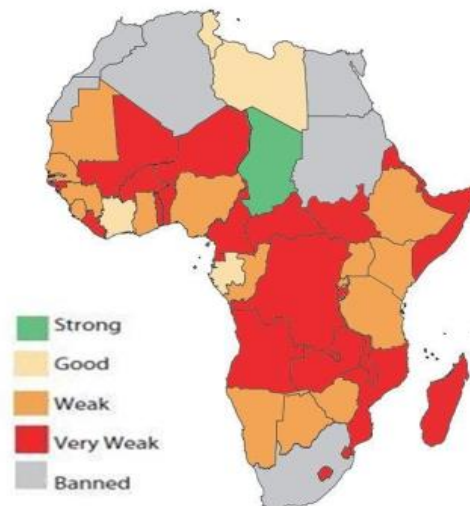


Number of key safety vehicle standards (WHO Global status report on road safety 2018)

Most African countries have no or weak regulations and standards for used vehicles. The map below shows that only a handful of countries in Africa have standards and regulations that are considered to be strong. Some countries have banned used vehicles, and while they don't have the problems that old used vehicles present, they also can not benefit from the potential benefits – access to affordable advanced safety and environment technologies.

### Regulatory Environment Towards Importing Quality Used LDVs

- Strong:** 3 countries have a Euro 5 or above emission standard and/ or ban used vehicles over 3 years and/ or have strong tax, fee bate schemes;
- Good:** 5 countries have a Euro 4 emission standard and/ or ban used vehicles over 5 years and/ or have a good taxation scheme in place;
- Weak:** 17 countries have a Euro 3 or below emission standard and/ or ban used vehicles over 8 years old and/ or have a weak taxation scheme in place;
- Very Weak:** 25 countries allow vehicles over 9 and have no emission regulations in place as well as having ineffective/ or no taxation schemes;
- Banned:** 5 countries impose a total ban on used vehicles.



The import of sub-standard used vehicles does not only impact vehicles occupants, due to the lack of air bags, anti-lock braking systems, or crumple zones, but also reduces the safety of other road users, because of lack of pedestrian protection, rear view monitoring systems etc (and of course increased air pollution).

Inspection schemes will be developed to prevent that uncompliant used vehicles leave exporting countries, either to be repaired or recycled.



### 3.2 PAST, ONGOING AND PLANNED PROJECTS

List the past, ongoing and planned projects that have been designed to address this or related problem(s). Justify the need for this project by explaining their gaps and shortcomings, as well as potential synergies with the proposed project (max 500 words).

To our knowledge, there has never been a programme that works with exporting and importing stakeholders to agree on minimum standards for used vehicles in Africa. While some African countries have tried to put in place some forms of policies or standards to address the challenge, these have been not always effective, not coordinated and not harmonised. The table below shows the existing standards and policies in place in Africa on regulating used vehicles. This shows that policies are either:

- completely absent;
- weak - like allowing very old vehicles to be imported;
- outdated – import standards set on old regulatory standards;
- ineffective – because neighbouring countries have different policies while cars are not restricted by borders;
- counter-productive – some countries have policies that see tax rates decrease the older the vehicle is;
- often poorly implemented and enforced;
- and lack coordinated and harmonization.

Banned	Restricted by Age		Emission Standards	Incremental tax or additional excise duty on age	No Import Restrictions	No Data		
	LDV	HDV						
Algeria	Chad	< 3 yrs	Morocco	Euro4	Kenya	>3 yrs	Burkina Faso	Comoros
Egypt	Mauritius	<3 yrs	Algeria	Euro 3	Cape V.	>4 yrs	Cameroon	South
Morocco	Seychelles	<3 yrs	Botswana	Euro 3	Sierra L	>4 yrs	CAR	Sudan
South Africa	Gabon	< 4 yrs	Nigeria	Euro 3	Ghana	>5 yrs	Djibouti	Sao Tome & Principe
Sudan	Libya	<5 yrs	Rwanda	Euro 3	Tunisia	>5 yrs	EQ. Guinea	
	Tunisia	<5 yrs						
	Coted'Ivoire	<5 yrs	Egypt	Euro 2	Uganda	>5 yrs	Guinea- Bissau	
	Congo	<7 yrs	South A.	Euro 2	Zimbabwe	>5 yrs	Lesotho	
	Guinea	<8 yrs			Mozambique	>7yrs	Madagascar	
	Kenya	<8 yrs			Tanzania	>8 yrs	Malawi	
	Mauritania	<8 yrs			Gambia	>10 yrs	Mali	
	Namibia	<8 yrs			Liberia	>10 yrs	Niger	
	Reunion	<8 yrs			Mali	>10 yrs	Somalia	
	Senegal	<8 yrs			Rwanda	>10 yrs	Togo	
	Benin	<10yrs					Zambia	
	Burundi	<10yrs						
	DRC	<10yrs						
	Eritrea	<10yrs						
	Liberia	<12yrs						
	Ethiopia	<15yrs						
	Nigeria	<15yrs						
	Niger	<15yrs						
	Swaziland	<15yrs						
	Uganda	<15yrs						

UNECE and UNEP jointly organised a first ever global meeting on the issue February 2017 in Geneva<sup>1</sup>. The lack of basic information about the used vehicles issue and its impacts were the main conclusions of the event. The meeting found that there was no or conflicting information about the number and quality of vehicles being exported to Africa, the standards and policies currently in place, and the prevalence of illegal practices removing essential safety and environment components from the vehicles before export.

<sup>1</sup> See [https://www.unece.org/trans/events/2017/itc-70th-anniversary/itc\\_unep\\_conference.html](https://www.unece.org/trans/events/2017/itc-70th-anniversary/itc_unep_conference.html) for meeting report

As a result, UNEP started a global study to collect data to answer these questions. This report is now ready<sup>2</sup> and the report, with a database, give a detailed quantitative and qualitative overview of the trade in used vehicles. It also gives an overview of existing policies and regulations per country, and comments on their effectiveness. As such, the study provides a solid foundation for this project to now address the challenges and provide solutions to improve the used vehicles with major safety and environment benefits for African countries. It is expected that the launch of the report and the database will generate much attention.

WHO has agreed on a set of 12 Global Performance Targets for Road Safety; Target 5 specifically aims at safer vehicles by having "100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards ..." by 2030.

African countries have on multiple occasions acknowledged the importance of addressing the issue of used vehicles. The Africa Sustainable Mobility Forum, an inter-ministerial meeting, in 2014 endorsed an action framework that included vehicle safety and emissions regulations. In a follow up meeting in 2018 used vehicles were extensively discussed with the need for regulation included in the meeting agreement. Sub- regional bodies have included the issue in the development of cleaner vehicles roadmaps – including the Economic Community of West African States, East Africa Community and the Southern Africa Development Community. Several African countries have also started to address the issue by reviewing and developing policies options.

### 3.3 PROJECT OBJECTIVE

*In one sentence, state the objective (i.e., the overall intention) to be achieved at the end of the defined period through this proposed project.*

The objective of the project is to put in place regulations, standards and processes to ensure that Africa will only receive quality used vehicles, which will have major road safety benefits, for both car drivers and other road users, and co-benefits on the environment and economy.

### 3.4 PROJECT STRATEGY AND RESULTS

*Explain the overall project approach and strategy. List expected project results (i.e., expected outcomes and outputs). These results must be measurable and directly derive from project activities. Highlight population target groups as well as any innovative approaches. Briefly describe the implementation plan coherent with proposed activities with estimated time schedule (max 800 words).*

The programme will have four work packages. The work packages are closely linked and will be implemented simultaneously and in full coordination.

#### **Work package 1 – Developing an Action Plan with Used Vehicles Requirements for Africa**

The project will bring together virtually the major exporters - the EU, Japan and US - with the African countries and African regional and sub-regional bodies to review current practices and agree on a set of minimum standards / requirements that used vehicles need to comply with. This will most likely be a phased plan and could be based on ongoing standards for used vehicles already developed within the UN context.

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<sup>2</sup> The report is to be launched in January 2020, and the global database will be launched at the same time.

The programme will raise funds to implement the activities of the programme, in specific activities within the African countries. This can include setting up a small levy for used cars being exported to Africa as earmarked contribution (for example one USD per exported car).

#### *Activities*

- Establish working groups for importing and exporting countries
- Organize virtual consultation meetings between exporters and importers
- Develop proposed minimum requirements
- Organize virtual meetings to review proposed minimum requirements
- Coordinate virtual consultations and review of the requirements
- Present virtually the final proposal of the requirements for adoption by the partners

#### *Outcome*

Exporting and importing countries develop and agree on the minimum requirements for used vehicles for Africa.

### **Work package 2 – Implementation of the Action Plan**

Importing African governments will develop and adopt national and sub-regional standards and policies. These will ensure the implementation of the agreed minimum requirements for used vehicles. Similarly, exporting governments will put in place systems to ensure that vehicles exported to Africa comply with the agreed requirements. This will involve private sector actors that export & import used vehicles to Africa. This includes developing a label/certificate for used vehicles exported to Africa showing they meet the agreed requirements.

#### *Activities*

- Establish an African used vehicles working group
- Organize meetings virtually and in-person with African countries and regional groups
- Provide technical support virtually and in-person to develop sub-regional and national policies and standards
- Present final national and sub-regional standards virtually and in-person to stakeholders for endorsement
- Establish a working group for used vehicles exporters to Africa
- Organize virtual meetings with exporting countries
- Provide virtually technical support to develop standards and regulations for export of used vehicles to Africa
- Present virtually the regulations to African stakeholders for review and inputs

#### *Outcome*

Supported African countries and sub-regional organisations with the implementation of agreed used vehicles standards and policies. And supported exporting countries to put in place systems that will ensure that only used vehicles meeting the required standards will be exported.

### **Work package 3 – Activities to support Implementation and Enforcement**

The programme will develop an inspection and monitoring component that will track compliance to the agreed requirements

#### *Activities*

- Facilitate sharing of information virtually and in-person on used vehicles between Africa and exporting countries
- Provide technical support virtually and in-person on inspection and enforcement
- Support the development of inspection and monitoring frameworks and systems
- Support the implementation of compliance systems, including training

- Support the conducting of random inspections at export and importing points
- Establish a working group to develop a used vehicles label
- Facilitate a peer review process for the label
- Present label to partners for endorsement

*Outcome:*

An inspection and enforcement programme that checks compliance of used vehicles with the agreed minimum requirements developed and implemented.

**Work package 4 –Training, information and communication**

Raising awareness of the importance of regulating used vehicles will be crucial for the acceptance and implementation of the programme. A set of awareness raising and training activities will be developed that will support the work packages. This will include printed materials, media campaigns, use of social media, and advocacy at relevant meetings and events. The awareness campaign will focus on decision makers and consumers. The training will focus on national/regional capacity building for policy development, inspection and enforcement.

*Activities:*

- Develop capacity building, knowledge and training materials
- Develop a project website and social media platforms
- Deliver virtual and in-person training workshops for decisions makers on policy development and implementation and enforcement
- Develop virtual and in-person workshops and training for officials involved in the implementation of the used vehicles policies and standards in Africa
- Organize virtual and in-person awareness raising events with stakeholders in Africa
- Support general awareness raising virtually about the importance to safer and cleaner used vehicles

*Outcome:*

Communication campaigns developed and implemented; awareness raised about the benefits of regulating used vehicles. Trained vehicle inspectors, custom officers and administration civil servant.

**3.5 COMPARATIVE ADVANTAGE**

*Describe your comparative advantage relative to other actors. Use key results and lessons learned from other projects that you have implemented to explain how you have added value so far. What is the unique solution that is being proposed by your organization? (max 500 words).*

In February 2017, UNEP and UNECE convened the first ever used global used vehicles event. The two organizations initiated the conversations around safety, health and environmental consequences of the trade in used vehicles.

UNEP went ahead to carry out a study of the global flows of used vehicles from exporting countries to the developing countries. The study also evaluated the various strategies that countries have used to control vehicle imports. It is based on the findings of this study that UNEP will contribute to the development and implementation of the action plan on used vehicle requirements in Africa. UNEP will also leverage on its physical location in Africa and its extensive experience working on clean mobility within the continent. UNEP's experience working with sub regional economic bodies (ECOWAS, SADC, EAC) towards harmonization of fuels and vehicle emission standards will be used to mobilize agreement and implementation of action plans.

UNECE hosts WP29; the World Forum for Harmonization of Vehicle Regulations which develops technical regulations, addressing the safety and environmental performance of wheeled vehicles. The World Forum or WP.29 is the only global forum for harmonizing vehicle regulations and rules

on vehicle performance and on vehicle parts and equipment, vehicle safety, environmental pollution, energy efficiency, anti-theft and security.

UNECA is the has good political contacts within the Africa region as it is promoting international cooperation for Africa's development is one of its key mandate. UNECA and UNEP will leverage on existing in country as well as sub regional contacts to mobilize and convene meetings towards agreement of continental minimum standards for used vehicles.

CITA is the international association of public and private sector organisations actively involved in mandatory road vehicle compliance. CITA has strong experience in its member organizations and frequently publishes guidelines for best practices in inspection to encourage standardization, often used expertise to train vehicle inspectors, custom officers and administrative officers in vehicle inspection. CITA also has access to data on vehicle inspection globally. Provision of this data will greatly improve existing databases to inform the design of consumer information system as well as the development of a global agreement on trade of used vehicles.

FIA has long standing experience in rolling out automobile communication campaigns as the international association of automobile manufacturers. FIA's campaign on "Action for Road safety" was established as a support of the UN Decade of Action for Road Safety 2011-2020. In addition, the campaign on Action for Environment was launched to address the impact of automobiles on the environment. The project will build on the successes of these two campaigns to raise awareness on importance of regulating used vehicles.

ITF's comparative advantage is in the extensive experience in data analysis and statistical modelling. This will be invaluable in the establishment of a global used vehicle monitoring system and collating existing vehicle databases. Such databases could be used to give importing African countries access to key registration data of vehicles to be exported to Africa which can then be used to confirm vehicle history and quality.

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

I. *Indicate the following:*

- Road Safety Management
- Safe User
- Safe Vehicle
- Safe Road
- Post-Crash Response

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

This project proposes to address all areas under the "Safe Vehicle" pillar detailed in the Global Framework Plan of Action for Road Safety (GFPA), in order to be as inclusive as possible when integrating the safety system principles.

Pillar \ Area	Legislation	Enforcement	Education	Technology	International Regulatory Support
<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

 - Areas covered by the project

**III. Explain how this project integrates the safety system principles and provides sustainable solutions to the root causes of the problem (max 300 words)**

This project proposes to address all areas under the "Safe Vehicle" pillar detailed in the Global Framework Plan of Action for Road Safety (GFPA), in order to be as inclusive as possible when integrating the safety system principles.

Under safe vehicle component, the project will address 17 out of 24 actions detailed in the Global Framework Plan of Action, as detailed in Annex 2. Such actions will ensure that all actors involved in the export/import of used vehicles will have the adequate legal, administrative and technical means for an effective deployment of the agreed minimum safety and environmental performance standards. Public and private stakeholders, in administration, customs, inspection will be able to enforce and deploy the necessary steps to have quality used vehicles leave the exporting country and enter the market of African countries.

On the longer term, quality used imports are also expected to benefit the whole fleet, for example by allowing the deployment of inspection schemes to all the vehicles already in use in any given country, and/or to extend the minimum quality criteria of used imports to other vehicle categories such as trucks or powered two-wheelers.

The latest vehicle technologies to improve road safety could also be considered as part of this project, to go beyond the minimum safety standards. For example, countries could wish to extend the safety benefits of vulnerable road users, keeping in mind the costs and benefits of technological deployment and the political and social acceptability while ensuring fair access to mobility services.

### 3.7 BENEFICIARY GOVERNMENT(S) ENDORSEMENT

Please confirm, if the project was requested and/or discussed with beneficiary government(s). If there is an explicit request or endorsement by the beneficiary government(s), please attach to the application

- Received  
 Under discussion  
 Comments:

At multiple occasions, and at regional, sub-regional and national level, have African countries prioritized and asked for support to manage their vehicle fleet and the vehicles they import. Find attached in Annex 1 letters of support from the sub-regional bodies in Africa. We have also asked selected countries, one country in each sub-region, for support letters. Because of time constraints only one country in each sub region was asked to prepare support letters. Additional support letters from additional countries can be generated if required.

Region	Regional Bodies Support Letters	Country Support Letters
<b>East Africa</b>	EAC - East Africa Community  <i>The EAC support letter is pending signature by EAC Secretariat and will be received in the next few weeks</i>	<i>Find a support letter from Uganda attached</i>
<b>Western Africa</b>	ECOWAS - Economic Community of West African States <i>Find the ECOWAS support letter attached</i>	<i>Find the draft support letter which is awaiting signature from Ivory Coast attached. To be received in the next week</i>
<b>Southern Africa</b>	SADC – South Africa Development Community <i>The support letter from SADC is pending signature by SADC management and will be received in the next few weeks</i>	<i>Find a support letter from DR Congo attached</i>
<b>Central Africa</b>	ECCAS - Economic Community of Central African States <i>Find the draft support letter which is awaiting signature from ECCAS attached. To be received in the next week</i>	<i>Find a support letter from Cameroon attached</i>
<b>Northern Africa</b>	AMU - Arab Maghreb Union As all but two countries have banned the import of used vehicles in North Africa no support letter from AMU was requested	<i>Find the support letter from Tunisia attached</i>

Additional letters of support of partner organizations involved in the project are also attached in Annex 1:

- **Federation Internationale d’Automobile (FIA);**
- **International Motor Vehicles Inspection Committee (CITA);**
- **International Transport Forum (ITF).**

### 3.8 EXPECTED IMPACT

Outline the likely quantitative impact of this project in the immediately following project conclusion and in the long-term towards reducing road fatalities and serious injuries.

**IMMEDIATE IMPACT:**

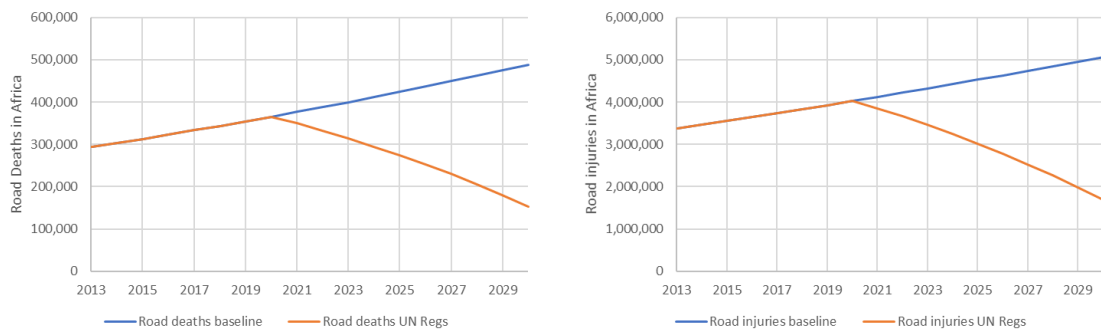
Safer vehicles will decrease the number and severity of road traffic accidents, for both vehicle occupants and other road users. Ensuring a minimum set of operational safety features leads to a 30% reduction in mortality and morbidity, according to a study looking at the impact of UN regulations on road safety<sup>3</sup>.

Periodic technical inspection also decreases the number of vehicles involved in fatal accidents due to technical defects by 50%<sup>4</sup>

Ensuring vehicles are equipped with working standard equipment to reduce emissions, e.g. exhaust filters, will result in emissions reductions of up to 90% (compared to vehicles not equipped with filters or equipped with non-working filters).

Africa today has the worse rate of death and of injuries per inhabitant, according to WHO Global report on Road Safety that is increasing over the last years. Africa has also among the highest pollutant emissions per vehicle.

Assuming the reduction in injury and fatality rates between 2021 and 2030, cumulated with the growth of population expected in Africa in the next decade, road deaths and injuries are expected to be drastically curbed once the programme fully implemented over the continent in 2030.



Total annual deaths resulting from ambient particulate matter pollution across the African continent was estimated at 250,000 in 2013. This figure coincides with the estimated economic cost of premature deaths from ambient particulate matter pollution in Africa being approximately USD 215 billion in the same period (OECD 2016). With transport contributing a significant amount of ambient air pollution especially in urban areas, interventions in cleaning up the vehicle fleet through better vehicle emission standards produce significant health benefits. Reducing emissions of short-lived climate pollutants like black carbon (a constituent of particulate matter) also has a direct and immediate impact on climate change and can therefore be a valuable complement to reducing CO2 emissions as a tool to limit climate change.

**POTENTIAL LONG-TERM IMPACT:**

Targeted number of lives saved: 1.7 million by 2030

Targeted number of injuries avoided: 17 million by 2030

Other targeted road safety impact(s) (please describe): \_\_\_\_\_

<sup>3</sup> TRL, 2019, New Report Finds 195,000 Deaths and Serious Injuries Could Be Prevented in Argentina, Chile, Mexico and Brazil if Vehicle Safety Regulations Were Applied <https://www.bloomberg.org/press/releases/new-report-finds-195000-deaths-serious-injuries-prevented-argentina-chile-mexico-brazil-vehicle-safety-regulations-applied/>

Accessed 29 Nov 2019

<sup>4</sup> Center for Transportation Research at The University of Texas at Austin, 2018, Economic and Safety Considerations: Motor Vehicle Safety Inspections for Passenger Vehicles in Texas,

<https://citainsp.org/wp-content/uploads/2019/07/safteyInspectFullStudy-TX.pdf>

Accessed 29 Nov 2019



Immediate and transformative continent wide impacts of the project are expected within the first year of the project, as work package 1 will bring together virtually the major exporters and the African countries and their regional bodies to agree on a set of regulations for the export/ import of used vehicles to Africa. Once agreed, this can have immediate impacts as exporting governments will now regulate the types of vehicles being allowed to be exported to Africa. At the same time the project will support African countries and their regional bodies to introduce harmonized import regulations, which is expected to take the full project time frame. The enforcement and inspection regime will also start right after an agreement is reached but will also take the duration of the project to be institutionalized.

### 3.9 REPLICATION AND SCALE-UP

*Describe how the project intends to sustain any achievements beyond the completion of the project. Specify the arrangements to scale-up and replicate results, as relevant (max 500 words).*

The project interventions in the **first phase** of the project are targeted at introducing minimum used vehicles requirements for African countries. African countries will be engaged to review the key issues and challenges related to the import of sub-standard, unsafe used vehicles, leading to the development of a continent-wide action plan. It is likely that a phased approach will be needed, whereby different African countries will be able, to go step by step. The operating environments of the countries will for example restrict the regulation they can put in place. For example, lack of advanced clean fuels could restrict the options to regulate for the newest vehicles.

The project will start supporting a set of selected countries with the development and implementation of vehicle standards and national policies for cleaner vehicles according to individual country context. The project will also work with (sub) regional African bodies, including SADC, ECOWAS and the EAC, to develop (sub) regional harmonized approaches and regulations for used vehicles.

A **second phase** of the project will have a focus on replication. I will include the following.

A phased implementation across the remaining countries in the continent.

It will consider pursuing a global agreement stipulating minimum requirements for the trade of all used vehicles. This agreement is projected to contribute to the setting up and implementation of an international regime for transfer of safe and environmentally friendly used vehicles. Existing multilateral conventions, such as the UN conventions hosted by the World Forum for Harmonization of Vehicle Regulations (WP.29), can be used as a basis for any global agreement development under this activity. Once the regime has been put in place and is fully operational, the expected positive impacts on road safety and environmental protection will be maintained far beyond the completion of the project.

The second phase will also investigate ways to generate additional resources to allow the wide and long-term implementation of the project. For example, the project will consider setting up a small fee to be levied on every used car being exported to Africa as earmarked contribution for the operationalization of the regime. These funds will ensure sustainability and replicability of the project if rolled out to other regions.

The second phase will also include a data component, where project partners will also collect and improve data on the trade in used vehicles, which can also be used for the development of the inspection and enforcement component of the project. Furthermore, such an African regime can easily be transferred to other areas with similar problems related to used vehicles (e.g. Latin and Central America or Western and South-East Asia).

### 3.10 INDICATIVE BUDGET

See Annex I of Application Guidelines for description of UNDG budget categories

	UNEP	UNECE	Totals
1. Staff and other personnel	\$ 58,100	\$ 41,900	\$ 100,000
2. Supplies, Commodities, Materials			
3. Equipment, Vehicles, and Furniture (including Depreciation)			
4. Contractual services	\$ 89,525	\$ 58,000	\$ 147,525
5. Travel	\$ 72,290	\$ 52,500	\$ 124,790
6. Transfers and Grants to Counterparts	\$ 40,000	\$ 30,000	\$ 70,000
7. General Operating and other Costs	\$ 17,375	\$ 7,600	\$ 24,975
Sub-Total	\$ 277,290	\$ 190,000	\$ 467,290
7% Indirect Costs	\$ 19,410	\$ 13,300	\$ 32,710
Total	\$ 296,700	\$ 203,300	\$ 500,000

	Amendment 1 Revised Budget			
	Initial Budget Totals	UNEP	UNECE	Revised Budget Totals
1. Staff and other personnel	100,000	86,996	93,000	179,996
2. Supplies, Commodities, Materials	-	-	-	-
3. Equipment, Vehicles, and Furniture (including Depreciation)	-	-	-	-
4. Contractual services	147,525	8,400	36,900	45,300
5. Travel	124,790	5,000	22,500	27,500
6. Transfers and Grants to Counterparts	70,000	159,518	30,000	189,518
7. General Operating and other Costs	24,975	17,376	7,600	24,976
Sub-Total	467,290	277,290	190,000	467,290
7% Indirect Costs	32,710	19,410	13,300	32,710
Total	500,000	296,700	203,300	500,000

## 4. PROJECT MANAGEMENT

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### 4.1 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. Outline any governance mechanisms that will be utilized or established.*

UNEP will submit the project and will be the overall project lead. UNEP and UNECE will co-manage the implementation of the project, with closely involvement of other participating UN organizations and non-UN partners. UNEP's overall project manager will coordinate with the UNECE's overall lead to ensure project delivery. The overall project manager will also coordinate with other partners leading the various work packages to ensure delivery. UNEP will be responsible for reporting on substantive delivery and financial accountability in the project, collecting inputs from all the implementing.

Overall project management will be by UNEP's the Head of Air Quality and Mobility Unit (AQMU). The AQMU will be recruiting a full-time professional Programme Officer who will lead the substantial implementation of the project. S/he will be assisted by a Junior Professional Officer. Additional staff involved will be UNEP's Programme Officer and Programme Assistant leading cleaner mobility initiatives in the Africa region, who will provide in-country and regional coordination in this project. The Africa Programme Officer will also coordinate with UNECA to provide political engagement with the continental and regional economic communities throughout the implementation of the project. UNEP's team will also include vehicles experts, programme management support, communications officers, administrative officers and financial officers. The team will be complemented by experts and consultants.

At the UNECE, the head of the Vehicles Regulation and Transport Innovation Section (VRTIS) will supervise the activities performed by UNECE. Consultants are expected to be hired for substantive tasks, backed by the officers from the VRTI Section according to their specialty and their availability.

A Steering Group will be set up comprised of the partner organisations involved in the project implementation. UNEP will organise and chair this Steering Group. Formal terms of Reference will be developed for the Steering Group.

### 4.2 PARTNERSHIPS

*Specify the roles of implementation partners in the project and how they will be engaged. Will the project utilize the existing cooperation platform(s) to achieve and sustain results?*

The overall project will be led by UNEP and co-implemented by UNEP and UNECE, with involvement of UNECA, WHO, FIA, CITA, and ITF. These partners will lead and/or co-lead the five work packages<sup>5</sup>.

Other project partners involved in implementation are African countries, the African regional economic community's (AMU, ECOWAS, SADC, ECCAS and EAC) as well as exporting countries (government and companies).

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<sup>5</sup> Letters of support from these partners are included in Annex 1

On work package 1 and 2 – Developing and implementing an Action Plan with Used Vehicles Requirements for Africa - UNECE will provide the basis of developing an action plan from the ongoing work within UNECE on standards setting. UNEP and UNECA will support bringing the exporting countries together with the African countries and regional groupings. UNEP will also provide in country experience in introducing cleaner vehicle standards in Africa. The platform where all major exporters - the EU, Japan and US - with the African countries and African regional and sub-regional bodies will meet will also provide a partnership opportunity on which to build on, for global consensus. The other project partners will be closely involved in delivering work packages 1 and 2.

CITA will partner with UNEP, UNECA, UNECE to implement work package 3 - Activities to support Implementation and Enforcement. CITA will develop the inspection and enforcement framework while, UNEP will lead the partnership with UNECA and UNECE in setting up funding mechanism building on current experience in implementing electric mobility initiatives requiring funding.

FIA, CITA, UNECE and UNEP will partner to deliver work package 4 –Training, information and communication. Leveraging on the extensive network of automobile associations, FIA will lead awareness creation of the importance of regulating used vehicles. FIA will partner with CITA to provide factual information and training of vehicle inspectors while UNECE will provide messaging on vehicle quality from a standards perspective.

#### 4.3 RISK ASSESSMENT MATRIX

*Please specify the key risks that can threaten the achievement of results through the chosen strategy and its assumptions. Describe how project risks will be mitigated, especially how potential adverse operational, social and environmental impacts will be avoided where possible and otherwise managed. Complete the table using the Risk Scoring Table in Annex II of Application Guidelines). Add additional rows, as needed.*

Risk Assessment Matrix					
Key Risk	Likelihood (2-5, see Annex II in Guidelines)	Impact (1-5 see Annex II in Guidelines)	Score (L x I)	Control/Mitigation Measure <sup>6</sup>	Mitigation Timeline
COVID pandemic delaying implementation	4	3	12	The situation around COVID is still ongoing. This has had some impact on the delivery and timelines of the project. Progress on the activities directly with countries has been slower than anticipated. It is unclear when COVID might peak in Africa. COVID has had some impact on creating awareness about the issues; less so on developing communication materials; outreach to media). Where there have been COVID lock down measures, especially	18

<sup>6</sup> Where risk factors are scored “high” or “very high” (score 9 to 25), mitigation measures must be addressed through actions that are planned and costed in the project budget, with immediate actions for risks scored at “Very High” (score 20 to 25).

				international travel and face-to-face meetings, meetings have been virtual and in some cases organized at sub-regional and national level. UNEP will stay in close contact with the UNRSF secretariat as COVID further develops.	
No interest with importers and exporters in addressing the issue	2	3	6	Importers and exporters have expressed a keen interest to work on the issue. In particular, the EU. Engagement with Japan and the US is progressing more slowly. African countries have adopted several (sub) regional recommendations to address the issue African countries have requested partners for support on the issue Awareness raising in the initial phases of the project is expected to convince any remaining doubters	6
Exporters and importing countries will not manage to agree on minimal requirements	3	4	12	Project partners will develop proposals for possible minimum regulation Project partners will propose to develop a step by step approach, so all countries can be part of the solution and is adequate to their initial situation	18
Agreed minimal requirements will not be acted upon at national level	3	4	12	Actions for implementation will be taken both at the exporting and importing side, and thus there is a double approach to achieving the results Partners have a wide and long-term experience in working with project stakeholders in developing actions and policies in the region	24
Circumvention of agreed regulations, for example through importing vehicles	3	3	9	Effective tracking, labelling and data components are included in the project. An efficient origin / destination tracking system would be needed	30

through transit countries				to determine the final destination of used vehicles More countries are to be brought on-board the project on both export and import sides	
Lack of implementation due to incomplete or falsified documentations	3	2	6	Data and labelling components are included in the project, as is a thorough inspection and enforcement component Paper documentation is expected to be backed by digital data portal to make sure documentation is consistent with the vehicle	12

### 3.3 MONITORING AND EVALUATION

*In this section please outline the project's monitoring and evaluation plans. Provide information on when monitoring and evaluation will occur. Specify the type of evaluation that will take place.*

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

UNEP, as project lead, will develop standard UN cooperation agreements with the other implementing partners. These will include standard UN requirements on monitoring and reporting.

Project partners leading the work packages will be required to submit annual reports on implementation progress. All subcontracted in-country and regional agencies will be required to submit semi-annual expenditure and progress reports, as well as final substantive and expenditure reports at end of contracts.

Upon completion of the project, an end-of-project evaluation will be conducted. This evaluation follows standard UN procedures and practices and will be carried out by an independent evaluator who will provide an independent assessment of project performance (in terms of relevance, effectiveness and efficiency), and determine the likelihood of impact and sustainability of work packages.

The evaluation will:

- (i) provide evidence of results to meet accountability requirements, and
- (ii) promote learning, feedback, and knowledge sharing through results and lessons learned among project partners.

The project performance will be assessed against standard evaluation criteria using a six-point rating scheme (Highly Satisfactory, Satisfactory, Moderately Satisfactory, Moderately Unsatisfactory, Unsatisfactory and Highly Unsatisfactory.) The draft end of project evaluation report will be shared with all partners leading the different work packages for comments. These comments will then be compiled and included as part of the final evaluation report before sharing with the UNRSF secretariat.

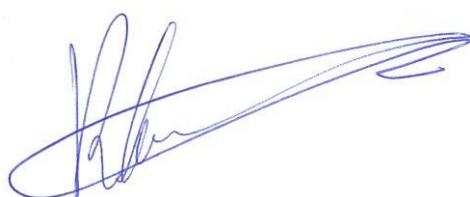
## 5. STATEMENT OF COMPLIANCE

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The undersigned certifies, following diligent inquiry, as follows:

1. Project Personnel<sup>7</sup> have not engaged in any activity which would violate Sections III (Special Provisions Regarding Financing of Terrorism) or VII (Fraud, Corruption and Unethical Behaviour) of the Fund MOU, nor do there exist any circumstances which could reasonably be perceived to present a potential or actual conflict of interest<sup>8</sup> on the part of the Applicant or its Implementing Partner(s), or any contractors, vendors or suppliers.
2. The Project (including related projects within a larger project or programme) shall not directly or indirectly (e.g., through Implementing Partners or third parties) engage or provide financial or personal benefit to, whether individually or by corporate ownership, participation or benefit, members of the Fund's governing bodies.
3. The Project (including related projects within a larger project or programme) is not currently engaged, nor shall it engage, in any relationship or arrangement, financial or otherwise, which may constitute a conflict of interest or a violation of Sections III or VII of the Fund MOU.
4. In managing and implementing Project activities, Project Personnel shall not seek or receive instructions from any Government or from any other authority external to the Applicant except as otherwise provided in the Project Documents and Governing Agreements.
5. It has disclosed all pertinent facts surrounding Project Personnel, and any relationship or arrangement, financial or otherwise, which may constitute a conflict of interest or a violation of the Fund MOU Sections III and VII [Attachment 1].
6. It has disclosed all complementary funding received, pledged or sought with respect to Project activities in item V. of the Project Proposal.

[Signature Block of Executive Officer or designate]



**15 April 2020**

**Mr. Rob de Jong**  
**Head, Air Quality and Mobility Unit**  
**UN Environment Programme**  
**rob.jong@un.org**  
**Ph +254-20-7624184**











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<sup>7</sup> "Project Personnel" shall mean any person or entity employed or engaged in any capacity with respect to the Project, including without limitation, employees, interns, volunteers, contractors, or vendors, whether engaged directly or through third parties including Implementing Partners.

<sup>8</sup> "Conflict of interest" shall refer to circumstances where, by act or omission, a party's private interests or those of his or her family members, such as outside professional relationships or personal financial assets, interfere or appear to interfere with the proper performance of his or her professional functions or obligations to the contracting organization.

## ANNEX 1 – SUPPORT LETTERS

Find attached support letters from:

- ECOWAS - Economic Community of West African States  
 ECOWAS.pdf
- ECCAS - Economic Community of Central African States  
 ECCAS draft.doc
- The Government of Uganda  
 Uganda.pdf
- The Government of Ivory Coast  
 Cote D'Ivoire Draft.odt
- The Government of DR Congo  
 Democratic Republic of Congo.j
- The Government of Cameroon  
 Cameroon.pdf
- The Government of Tunisia  
 Tunisia.pdf
- The Federation Internationale d'Automobile (FIA)  
 letter FIA.pdf
- The International Motor Vehicles Inspection Committee (CITA)  
 letter CITA.pdf
- The International Transport Forum (ITF)  
 letter ITF.pdf
- A letter from SADC – South Africa Development Community – is expected.
- A letter from EAC - East Africa Community – is expected



## ANNEX 2 - LIST OF ACTIONS FROM THE GFPA TACKLED BY THE PROJECT

The project will, from its inception, implement the following actions from the Global Framework Plan of Action:

- Legislation Area: actions 1), 2), 3), 4), 6) and 7) are helping to put in place the necessary legal framework allowing for quality used vehicles to be exported and imported
- Enforcement Area: actions 1), 3), 4), 6) and 7) are needed to develop the expertise and appropriate tools to ensure quality used vehicles perform as expected and to provide all the necessary information to ease the duties of enforcement officers.
- Education Area: actions 1), 2), 3) and 4) are increasing the acceptability of the project and the adoption by civil society, politicians and individuals and to train administrative, customs officers and technical inspectors to the latest techniques and procedures for a proper implementation of the project
- Technology Area: action 2) might be adapted to the most advanced African countries willing to further improve the safety of vehicle occupants and of other road users
- International Regulatory Support: Amendment to the 1997 Agreement along with Amendments of and/or new Rules to the 1997 Agreement are likely to be most effective way to develop the global component of the project for a wide deployment of the project policy package allowing for quality used vehicles.

The project is expected to have ripple effects on the following actions:

- Legislation Area: actions 5) and 9) are anticipated to benefit from the project implementation and to accelerate the introduction of effective inspection scheme for all vehicles registered and of adequate policy mechanisms respectively.
- Enforcement Area: actions 2), 5) and 8) are expected to be deployed faster thanks to the project contribution with trained experts already available in the country for roadworthiness and inspection tests and with an enforcement legal framework readily available to be adopted for a wider range of vehicle beyond used vehicles imported.
- Education Area: action 5) on ensuring adequate budget for education and training would be easier to implement thanks to the project experience where training and education costs could be provided to the partner countries for wider training of personnel if needed.
- International Regulatory Support: amendments to UN Regulations or UN GTRs under the 1958 and 1998 Agreements might be needed in order to adapt future new vehicles to technical requirements needed as part of the project implementation

## 6. 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. Executive Summary	<input checked="" type="checkbox"/> Yes
Section 3. Project Description	<input checked="" type="checkbox"/> Yes
Section 4. Project Management	<input checked="" type="checkbox"/> Yes
Section 5: Statement of Compliance	<input checked="" type="checkbox"/> Yes
Letters of support from national counterparts	<input checked="" type="checkbox"/> Yes
Any other annexes (depending on application)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A