

Evaluation of the Road Safety project (Phases I to IV)  
**Final Report** submitted to the United Nations Economic Commission for Europe  
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# **Evaluation of the Road Safety project**

## **Phase I to IV**

August 2015 - June 2019

Implemented by  
Secretariat of the Secretary General's Special Envoy for Road Safety,  
United Nations Economic Commission for Europe (ECE)

# **FINAL REPORT**

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## **Acronyms & Abbreviations**

DOA	Decade of Action for Road Safety 2011-2020
ECOSOC	United Nations Economic and Social Council
ECA	United Nations Economic Commission for Africa
ECE	United Nations Economic Commission for Europe
ECLAC	United Nations Economic Commission for Latin America and the Caribbean
ESCAP	United Nations Economic and Social Commission for Asia and the Pacific
EQ	Evaluation Questions
ESCWA	United Nations Economic Commission for Western Asia
FIA	Fédération Internationale de l'Automobile
GPS	Global Positioning System
IADB	Inter-American Development Bank
IRTAD	International Traffic Safety Data and Analysis Group
OECD	Organization for Economic Co-operation and Development
ITF	International Transport Forum
MoH	Ministry of Health
MoWT	Ministry of Work and Transport
NRSC	National Road Safety Council
PAHO	Pan-American Health Organization
PMU	Project Management Unit
RSPR	Road Safety Performance Reviews
SDGs	Sustainable Development Goals
SGS	Swiss company Société Générale De Surveillance
SSATP	Africa Transport Policy Program
SQ	Survey Questions
TOR	Terms of Reference
UNDA	United Nations Development Account
UDHR	Universal Declaration of Human Rights
UNRSTF	United Nations Road Safety Trust Fund
WB	World Bank
WHO	World Health Organization

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Special recognition to the Evaluation Manager for facilitating this evaluation assignment, providing access to available project data as well as high responsiveness and availability throughout the process.

## Executive Summary

This evaluation, commissioned by the Secretariat of the Un Secretary-General’s Special Envoy for Road Safety, hosted at ECE, is the first evaluation of the “Road Safety Project” (Phase I-IV) (hereinafter “Project”). The full Terms of Reference (TOR) are attached in Annex 1. The purpose of the evaluation was to review the implementation and assess the extent to which the objectives of the “Road Safety Project” (Phase I-IV) were achieved. The evaluation was guided by the objectives, indicators of achievement and means of verification (as per availability) established in the logical framework of the project documents (Phase I-IV). The evaluation applied a mixed-methods approach to gather sufficient data for triangulation and cross validation and to establish a solid evidence-basis for further analysis. The evaluation Principles are based on the ECE Evaluation Policy<sup>1</sup> and remain essential.

## Project Background

Strong transport systems can lead to local and regional economic growth, it can improve livelihood by increasing access to opportunities, education, medical services, goods and can contribute to achieving Sustainable Development Goals (SDGs). However, if not adequately considered, new roads and transport infrastructure produce the opposite result, as reflected in global road fatality and injury figures. Roads continue to result in injuries that cause the death of young people aged 15-29, and youth are among the most affected by the road traffic injuries.<sup>2</sup> Nowadays, the situation constitutes the most pressing development challenges. The core solutions to address road safety at the country level fall under the five pillars of the Global Plan for the Decade of Action for Road Safety (2011-2020). One billion people live in countries that are not a contracting party to any of the UN Road Safety Conventions. These legal instruments<sup>3</sup> are the basis for creating good governance and establishing laws and institutions that address risk factors.<sup>4</sup> Despite the lessons learned and resources accumulated through the Decade of Action for Road Safety, it reached its mid-term review in 2015 with relatively little observed change in the number of global annual road traffic deaths. Within this context, the United Nations Secretary-General appointed Mr. Jean Todt as Special Envoy for Road Safety on 29 April 2015 with a global mandate. (Please refer to section 5)

The UNECE has been placed to host the Secretariat of the Special Envoy for Road Safety, as it administrates the United Nations legal instruments, hosts the Global Forum for Road Traffic Safety and World Forum for Harmonization of Vehicle Regulations, hosts the Secretariat

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<sup>1</sup> UNECE, Evaluation Policy, October 2014.

<sup>2</sup> WHO Global Status Report on Road Safety, 2018.

<sup>3</sup> Particularly legal instruments on Road Traffic, on Road Signs and Signals, on Vehicle Safety and on the transport of dangerous goods by road.

<sup>4</sup> Such as drinking driving, seat belt, and helmet use, child restraints and speed which, on their own, can significantly decrease the number of road traffic fatalities.

of the United Nations Road Safety Trust Fund,<sup>5</sup> co-chairs the United Nations Road Safety Collaboration, develops road safety tools, helps undertake national road safety performance reviews and undertakes capacity building in the areas of Pillars 1 to 4 of the five pillars for road safety. Since 2015, the ECE Sustainable Transport Division provides services to the Secretariat of the Secretary-General's Special Envoy for Road Safety and starting 2018 the Division supports the secretariat of the UNRSTF.

The project-specific objectives included the following: (1) to mobilize political commitment towards road safety, specifically in the countries with a high level of road fatalities and injuries (Phase II & III); (2) to reduce the negative impact of road crashes by mobilizing political commitment, specifically in countries with a high level of road fatalities and injuries (Phase IV). The project determined four expected accomplishments across all project phases (Please refer to section 4.1) Forecast project budget for phases I-IV equaled USD 2,913,990. The human resources included two programme managers (P4 & P3) and one administrative support personnel (GS). The project as well was supported by the services of the consultants inter alia RSPR consultants, Technical Assistance Mission consultants and/or UN road safety fund plan consultant. The phases I-IV lasted from August 2015 to June 2019. The project was implemented by the United Nations Secretary-General's Special Envoy for Road Safety Secretariat at UNECE in cooperation with the UN Regional Economic Commissions including ECA, ECE, ECLAC, ESCAP, and ESWA. There were no implementing partners foreign in the project.

## Initial Findings

**Relevance:** (1) The project was relevant to the specific needs and priorities of the beneficiary countries in the area of road safety. (2) The project was related to the ECE program of work. (3) The project was consistent with global regional priorities in road safety. (4) The project design was relevant for meeting its objective, however, with a potential for an improvement. (5) The project was highly relevant to support the Special Envoy for Road Safety in achieving the objectives of his mandate. (6) The project design did not reflect sufficiently relevance with regards to human rights/gender equality. (7) The partnership was relevant to achieving the mandate of the Special Envoy. **Effectiveness:** (8) The expected accomplishment were achieved. (9) There were several challenges encountered by the project, and specific mitigation measures were undertaken. (10) The project was effective to support the Special Envoy in achieving the objective of his mandate (11) A human rights-based approach and gender mainstreaming strategy were not sufficiently incorporated in the project implementation. **Efficiency:**(12) The available resources were transferred into the quality outputs, which contributed to the achievement of the project objectives, and in principle, within anticipated

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<sup>5</sup> As a result of the project and pursuant to UN GA resolution (April 2016 - 70/260), with the support of the Secretary-General, the UNRSTF was established in 2018 as a UN Multi-Partner Trust Fund.

budget. (13) The project resources (financial and human) were sufficient to the design of the project. (14) The activities were implemented, in principle, according to an agreed timeframe. **Sustainability:** (15) The project results should continue after the completion of the project in selected beneficiary countries; however, contingent on available resources. (16) The likelihood of the stakeholders' engagement in the beneficiary countries is high and should continue after the project completion. (17) The key national road safety institutions are ready to take over the project results, however, have limited capacities. **Impact:** (18) The project contributed to policy development in selected beneficiary countries. (19) The project activities contributed to the intended impact of the Special Envoy for Road Safety mandate. (20) There was evidence demonstrating that the measures were undertaken to implement the Special Envoy's recommendations for improvement of national road safety. (21) The project contributed to an increasing impact at the ECE level. (22) There were unintended positive effects on target groups, not considered in the intervention design.

## Conclusions

The overall final evaluation conclusions are that the project was a significant and valuable road safety initiative, that contributed to the achievements of the Special Envoy for Road Safety mandate, through increasing the knowledge on the UN legal instruments, mobilizing national stakeholders to prioritize road safety in national agendas/policies in selected beneficiary countries and highly contributed to optimizing of international funding to support road safety-related initiatives in the beneficiary countries. The strategic issues and areas identified within the scope of this evaluation need to be taken into consideration to refine future programming. Across the defined evaluation questions, results are positive, overall, and placing the project at an excellent rating, with regard to the relevance, efficiency, effectiveness, and impact, while a moderate towards project design (in the relevance section), sustainability and human rights/gender mainstreaming.

## Recommendations

Based on the evaluation findings, it is highly recommended to consider the below indications for future programming:

**—Project Design— Relevance including project design** (1) Secretariat of the Special Envoy for Road Safety to refine the project proposal and logical framework, and draft risks management plans. (2) Secretariat of the Special Envoy for Road Safety to define the monitoring tools, set an internal monitoring and evaluation scheme at the project level, and reporting scheme according to the logical framework.

**—Project Implementation— Efficiency** (3) Secretariat of the Special Envoy to consider a structural engagement (communication) of stakeholders at the UN system, including ECE and jointly with the UN agencies define short/long/annual priorities and annual indicative timeline. (4) ECE to consult with the donor the possibility of disbursing fund on annual basis to allow employment of the fix-term Secretariat staff.

**—Sustainability—** (5) Secretariat of the Special Envoy to continue noteworthy function to support the mandate of the Special Envoy for Road Safety.

**—Human Rights, Gender Mainstreaming and women empowerment—** (6) (Auxiliary recommendation to project design) to advance phase V project proposal and include the human rights and gender-responsive indicators. (7) Secretariat of the Special Envoy for Road Safety to consider drafting a Gender-inclusive road safety policy and strategy/action plan. (8) Secretariat of the Special Envoy for Road safety to activate comprehensive partnership to foster the connection of road safety and gender equality.



## Introduction

### Evaluation Objective

The purpose of the evaluation was to review the implementation and assess the extent to which the objectives of the “Road Safety Project” (Phase I-IV) were achieved. The evaluation assessed the relevance, effectiveness, efficiency, sustainability and impact of the project in supporting the activities of the United Nations Secretary-General’s Special Envoy (hereinafter the Special Envoy) in achieving the objectives under his terms of reference. The results of the evaluation will support improvement of the services provided as well as future projects and activities implemented by the Secretariat of the Special Envoy.

### Evaluation Scope

The evaluation was guided by the objectives, indicators of achievement and means of verification established in the logical framework of the project documents (Phase I-IV). The evaluation was built around key evaluation questions outlined in the Terms of Reference (ToR). (Please refer to Annex 1 Terms of Reference) The Special Envoy’s efforts are global in nature, the evaluation sample coverage has been defined based on the provision of technical assistance, five countries have been selected as a sample size and these include: Uganda, Cameroon, Nigeria, Nepal, and Uruguay. The principles of human rights and gender equality was integrated at all stages of the evaluation. The evaluation covered the period of implementation from August 2015 to June 2019.

### Evaluation Methodology

The evaluation applied a mixed-methods approach to gather sufficient data for triangulation and cross validation and to establish a solid evidence-basis for further analysis. Information gathering tools incorporated a range of qualitative and quantitative data such as: (1) A desk review of the relevant documents; Road Safety Performance Review (RSPR) reports including the recommendations for improvement of national road safety; annual progress reports etc.; (2) An electronic questionnaire to assess the perspective of the beneficiary countries and partners attending the regional/sub-regional and national workshops;<sup>6</sup> (3) The interviews with the key informants via phone and/or Skype; (4) Contextual analysis of stakeholders’ feedback on the project’s planning, and implementation phases; and (4) The report summarizes the findings, conclusions and recommendations.

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<sup>6</sup> Out the 293 stakeholders who received an invitation to take part in the survey, 52 responded for an overall response rate of 17,7%.

### **Evaluation Limitations**

The evaluation faced certain limitations including, stakeholders' accessibility and responsiveness (survey & interviews), language barriers and time limitation. Data accessibility was as well considered as a limitation because some data collected during the mission could not be validated due to absence of data (Please refer to section 11.1 relating to gender and human rights). Furthermore, there were limitations related to comprehensive assessment of the Special Envoy impact as the indicators at the overall objective level were missed. Moreover, during the overall evaluation no negative effects have been reported and could be as well consider as a limitation potentially linked with lack of the specific project monitoring tools to capture potential positive and negative effects (not planned within the scope of this intervention).

## 1. Findings

### Relevance including project design

#### —Relevance—

*(1) The project was relevant to the specific needs and priorities of the beneficiary countries in the area of road safety and particularly in the low-and middle income beneficiary countries.* The Special Envoy's mandate is global in scope, therefore the project corresponds with such global geographical coverage and covers all UN Member States with a specific focus on low-and middle income countries, which are most affected by road traffic fatalities. The number of road traffic deaths continues to increase, reaching 1.35 million in 2016. Road traffic injury is now the leading cause of death for children and young adults aged 5–29 years, and it is the eighth leading cause of death for all age groups. Between 2013 and 2016, no reductions in the number of road traffic deaths were observed in any low-income country, while some reductions were observed in 48 middle- and high-income countries. Overall, the number of deaths increased in 104 countries during this period. Strengthening legislation to mitigate key risk factors is recognized by the majority of governments as an important strategy to improve road safety, as evidenced by the 149 countries that have designated lead agencies with responsibilities that include enacting and assessing traffic laws. While too many countries still lack legislation that appropriately addresses risks such as speeding, drink-driving, the use of helmets, seat-belts and child restraints, since 2014 progress has been made in a number of these areas.<sup>7</sup>

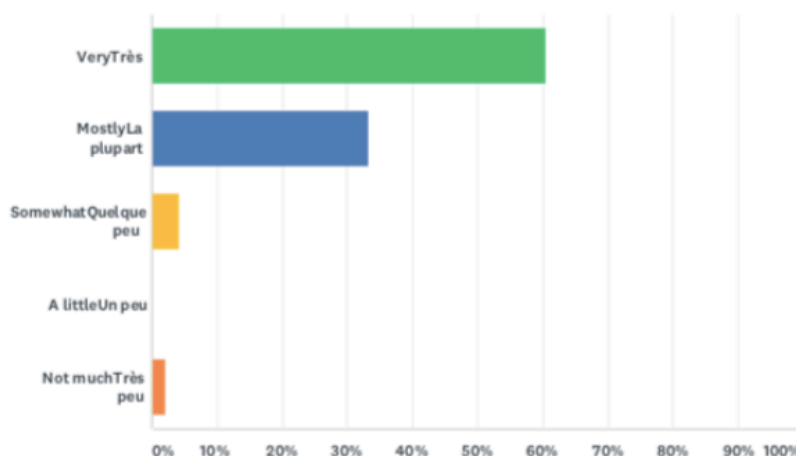
While road safety is increasingly recognized as a key sustainable development issue, it is not adequately funded at local, national and global levels. There are only a few bilateral donors that have provided funding for road safety activities. Similarly, there are only limited international funding initiatives. The major contributors are the World Bank (WB), with its Global Road Safety Facility (GRSF), other Multilateral Development Banks, the FIA Foundation, Bloomberg Philanthropies, and other emerging private sector contributors.

According to the survey results, the relevance of the regional/sub-regional and national workshops was assessed by 60,42% respondents as “very relevant” and by 33,33% respondents as “mostly relevant” to the needs and priorities of the beneficiary countries. (Please refer to Annex 6 Survey Analysis)<sup>8</sup>

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<sup>7</sup> Global status report on road safety 2018, WHO.

<sup>8</sup>The survey was addressed to the participants of the regional/sub-regional and national workshops organised in different continents and attended by variety of national/regional agencies and international organisations.



*(1.1) The project presently responds to the needs and priorities of the beneficiary countries in the area of road safety.* The estimated rate of traffic fatalities in 2016 per 100,000 population in five countries selected for the purpose of this evaluation is the following: Cameroon (30,1), Uganda (29), Nigeria (21,4), Nepal (15,9) and Uruguay (13,4). There were significant gaps in road safety in Cameroon and Uganda and the need to undertake a comprehensive review of the Road Safety Performance to define specific national recommendations addressing the advancement of road safety. The purpose of RSPR in Uganda was to guide the government and United Nations partners in enhancing national road safety management capacity and identifying the most critical road safety aspects based on the priority areas identified. It also aimed at helping Uganda to raise public awareness of road safety issues and advocate for ambitious road safety targets and specific measures to meet them. The RSPR in Cameroon aimed at contributing to the revision of current status of road safety in Cameroon; assessing the level of performance achieved in relation to the recommendations of the Global Plan and the African Plan of Decade of Action (DOA); setting the recommendation to promptly reach the goal of reducing the number of accidents in the country by 50%, to ensure sustainable development in relation to the SDGs; identifying the challenges and best practices. The beneficiary countries of RSPR communicated an official request to the Secretariat of the Special Envoy for Road Safety, therefore further validating high relevance of the project to the national needs and priorities of their respective countries. (Please refer to section 8)

Most of the consulted stakeholders, including regional and international organizations, referred to the high relevance of the project towards the specific needs and priorities of the beneficiary countries globally. The national stakeholders in Cameroon, Uganda, Nigeria, Nepal, and Uruguay, as well, stated the high relevance of the project to the specific needs of their respective countries.

*(2) The project was directly related to the ECE program of work.* The project is aligned with the ECE approved biennial programme plans for Programme 17 (Economic Development in Europe).<sup>9</sup> . The programme plans are approved by the UN General Assembly and translated into proposed programme budgets for the respective periods. Programme budgets, approved by the UN General Assembly, include a Strategic Framework with Expected Accomplishments, Indicators of achievement and performance measures. The Framework indicates Member States' priorities set out in legislation adopted by the General Assembly, ECOSOC and ECE intergovernmental bodies into sub-programs (substantive areas of work) financed from the regular budget and extra-budgetary resources. The project is directly in line with the subprogramme 2 (Transport) of all above mentioned programme plans and budgets including Strategic Framework of 2018-2019, which refers to (a) Strengthened legal and regulatory framework for international land transport (road, rail, inland waterway and intermodal transport), transport infrastructure, border-crossing facilitation, transport of dangerous goods, vehicle construction and other transport-related services; (b) Greater geographical coverage and more effective monitoring of implementation of United Nations legal instruments and recommendations on transport administered by ECE; (d) Strengthened capacity to implement relevant United Nations legal instruments, norms and regulations on transport, in particular in the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia.

Furthermore, the project was aligned with the activities of ECE's Working Party on Road Traffic Safety's program of work for 2016-20 including (a) Encouraging accession to and effective implementation of the 1949 and 1968 Conventions on Road Traffic and on Road Signs and Signals, and (b) the 1971 European Agreements supplementing them and the Protocol on Road Markings, and elaboration of amendment proposals to these legal instruments with a view to strengthening and harmonizing road safety standards; (c) Definition and implementation of a well-functioning implementation monitoring mechanism for the Conventions on Road Traffic and on Road Signs and Signals, 1968; (d) Definition of a mechanism of inquiry with the Contracting Parties to the Convention on Road Traffic, 1949, in order to identify their possible difficulties in ratifying acceding to and implementing the 1968 Conventions and design support measures for the Contracting Parties to be in a position to overcome such difficulties; (e) Further promotion and strengthening international, national and regional cooperation amongst competent authorities involved in road traffic safety, within the framework of the DOA (2011-2020), proclaimed by UN General Assembly resolution 64/255 of March 2010; (e) Further promotion and strengthening international, national and regional cooperation amongst competent authorities involved in road traffic safety, within the framework of the DOA (2011-2020), proclaimed by UN General Assembly resolution 64/255 of March 2010; and (g) Exchange of information on road safety regulations and requirements in force in member States and circulation of such information.

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<sup>9</sup> A/68/6(Sect.20), A/70/6(Sect.20), and A/72/6 (Sect.20).

*(3) The project was consistent with global and regional priorities and the programme of work of the UN Regional Commissions.* The Road Safety project (Phase I-IV) is a significant initiative implemented within the framework of global and regional priorities as related to road safety. The project contributes to the achievements of the SDGs, as road safety intersects the SDGs, the Goal 3 “Ensure healthy lives and promote well-being for all at all ages” and Goal 11 “Make cities and human settlements inclusive, safe, resilient and sustainable and their relevant targets” targets pertaining to road safety specifically including target 3.6. to decrease road traffic death by 50 percent by 2020 and target 11.2 to provide access, by 2030, to safe, affordable, accessible and sustainable transport system for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

The United Nations General Assembly Resolutions on road safety emphasize the need to address road safety at the national, regional and global levels to achieve long-term development.

The project was directly aligned with 2011-2020 the United Nations DOA for Road Safety (A/RES/64/255), with a goal to stabilize and reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels. The project corresponded with the overall goal of the DOA to stabilize and then reduce the forecast level of road traffic fatalities around the world by 2020. However, in the 2015 mid-term review, the DOA reached a little observed change in the number of global annual road traffic deaths.<sup>10</sup>

The project was in compliance with UN General Assembly resolution on Improving global road safety (A/RES/70/260), which further encourages member states to take robust measures to achieve SDGs targets 3.6 and 11.2. This resolution indicates consideration for establishing, from voluntary contributions, a road safety trust fund to support the implementation of the Global Plan for the DOA and the road safety-related Sustainable Development Goals. The document welcomed the appointment of the Special Envoy of the Secretary-General for Road Safety, with secretariat support from the ECE, as an efficient tool for mobilizing sustained political commitment to road safety by advocating adherence to and raising awareness about the United Nations legal instruments on road safety, sharing good practices through participation in global and regional conferences and generating funds for road safety.

Furthermore, the project was in line with the resolution (A/RES/72/271), in which the General Assembly further welcomed the efforts of the Special Envoy, with Secretariat support from ECE, ineffectively mobilizing sustained high-level commitment to road safety by advo-

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<sup>10</sup> Global status report on road safety 2018, WHO.

cating adherence to and raising awareness of the United Nations legal instruments on road safety, sharing good practices, including through participation in global and regional conferences, and advocating for increased funds for road safety.<sup>11</sup>

The project was aligned, as well, with the General Assembly resolution (A/RES/66/288) “the future we want”, endorsed during the United Nations Conference on Sustainable Development in Rio de Janeiro in June 2012.<sup>12</sup>

The project was aligned with the ECA Programme 15 - Economic and Social Development in Africa,<sup>13</sup> specifically with the following strategic areas advancing ECA’s position as a premier knowledge institution that builds on its unique position and privilege to bring global solutions to the continent; and developing regional solutions as a contribution to global governance issues, as well as building knowledge to advocate for and manage Africa’s next-generation challenges. The project is in line with the five pillars of the African Road Safety Action Plan 2011-2020, organized under the five pillars of the DOA. The project was aligned with the ESCWA Programme 19 - Economic and social development in Western Asia<sup>14</sup> . The document contains the overall orientation of the program, relating to economic and social development in Western Asia including sub-program 3 on economic development and integration that refers to the General Assembly (68/269) improving global road safety. The project was in line with the ESCAP Programme 16 - Economic and Social Development in Asia and the Pacific<sup>15</sup> , which refers under transport sub-program that provision of assistance to member States in designing and implementing transport policies that support safe, affordable, accessible and sustainable transport systems for all and improve road safety. The project was consistent with the ECLAC strategic framework 2016-2017, and 2018-2019 under the sub-program 8 on natural resources and infrastructure objective to improve the sustainable management of natural resources and infrastructure services in Latin American and Caribbean countries and to increase competitiveness and socio-economic development.

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<sup>11</sup> 72/271. Improving global road safety, A/RES/72/271.

<sup>12</sup> 66/288. The future we want, A/RES/66/288.

<sup>13</sup> A/67/6/Rev.1, A/69/6/Rev.1 A/71/6/Rev.1

<sup>14</sup> A/67/6/Rev.1 - E - A/67/6/Rev.1

<sup>15</sup> A/67/6/Rev.1 - E - A/67/6/Rev.1



### —Design—

*(4) The project design and development were relevant for meeting the project objectives, however, there is a potential for improvement.* The project design framed logic set up that contributed to the enhancement of road safety. The activities supported selected beneficiary countries to address their priorities in road safety needs and to guide towards an improvement of the national road safety systems. Mobilizing the key road safety leaders to prioritize road safety in national plan/policies, raising awareness about the UN road safety legal instruments and “best practices”, increasing national capacities to prioritize road safety and supporting establishment and operationalization of UNRSTF are highly relevant phases in strengthening an efficient road safety system. The logical set up allowed the target groups of the selected beneficiary countries to better comprehend national level road safety challenges and undertake efforts to reduce the number of road deaths and injuries, as such moving towards contribution to the global objectives defined by the DOA and the SDGs.

The overall project strategy included the following stages:

- (1) Establishing and maintaining the Special Envoy secretariat (Phase I-IV);
- (2) Increasing awareness about UN road safety legal instruments and “best practices” (Phase I-IV);
- (3) Increasing national capacity of key road safety stakeholders to prioritize road safety in national plans/policies (Phase I-IV);
- (4) Exploring opportunities (Phase I), conducting consultation (Phase II), increasing awareness of key stakeholders on the potential benefits of UNRSTF (Phase III) and operationalization of the UNRSTF.

The strategic approach was rational as it aimed at setting up the management, logistic and technical support to implementation of the Special Envoy mandate, ensuring a direct and comprehensive alignment of the project activities with the objectives of the Special Envoy mandate (Secretariat), transferring information to raise knowledge on the UN road safety instruments (UN instruments), conducting activities that contribute to strengthening stakeholders capacity to prioritize the road safety and undertake particular actions responding to the SE recommendations (capacity to priorities) as well as setting up the UNRSTF, which add financial resources to already limited opportunities functioning at the global level.

*(4.1.) The conception of the project reflected a complementary and integrated intervention; however, the logical framework was of moderate quality and there is a potential for improvement.* There is no overall objective define in the project design. By assumption, and further validation with the project management the objective set by the DOA should be considered as the overall objective of the project. The specific objectives included the following:



(1) to mobilize political commitment towards road safety, specifically in the countries with a high level of road fatalities and injuries (Phase II & III);

(2) to reduce the negative impact of road crashes by mobilizing political commitment, specifically in countries with a high level of road fatalities and injuries (Phase IV). There was no specific objective set in Phase I.

The specific objective (1) defined at the outcome level, while the objective (2) was ambitious and set at the impact level.

The project determined the expected accomplishment across all four project Phases:

1) The Secretariat of the Special Envoy on Road Safety established (Phase I), operational (Phase II), efficiently maintained and fully functional (Phase III & IV).

2) The opportunities for establishment of a UNRSTF, including hearing process, are explored (Phase I), consultation are initiated (Phase II), the knowledge of key stakeholders on the potential benefits of the UNRSTF for road safety increased (Phase III) and support for the implementation of the Global Plan for the DOA and the road safety-related Sustainable Development Goals by operationalizing the UNRSTF increased (Phase IV).

3) The key road safety leaders and decision-makers in national governments prioritize road safety (Phase I & II), national capacities to prioritize the road safety in national plans/strategies increased (Phase III & IV).

4) The awareness about United Nations road safety legal instruments and road safety best practices increased (Phase I-IV).

The expected accomplishments (1), (2) and (4) are set at the output level, while the expected accomplishment (3) in Phase I & II was determined at the outcome level, while in Phase III and IV at the output level.

The vertical logic demonstrated an alignment between the expected accomplishments and the project activities. The horizontal logic has a specific limitation related to the formulation of the indicators and lack of indicators at the specific objective level.

*(4.2.) The indicators were sufficiently formulated at the level of the expected accomplishment to monitor and measure project performance, however, there is a potential for improvement.*

There were no indicators defined at the specific objective level. The expected accomplishments were supported by indicators of achievements, which stated determined target values.

The indicators were well-formulated and most demonstrated required changes at the output level e.g. a draft strategy on the establishment of the UNRSTF elaborated (IA2 in Phase 2). The expected accompaniment EA3 in Phase II & III was supported by indicator set at the outcome level e.g. “At least five countries prioritized road safety in national policies”. The means of verification were determined only in Phase III and included inter alia reports of ITC

sessions (IA1.1), updates of proposal to reflect feedback from consultations (IA2.1), public statement or a formal letter to the Secretariat or a formal letter to the Secretariat expressing increased commitment to road safety (IA3.1), feedback questionnaires, interview with beneficiary countries (IA4.1) and implementation of recommendations (IA4.1). Some of the means supported the output level verification and were aligned with the outputs indicator e.g. (IA.I), while others reflect the outcome level verification (even though these support the expected accomplishment set at the outputs level) IA3.1 and IA4.2.

*(4.3.) The project phases, in principle, were designed in consultation with the relevant UN agencies including Regional Commissions, and the consultation with the target groups/beneficiary countries were proceeded via a usual procedure based on the intergovernmental processes and multi-stakeholder consultations.* Within the scope of Phase I, Multi-Stakeholders Consultation was organized by the SE secretariat in October 2015 with representatives of civil society to exchange views and ideas regarding the Action Plan of the Special Envoy. The consultation was jointly hosted by ECE and the Global Alliance of NGOs for Road Safety and involved more than 40 NGOs from around the world. The meeting was an opportunity to clarify objectives, develop working methods and provide an open and transparent forum for multi-stakeholder engagement.

Moreover, the Special Envoy convened a meeting (April 2016) with representatives from 14 United Nations agencies and departments to highlight the importance of road safety in the 2030 Sustainable Development agenda. The meeting was an opportunity to share current and future road safety efforts and priorities within each United Nations agency and to explore potential opportunities for collaboration, as well as discuss awareness-raising initiatives, strengthening of internal United Nations road safety policies and engagement towards a United Nations Road Safety Trust Fund. Similar meetings were also hosted in 2017 and 2019.

The draft proposal of the UNRSTF went through the consultation process and the feedback was included in the project design phases. The Special Envoy highlighted road safety during the Global Sustainable Transport Conference in Ashgabat (November 2016), where consultation for the draft proposal on a potential UNRSTF was launched. The second draft proposal was presented at the 79<sup>th</sup> Inland Transport Committee meeting in Geneva in August 2017. The Inland Transport Committee invited the Working Party 1, the Global Forum of Road Traffic Safety, to offer substantive and technical support to governments and other stakeholders during the consultation process of the draft proposal. It was further placed online and welcomed feedback, consulted with the broader road safety community, including through the UN Road Safety Collaboration which is made of UN agencies (such as the WB), NGOs and private sector representatives.

Despite the high level of consultation conducted with the various levels of stakeholders and various stages of work plan development and implementation, during the evaluation interviews some of the UN agencies including Regional Commissions expressed a need to utilization of a more comprehensive approach and information sharing about the Special Envoy work plan that should be shared with the stakeholders in advance. The stakeholders emphasized the importance of consulting the agendas of UN agencies prior to the establishment of the annual schedule of Special Envoy, ensuring that the SE annual work plan is provided to the concerned stakeholders in advance and if feasible at the beginning of the calendar year.

*(4.4.) The assumptions and risks were taken into account in the project design document generally.* The project documents on Phase II, III and IV identified the assumptions and propose mitigation actions to address determined risks. The Phase I project document does not include any reference to the assumptions, risks and/or mitigation measures. The proposal stipulated that the success of the intervention is contingent on the commitment of Governments to prioritize the road safety, therefore accomplishment of the project activities might be affected by the Governments' commitment to collaborate with the Special Envoy and respond to his recommendations (Phase II, III & IV). The mitigation action anticipated engagement of high-level officials to ensure success and holding regular consultations, bilateral and multilateral meetings with stakeholders (Phase III & IV). Further, the project document indicated that the successful establishment of the Trust Fund depends on the decisions made by the Advisory Board and Steering Committee as well as the necessary administrative procedure at the United Nations (Phase III). The identified assumptions and risks hold true, however, these were not comprehensively elaborated, these were general and not defined at each expected accomplishment level.

*(5) The project activities were highly relevant to support the Special Envoy for Road Safety in achieving the objectives of his mandate.* The objectives of the Special Envoy mandate and his specific functions are defined in the Terms of Reference of the United Nations General Secretary’s Special Envoy for Road Safety and the project activities are comprehensively aligned with the mandate.

<i>Special Envoy Mandate Objectives</i>	<i>Project Activities</i>
-to help to mobilize sustained political commitment towards making road safety a priority;	-Organizing meetings, consultations, workshops and seminars to raise awareness and mobilize political commitment to road safety. (A3.1. Phase II & A2.1. Phase IV) -Conducting two RSPR in Africa (...). (A4.1 Phase II) A4.2 Providing technical support including advisory missions and capacity-building activities to requesting lower- and upper- middle-income member States on the accession and implementation of UN road safety legal instruments. (Phase III) A.2.2 Conducting two new road safety performance reviews in Africa with special attention to UN Road Safety legal instruments in the ECA region based on the methodology developed under the UNDA project: “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition”. A.2.3 Providing technical support including advisory missions and capacity-building activities to two requesting lower- and middle-income member States on the accession and implementation of UN road safety legal instruments. (Phase IV)
-to advocate and raise awareness about the United Nations road safety legal instruments; -to share established road safety good practices; and	A4.1 Substantive support to the work of the Special Envoy (Phase II) A3.1 Organizing meetings, consultations and workshops aimed at raising awareness and mobilizing political commitment to road safety (Phase III) As above (Phase IV)
-to generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors.	A2.2. Organizing and conducting consultations on the establishment of the United Nations Road Safety Fund (Phase II) A 2.1 Developing further the proposal on the establishment of the United Nations Road Safety Trust Fund A 2.2 Conducting consultations with key stakeholders to discuss and validate the proposal. (Phase III) A3.1. Organizing two meetings for its Advisory Board and Steering Committee (in August and December 2018 with a total of four meetings). A3.2 Developing documents for Trust Fund governing body meetings, including the Fundraising Strategy and Operations Manual as well as for the establishment of the Trust Fund Secretariat. A3.3. Partaking in meetings with potential donors. (Phase IV)

In addition, there are project activities across all phases related to the establishment and the maintenance of the Secretariat and these, as well, are aligned with the Special Envoy man-

date, as the Secretariat provides administrative, logistic and substantive/technical support to the Special Envoy and contributes to the achievement of the Special Envoy objectives as defined in the mandate.

*(6) The activities in the project design did not reflect sufficiently relevance with regard to human rights and gender equality/empowerment of women.* (Please refer to the section human rights and gender)

*(7) The partnership with other entities in the UN system and other international organizations was relevant to achieving the mandate of the Special Envoy.* One of the specific functions of the Special Envoy includes promoting a global partnership to support the design and implementation of strategies and activities to improve road safety. The promotion of partnership was one of the major aspects indicated in the project design (Phase I-IV) and observed during the project implementation process (please refer to the project implementations section)

The partnership aspect was, also, reflected in the project budget, when specific activities related to the organization of the events were budgeted, including e.g. planned conference on Global Partnership for Road Safety in 2016.

There is a direct and coherent reference along with all the project documents (Phase I-IV) to building and maintaining cooperation with all UN agencies, and the participation of civil society and the private sector. The project design (Phase III & IV) stipulated the project stakeholders' analysis (excluding UN agencies) and capacity assessment, which included ministries (Transport, Health, Foreign Affairs, Interior, Education, Infrastructure, Finance, etc.) NGOs, private sector and multilateral development banks.

*(7.1.) There are several complementarities with other ongoing/planned action(s)/project(s) (including Capacity Development) managed by the UN system and other international organizations.* There are several projects implemented by various agencies at the national and regional levels. The below is only a modest demonstration of the road safety initiatives:

#### Cameroon

-“Road Safety Management Capacity Review”- an initiative by Safer Africa 2018 supported by the European Union’s Horizon 2020 Research and Innovation. The study constitutes a work package dealing with Road Safety Management Capacity Reviews (RSMCR) in Cameroon and provides an assessment of the road safety situation in Cameroon and planning for executing the RSMCR in other African countries (Tunisia, Burkina Faso, Kenya, South Africa). This review indicates the long-term towards zero goal.

-“Cameroon Transport Sector Development” project implemented by Cellule BAD-BM, Ministry of Public Works; Government Republic of Cameroon; Unite de Gestion du Projet, Cameroon Civil Aviation Authority and supported by WB. The development objectives of are: (1) strengthen transport planning; (2) improve transport efficiency and safety on the Badi-Badi-Bamenda section of the Yaounde - Bamenda transport corridor; and (3) enhance safety and security at selected airports. (10/2016-06/2022)

#### Uganda

-“Transport Sector Development” project implemented by Uganda National Roads Authority (UNRA), supported by WB. The project is to improve the connectivity and efficiency of the transport sector through (1) improved condition of the national road network, (2) improved capacity for road safety management; and (3) improved transport sector and national road management. The project provides technical assistance to strengthen the internal audit functions of the UNRA for technical audits of road projects.

-“Road Safety Promotion” project implemented by Uganda Road Accident Reduction Network Organization (URRENO), the project addresses the advocacy, education and victim support.

#### Nepal

-“Institutional Strengthening of Road Safety and Gender Equality” executed by the Ministry of Physical Infrastructure and Transport, implemented by the Department of Roads, Department of Railways, Department of Transport Management and supported by the Asian Development Bank (ADB). The project provides technical assistance to improve road safety, road maintenance, gender equality and social inclusion on the 1,027 km-long East West Highway (EWH) corridor, and strengthen the capacity of the executing and implementing agencies in road safety and road maintenance. (02/2019-01/2022)

#### Regional/global

-“Pan-African Road Safety Data and Knowledge Centre” effectively working as a Road Safety Observatory by Safer Africa, supported by the European Union’s Horizon 2020 Research and Innovation. The aim is to support policymakers and stakeholders with evidence of critical risk factors and identification of related actions and good practices on the basis of high-quality data and knowledge.

-“Regional Road Safety Observatory in Africa” supported by the WB, FIA, and ITF, the project supports African countries’ efforts to reduce road transport fatalities by uniting their activities to systematically collect, analyze, and share reliable road crash data, and serves as a platform for government officials and road safety experts to exchange knowledge, share best practices, and scale up effective policies across the region.

-“Road Safety Leadership Program” organized by the Africa Transport Policy Program (SSATP, an international partnership hosted by the World Bank), in collaboration with the African Development Bank. The project intends to develop leadership capabilities in road safety planning, implementation, management, and operations.

-“Regional Public Goods” project by Regional Public Good Initiatives coordinated and carried out by the Inter-American Development Bank (IADB). The project produced inter alia an evaluation of the impact of adopting 16 specific UN Regulations for M1 category vehicles by 6 regional countries: Argentina, Brazil, Colombia, Ecuador, Mexico, and Uruguay. The scope of the evaluation covered the regional impact at a technical, economic and public health level. (2004-present).

-“Ibero-American Road Safety Observatory” a common workspace of knowledge and cooperation on road safety between the 18 member countries (Argentina, Uruguay, Paraguay, Bolivia, Peru, Chile, Spain, Brazil, El Salvador, Nicaragua, Honduras, Costa Rica, Colombia, Dominican Republic, Mexico, Guatemala, Cuba, Ecuador), and supported by a regional road safety database.



**Summary of findings**  
**Project relevance, including design**

**Relevance**

- The project was relevant to the specific needs and priorities of the beneficiary countries in the area of road safety.
- The project was directly related to the ECE program of work.
- The project was consistent with global and regional priorities and the program of work of the UN Regional Commissions.
- The project activities were highly relevant to support the Special Envoy for Road Safety in achieving the objectives of his mandate.
- The partnership with other entities in the UN system and other international organizations was relevant to achieving the mandate of the Special Envoy.

**Design**

- The project design and development were relevant for meeting the project objectives, however, there is a potential for improvement.
  - The conception of the project reflected integrated intervention; however, the logical framework was of moderate quality.
  - The indicators were sufficiently formulated at the level of the expected accomplishment, however, there is a potential for improvement.
- There are several complementarities with other ongoing/planned action(s)/project(s)

The project relevance is rated “**EXCELLENT**”,  
while the project design is accounted as “**MODERATE**”



— Project implementation —

**Effectiveness**

*(8) The expected accomplishments (results at the output & outcome level) were achieved.* The level of achievement was measured based on the objectively verified indicators set at the expected accomplishment level. The limitations in drafting adequate indicators, at the design stage, had already been stipulated in the project design section and remains valid.

<b>PHASE I Expected Accomplishment 08/2015-04/2016</b>	<b>Indicator of Achievement</b>	<b>Findings</b>	<b>Achievement</b>
(EA1) The <b>Secretariat</b> of the Special Envoy on Road Safety is established.	N/A	The SE secretariat within ECE Sustainable Transport Division was set up and operational as of December 2015. One programme manager (P4) and one administrative support personnel (GS) were recruited (December 2015)*  *According to EXCOM decision recruitment was launched for P4 and G staff (excluding initially planned P3)	<b>Achieved</b>
(EA2) Explored opportunities to establish a <b>United Nations Fund for Road Safety</b> , including hearing process.	N/A	The secretariat prepared documents on modalities of trust fund establishment, administration within the UN system, principles of functioning, governance structure and potential ways of resources allocation and utilization.  The UN GA (April 2016) adopted a resolution (70/260), requesting the Secretary-General to consider the possibility of establishing, from voluntary contributions, a road safety trust fund, to support the implementation of road safety-related SDGs.	<b>Achieved</b>
(EA3) Key road safety leaders and decision-makers in national governments <b>prioritize road safety.</b>	N/A	The prioritization of road safety was high on the agenda of the SE and addressed through more than 50 meetings, consultations, and participation in various awareness-raising initiatives. The progress toward prioritization of road safety in a country is a long process and requires a structural approach and systematic follow-up.	<b>Achieved</b>  taking into account the number of beneficiary countries reached out during the SE country visits/missions.

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 December 2019

<b>PHASE I</b> Expected Accomplishment 08/2015-04/2016	<b>Indicator of Achievement</b>	<b>Findings</b>	<b>Achievement</b>
(EA4) Awareness about United Nations road safety <b>legal instruments</b> and road safety best practices has increased.	N/A	Road Safety Workshop was hosted by the SE, ECE Inland Transport Committee and EuroMed RRU, for countries from African and the Mediterranean region. The primary purpose of the workshop was to facilitate accession to UN road safety legal instruments. The workshop hosted country representatives and government officials of six States: Tunisia, Kenya, Jordan, Uganda, European Union, and Greece.  *There were not specific indicators set up to measure the level of achievements in terms of awareness increase. The evaluation survey did not include the above mentioned workshop as per agreement with the SE Secretariat.	<b>Achieved</b>  taking into account that six beneficiary countries were reached out during the workshop and potentially, their awareness on UN legal instruments was raised.

<b>PHASE II</b> Expected Accomplishment 05-12/2016 (extended to 12/2017)	<b>Indicator of Achievement</b>	<b>Findings</b>	<b>Achievement</b>
(EA1) The <b>Secretariat</b> of the special Envoy on Road Safety is operational.	(IA1) One consultant (P3) is recruited and current P4 and G5 staff are maintained.	The SE secretariat within ECE Sustainable Transport Division was maintained and functional. One programme manager (P4) and one administrative support personnel (GS) were maintained and programme manager (P3) recruited (not consultant).	<b>Achieved</b>
(EA2) Consultations on the establishment of the <b>United Nations Fund for Road Safety</b> are initiated.	(IA2) A draft strategy on the establishment of the United Nations Road Safety Fund elaborated.	A comprehensive draft proposal for the establishment of the UN Road Safety Fund was drafted (02/2017). The document was prepared and included the following: justification to set up a UN Road Safety Fund, objectives, possible modalities related to the establishment, hosting arrangements, governance (Board, Secretariat), fund management, reporting, oversight, contributions, grantees and eligibility, grant allocation procedure and partnership. The document indicated the consultation process and time-line.	<b>Achieved</b>

<b>PHASE II</b> <b>Expected Accomplishment 05-12/2016 (extended to 12/2017)</b>	<b>Indicator of Achievement</b>	<b>Findings</b>	<b>Achievement</b>
(EA3) Key road safety leaders and decision-makers in national governments <b>prioritize road safety</b> .	(IA3) At least five countries will have prioritized road safety in national policies.	<p>The Secretariat obtained the a formal request from Colombia (10/2016) for technical assistance; Uganda (03/2017) for technical assistance to conduct the RSPR; from Cameroon (03/2017) for technical assistance to conduct RSPR; from Mongolia (04/2017) for technical assistance in preparing for the accession to the UN conventions and support in training organization.*</p> <p>The prioritization of road safety was high on the agenda of the SE and addressed through more than 50 meetings, consultations, and participation in various awareness-raising initiatives. The progress toward prioritization of road safety in a country is a long process and requires a structural approach and systematic follow-up.</p> <p>*Indicative measurement: According to the project management the measurement of the prioritization of road safety by the key road safety leaders/decision-makers in national governments is assessed based on the number of requests for technical assistance communicated by the beneficiary countries to the Secretariat of the SE.</p>	<p><b>Achieved</b></p> <p>According to the IA and the indicative measurement four requests were submitted, and taking into consideration the number of countries reached out -Achieved</p> <p><i>*Please refer to the comment regarding “prioritization” as per survey result.</i></p>
(EA4) Awareness about United Nations road safety <b>legal instruments</b> and road safety best practices has increased.	(IA4) At least 15 countries will have increased the awareness about United Nations road safety legal instruments.	<p>The Kenya National Transport and Safety Authority hosted the Regional Workshop for Anglophone Africa in Nairobi, Kenya (12/2016). The workshop was co-organized by the ECE, ECA, SSATP, the WB and the IRTAD of the OECD. The workshop was attended by representatives from 20 African countries. The SE Secretariat organized the Regional workshop in Argentina (03/2017) attended by the government officials and experts from 17 countries in the region and the Regional workshop in Malaysia (4/2017) attended by government officials and civil society representatives from 13 countries in the South-East Asia region.</p>	<p><b>Overachieved</b></p> <p>As per number of countries reached out - Overachieved (50/15)</p> <p><i>*Please refer to the comment regarding “increased awareness” as per survey result.</i></p>

<b>PHASE III</b> <b>Expected Accomplishment 07/2017-03/2018</b> <b>(extended to 12/2018)</b>	<b>Indicator of Achievement</b>	<b>Findings</b>	<b>Achievement</b>
(EA1) The <b>Secretariat</b> of the Special Envoy on Road Safety is efficiently maintained and fully functional.	(IA 1.1) Maintain uninterrupted services of professional and general personnel (P4, P3,G5) (IA 1.2) All personnel are hired according to UN rules and regulations	(IA 1.1) The SE secretariat within ECE Sustainable Transport Division was maintained and functional. One programme manager (P4), one programme manager (P3) and one administrative support personnel (GS) were maintained.  (IA 1.2) The personnel was hired according to UN rules and regulations.	<b>Achieved</b>
(EA2) Increased knowledge of key stakeholders on the potential benefits of the <b>United Nations Trust Fund for Road Safety</b> .*  <i>*Please refer to design section regarding the limitation of EA formulation</i>	(IA 2.1) A draft proposal on the establishment of the United Nations Road Safety Trust Fund developed and the feedback from consultations reflected (IA 2.2) The draft proposal on the establishment of the United Nations Trust Fund presented to the Secretary-General	(IA 2.1) A comprehensive consultation was conducted with various stakeholders to finalize the proposal on the establishment of the Trusts Fund.  (IA 2.2) Pursuant to UN GA resolution (April 2016 - 70/260), with the support of the Secretary-General, the United Nations Road Safety Fund (UNRSTF) was established in 2018 as a UN Multi-Partner Trust Fund.	<b>Achieved</b>  <i>* Please refer to the comment regarding “increased knowledge” as per survey result.</i>
(EA 3) Increased national capacities to <b>prioritize</b> the road safety in national plans/strategies.	(IA 3.1) At least five countries prioritized road safety in national policies	The Secretariat obtained the request from Nigeria (10/2017) for technical assistance in capacity building for the accession of UN road safety instruments, from Zimbabwe (04/2018) for technical assistance in conducting RSPR, from Botswana (06/2018) for technical assistance in implementation UN road safety conventions and the African Road Safety Charter, from Nepal (11/2018) for technical support in capacity building workshop on motorcycle helmet safety.	<b>Achieved</b>  According to the IA and the indicative measurement four requests were submitted, and taking into consideration the number of countries reached out - Achieved  <i>*Please refer to the comment regarding “prioritization” as per survey result.</i>

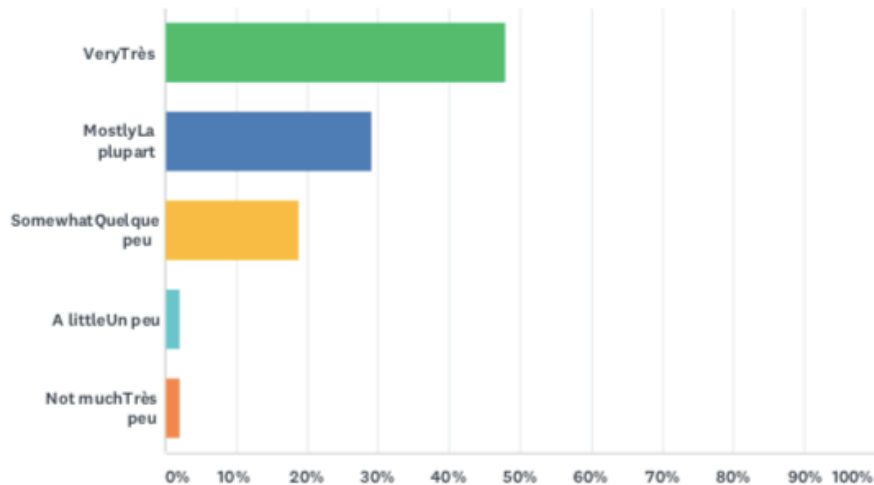
<b>PHASE III</b> Expected Accomplishment 07/2017-03/2018 (extended to 12/2018)	Indicator of Achievement	Findings	Achievement
(EA4) Increased awareness about United Nations road safety <b>legal instruments</b> and road safety best practices.	(IA4.1) At least 15 countries will have increased the awareness about United Nations Road Safety legal instruments  (IA4.2) At least five countries have received technical assistance on improving road safety as well as on accession to and implementation of the UN legal instruments	(IA4.1) The SE Secretariat organized the Sub-Regional workshop in Uruguay (10/2017) attended by representatives from 7 countries; the national workshop in Nigeria (11/2017); the national workshop in Uganda (03/2018) and the Regional workshop in Ghana (08/2018) attended by 20 of countries  (IA4.2) Two countries received technical assistance related to RSVP (Uganda and Cameroon), regional (Ghana), sub-regional (Uruguay) and national (Uganda & Nigeria) workshops were organized within the scope of a provision of technical assistance.	<b>Overachieved</b>  <i>*Please refer to the comment regarding “increased awareness” as per survey result.</i>

<b>PHASE IV</b> Expected Accomplishment 07/2018-06/2019	Indicator of Achievement	Findings	Achievement
(EA1) The <b>Secretariat</b> of the Special Envoy on Road Safety is efficiently maintained and fully functional.	(IA1.1) Maintain services of professional and general personnel (P4, P3, G5), by hiring all personnel according to UN rules and regulations and reflecting high performance of the Secretariat in the UN performance appraisal system; and receiving relevant feedback from the member States as well as work highlighted in reports of ITC sessions.	The SE secretariat within ECE Sustainable Transport Division was maintained and functional. One project manager (P4), one (P3) and one administrative support personnel (GS) were maintained.  The personnel was hired according to the UN rules and regulations.	<b>Achieved</b>

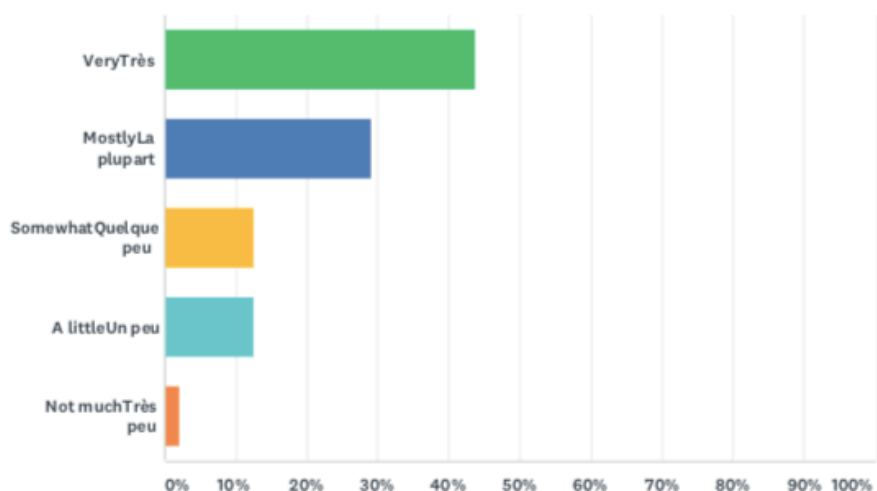
<b>PHASE IV</b> <b>Expected Accomplishment 07/2018-06/2019</b>	<b>Indicator of Achievement</b>	<b>Findings</b>	<b>Achievement</b>
<p>(EA2) Increased national capacities to <b>prioritize the road safety</b> in national plans/strategies, including increased awareness about United Nations road safety legal instruments and road safety best practices.</p> <p>*Please refer to design section regarding the limitation of EA &amp; IA formulation.</p>	<p>(IA1.2) At least 5 countries received capacity building or technical assistance support by the Special Envoy, especially regarding the UN road safety legal instruments</p> <p>(IA2.1) At least 15 countries increased the awareness about United Nations Road Safety legal instruments through the missions of the Special Envoy as confirmed by number of meetings with high-level representatives;</p>	<p>(IA1.2) The Secretariat obtained the request from Nigeria (02/2019) for technical assistance in capacity building for the implementation of the UN road safety instruments. Further technical assistance within the scope of RSVP was provided to Cameroon (including national workshop); and regional workshop (Lebanon) was organized.</p> <p>(IA2.1) The SE Secretariat organized the National workshop in Cameroon (08/2018); and the regional workshop in Lebanon (11/2018) attended by 15 countries.</p>	<p><b>Overachieved</b></p> <p>As per number of countries reached out - Overachieved</p> <p><i>*Please refer to the comment regarding “prioritization” as per survey result.</i></p>

<b>PHASE IV</b> <b>Expected Accomplishment 07/2018-06/2019</b>	<b>Indicator of Achievement</b>	<b>Findings</b>	<b>Achievement</b>
<p>(EA3) Increased support for the implementation of the Global Plan for the DOA for Road Safety and the road safety-related Sustainable Development Goals by operationalizing the <b>United Nations Road Safety Trust Fund</b>.</p>	<p>(IA3.1) Fully functioning Advisory Board and Steering Committee; the formal Secretariat of the United Nations Road Safety Trust Fund is established.</p>	<p>The Fund was officially launched in UNHQ New York (April 2018), in the presence of the UN Deputy Secretary-General, the Secretary-General's Special Envoy for Road Safety and representatives from UN agencies, Member States, private sector as well as other road safety stakeholders.</p> <p>The operational framework was set up and the documents including UNRSTF Operational Manual (11/2018), Terms of reference (11/2018), Standard Administrative Arrangements (09/2018), Standard MOU (09/2018) were developed and are available on UNRSTF website.</p> <p>The core documents including ToR (03/2018), Funding Criteria and Priorities (11/2018), Fundraising Strategy (11/2018), Rules of Procedures of the AB (11/2018) and Rules of Procedures of the SC (11/2018) were drafted and are available on UNRSTF Website.</p> <p>The SC and AB already held sessions.</p>	<p><b>Achieved</b></p>

\*As per the evaluation survey, the workshop raised awareness about UN road safety legal instruments according to 74,92% respondents “very” & “mostly”(47,92% & 27%), and 4% “a little” and “not much”. Further, the workshop increased road safety best practices according to 64,58% (25% “very” & 39,58% “mostly”), 27,08% “somewhat”, 6,25% “a little” and 2% “not much”.

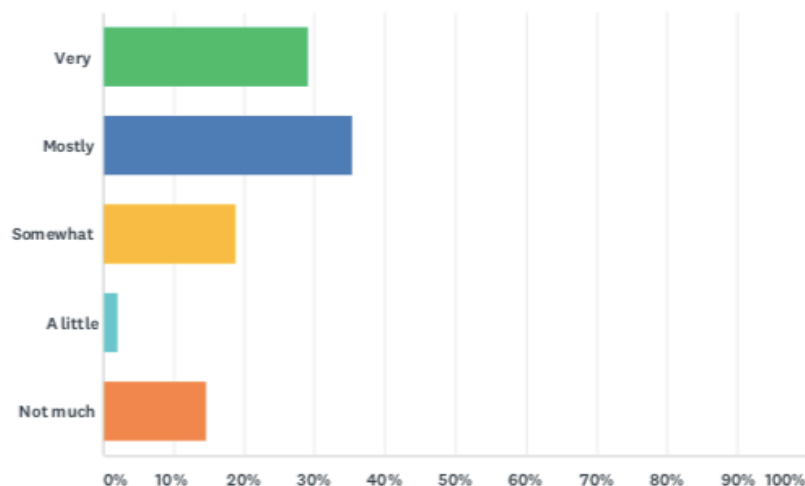


As for the national capacities to prioritize the road safety in national plans/strategies, according to the 72,92% respondents “very” & “mostly” (43,75% & 29,17%), 12,50% “somewhat”, 12,50% “a little” and 2% “not much”.





As for the increased knowledge on the potential benefits of UNRSTF according to 64,59% respondents “very” and “mostly” (29,17% & 35,42%), 18,75% “somewhat”, 2% “little” and 14,58% “not much”.



All interviewed stakeholders, who participated in the project activities (RSPR, workshops, meetings) emphasized the high value of the project in terms of raising awareness about the UN road safety instruments. In reference to the increased knowledge about the UNRSTF most of the key informants stated the need to disseminate the information about the fund, as still, limited information is available about the modalities and application process.

*(9) There were several challenges/obstacles encountered by the project, and mitigation measures were undertaken to ensure achieving the project objectives and expected accomplishments.* The major challenges encountered at the management level included limited resources and extra load-work related to the establishment of the UNRSTF, specifically during phase III & IV. The support that secretariat provided to SE was highly demanding, taking into account the average of country visits conducted by SE on annual bases (50 countries), in addition to technical assistance including preparation, organization, management of workshops and overall management of the RSPR processes. (Please refer to section 13.1)

Several challenges have been recorded at the global and national level, by interviewed stakeholders and these in principle refers to the obstacles to the achievements of the overall global objective related to reduction and stabilization of the road fatalities.

-Political will; despite the high-level engagement of the Special Envoy and raising the knowledge about road safety, the political will to conduct specific interventions to advance road safety in the country was sometimes lacking. This is directly linked with the lack of funding strategies, lead agencies and legislative framework particularly as it refers to the enforcement level.

-Accountability: addressing road safety requires comprehensive responsibility division with clear accountability set up. Despite the high level reach out at the national governmental level by the Special Envoy, this responsibility requires furthering across a wide range of stakeholders including government, private sector, media, and civil society and an effective safety performance framework.

-Developing capacity: most of the low- and middle-income countries are still struggling to develop and sustain capacity for sustainable safety management and the leadership, coordination and funding arrangements.

-Data collection: as a base for setting national targets, and define measurement framework to adequate measure progress in reduction fatalities and injuries. As a result of the discrepancies related to data sources, there is a defective view of the actual situation. Access to adequate data is crucial, and countries experiencing deficiency in data are not able to properly address the road safety needs at the country level.

*(9.1.) The project adapted well to changing external conditions (risks and assumptions) to ensure the achievement of the project objectives and expected results.* The project management took adequate measures to adapt the external conditions to ensure the achievements of the project. According to the mitigation stipulated in the project document the commitment of Governments to priorities the road safety and to collaborate with the Special Envoy and respond to his recommendations was considered as one of the risks and the project undertook mitigation action through engaging of high-level officials to ensure success, further through conducting regular consultations, and follow up as well as organizing several bilateral and multilateral meetings with various stakeholders. The project indicated as well risks related to the establishment of the Trust Fund, which depended on the decisions of the Advisory Board and Steering Committee as well as set up of the necessary administrative procedure at the United Nations, these have been achieved due to the high level of commitment of the project staff.

*(10) The project activities were effective to support the Special Envoy in achieving the objective of his mandate.* The following activities implemented by the project supported effectively the Special Envoy in realization of his mandate:

<i>Special Envoy Mandate Objectives</i>	<i>Findings on Effectiveness of Project Activities</i>
-to help to mobilize sustained political commitment towards making road safety a priority;	<p>The meetings, consultations, workshops and seminars raised awareness and mobilized political commitment to road safety. (A3.1. Phase II &amp; A2.1. Phase IV)</p> <p>-Two RSPR in Africa were conducted, and this interventions contributed to the mobilize political commitment towards road safety and consider as a priority. (A.2.2 Phase III)</p> <p>-Technical support including advisory missions and capacity-building activities to two requesting lower - and middle-income member States on the accession and implementation of UN road safety legal instruments were conducted upon the request of the governments and this interventions contributed as well to the mobilizing political commitment. (A.2.3 Phase IV)</p>
-to advocate the accession to and more effective implementation of and raise awareness about the United Nations road safety legal instruments; -to share established road safety good practices; and	<p>-The project provided substantive support to the work of the Special Envoy, what facilitated all the activities linked with the mandate objective to advocate and raise awareness about UN road safety legal instruments (A4.1 Phase II)</p> <p>-Technical support including advisory missions and capacity-building activities to requesting lower - and upper - middle-income member States on the accession and implementation of UN road safety legal instruments contributed to advocacy level and raising awareness about the UN road safety legal instruments. (A4.2 Phase II)</p> <p>-Meetings, consultations and workshops aimed at raising awareness and mobilizing political commitment to road safety as well contributed to advocacy and resining awareness about the UN safety legal instruments. (A3.1 Phase 3 &amp; Phase IV)</p>
-to generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors.	<p>-The consultations on the establishment of the United Nations Road Safety Fund were conducted to generate adequate funding. (A2.2 Phase II)</p> <p>-The proposal on the establishment of the United Nations Road Safety Trust Fund was developed. (A2.1 Phase II)</p> <p>-The consultations with key stakeholders to discuss and validate the proposal were conducted. (A2.2. Phase III)</p> <p>-Two meetings for UNRSTF Advisory Board and Steering Committee were conducted. (A3.1 Phase III)</p> <p>-The documents for Trust Fund governing body meetings, including the Fund-raising Strategy and Operations Manual as well as for the establishment of the Trust Fund Secretariat were finalised. (A3.2 Phase III)</p> <p>-Meetings with potential donors were conducted. (A 3.3. Phase IV)</p>

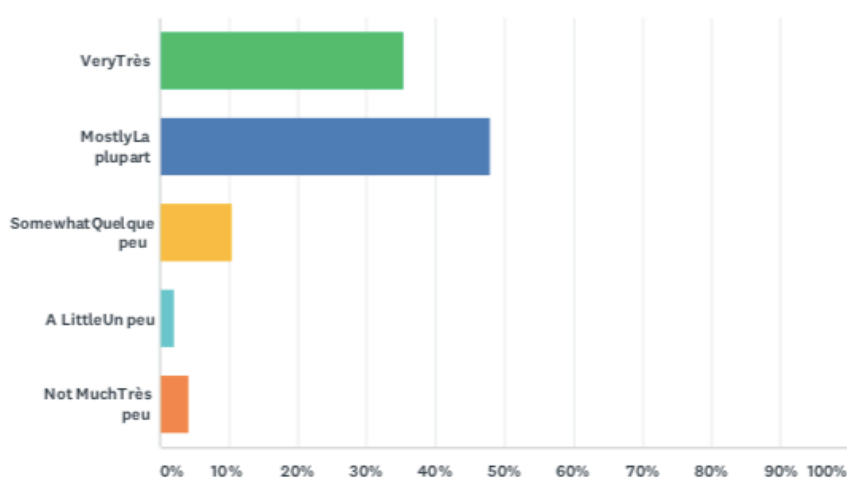
*(11) A human rights-based approach and gender mainstreaming strategy were not sufficiently incorporated in the project implementation.* (Please refer to the section on human rights and Gender)

## Efficiency

*(12) The available resources were transferred into the quality outputs, which contributed to the achievement of the project objectives, and with some variation, in principle, within anticipated budget.* The outputs (activity based) produced within the scope of the project contributed to the achievement of the project objectives. As already stated in the project design section, the project set two specific objectives at the outcome and the impact level, however, there were no indicators set at the objective level. Therefore, the analysis was based on the assessment of outputs (activity-based) produced during the project and aligned with the expected achievements (results set by the project at the output level). Objective “To mobilize political commitment towards road safety, specifically in the countries with a high level of road fatalities and injuries”. (Phase II & III)

The project activities led to submission of nine formal communication by beneficiary countries to the SE requesting technical assistance (in different scope e.g. capacity building workshops and/or RSPR); high participation of the beneficiary countries stakeholders in the regional, sub-regional and national workshops these included national governments, non-governmental organizations, private sector, international agencies including UN system; attention of the UN agencies in visited countries; consolidated interest around UNRSTF and commitment of the financial contributors; high attention on road safety of the UN system and members state and resolution to set up the UNRSTF; country accession to UN conventions.

Furthermore, the survey results indicated that the workshop was supportive in mobilizing key road safety leaders and decision-makers in the national government to prioritize road safety 35,7% responded stipulated “very”, 47,92% “mostly”, while 10,42% “somewhat” and 6% “a little” and “not much”.



Objective "To reduce the negative impact of road crashes by mobilizing political commitment, specifically in the countries with a high level of road fatalities and injuries". (Phase IV) Similar activities implemented in phase II and III supported contribution to the achievement of the objective set in phase IV. The project activities have mobilized road safety stakeholders including national governments, non-governmental organizations, private sector, international agencies including the UN system. The RSPR participating countries (Uganda and Cameroon) expressed high interest to address the key findings and recommendations of the performance review, the beneficiary countries of workshops are expressing the need for further capacity building processes. However, it is challenging to assess to which extent the project contributed to the reduction of the negative impact of road crashes due to the scope and time limitation of this evaluation exercise.

There were positive assessments from the stakeholders interviewed on the quality of outputs. The project stakeholders, including governmental and non-governmental organizations, valued the overall project and appreciated the opportunity provided. They assessed the information obtained during the workshops and the competencies gained from the RSPR as highly useful.

*(12.1.) The inputs were monitored regularly by the Special Envoy Secretariat.* The cost plans, budget allocation, reallocation, and budget closure as well as payments (start/ closure) for consultancies and provision of budget reports were monitored and oversaw by the Secretariat staff.

*(13) The project resources (financial and human) were sufficient to the design of the project.* The project presented satisfactory capacities and resources, which responded to the requirements of the objectives and expected accomplishments. The human resources allocated to the project were sufficient and coherent with the implementation capacities and included one project manager (P4), one programme manager (P3) and one administrative support personnel (GS). However, the project staff indicated that additional human resource capacity, to handle administrative tasks as well as substantial technical work, would be beneficial. Despite highly demanding engagement, the Secretariat was successful in adequate utilization of the available human potential. The Secretariat staff recruitment procedure was based on "Temporary Appointment", this arrangement does not provide a fixed-term security to the project staff and had some influence on the project staff confidence. UNECE was prudent in managing contracts during the first phases of the project, considering liabilities arising from hiring of staff under fixed term contract. In light of the continuing nature of the mandate and the project, UNECE could now consider providing fixed term contracts for the duration of the project.

According to the budget document the following budget lines were foreseen: staff and personnel (staff), staff and personnel (consultant), staff and personal (consultants travel), travel of staff, travel of meeting participants, operating and other direct cost, equipment vehicles and furniture, contractual services and contractual services (individual contractors).

To support the project phases I, II and III, to date,<sup>16</sup> the ECE obtained USD 2,568,382 transferred in three installments of EUR 750,000, corresponding with the amount of USD 821,393 (received in October 2015), USD 845,547 (received in April 2016) and USD 901,442 (received in September 2017). According to the project documents the forecasted budget equaled USD 2,913,990 including phases I and II - USD 1,322,360, Phase III - USD 720,550 and Phase IV USD 871,080. During the evaluation mission the financial reports available indicated expenditures relating to three project phases, therefore, the evaluation mission took into account the forecast project budget stipulated in the project documents for phases I, II, III and these equaled USD 2,042,910. Available funds for all phases equaled USD 3,439,462 and for three project phases equaled - USD 2,568,382. These included phase I - USD 821,393 (EUR 750), phase II - USD 845,547, phase III - USD 901,442<sup>17</sup> and phase IV - USD 871,080.<sup>18</sup> According to the financial reports the project expenditures during phases I-III equaled USD 2,213,784.

According to the financial report submitted for phase I and II the total funds available equaled the amount of USD 1,666,940 (first and second tranche), the project expenditure equaled USD 1,414,275 constituting 106,9% of the budget forecast (USD 1,322,360) and 84,8% of funds available for these phases (USD 1,414,275). There was a variance of 22% comparing the forecast budget lines with available funds, representing 6,9% overspend towards planned budget and 15,2% underspend towards available funds. Direct expenditures, included 67,7% of the planned budget (USD 895,945) human resources; 24,6% (USD 326,382) travel; 1,6% (USD 21,630) operating and other direct costs and 0,8% (USD 11,170) contractual services. These constituted a direct expenditure sub-total 94,9% (USD 1,255,127) of the forecast budget, while the program support costs equaled 12% (USD 159,148) of the budget. The remaining balance including interest income (USD 24,627) equaled USD 277,292 that accounts for 16,6% of available funds. The Secretariat redeployed unspent funds to phase III.

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<sup>16</sup> According to two financial reports: Fund Utilization Report (covering phase I and II) as of 31 December 2018 prepared on March 2019 and Fund Utilization Report (covering phase III) as of 31 December 2018 prepared on 24 October 2019.

<sup>17</sup> There is a discrepancy related to the funds available. The project document indicated USD 814,222, while financial report stipulated USD 901,442. For the purpose of financial analysis the information available in the financial report was taken into account.

<sup>18</sup> Information relating to the funds for phase IV is based on the project document only, as the financial report was not available during the evaluation mission.

The financial report submitted for phase III indicated the total funds available in the amount of USD 901,442 (third tranche). The project expenditure equaled USD 799,509 constituting 110% of the planned budget and 90% of the available funds. The forecast budget stipulated in the project document accounted for USD 720,55. There was a variance of 20% comparing the forecast budget lines with available funds, representing 10% overspend towards planned budget and 10% underspend towards available funds. Direct expenditures, included 72% of the budget (USD 523,561) human resources; 17,9% (USD 129,314) travel; 4% (USD 29,805) operating and other direct costs and 3% (USD 23,768) contractual services and 0,1% (USD 1,082) equipment. A direct expenditure sub-total equaled 97% (USD 701,530) of the budget. While the program support costs equaled 12,7% (USD 91,979). The remaining balance including interest income (USD 16,139) equaled 13% (USD 118,072) of available funds for phase III. Similarly to phase I and II, the Secretariat redeployed unspent funds to phase IV.

<b>Budget Lines</b>	<b>Phase I &amp; II /USD</b>	<b>Phase III /USD</b>	<b>Total USD</b>	<b>% of total forecast budget for phase I, II, &amp; III</b>	<b>% of total funds available for phase I,II, &amp; III</b>
Staff Personnel (Human Resources)	895,945	523,561	<b>1,419,506</b>	<b>69%</b>	<b>55%</b>
Travel	326,382	129,314	<b>455,696</b>	<b>22%</b>	<b>17,7%</b>
Operating and Other Direct Costs	21,630	29,805	<b>51,435</b>	<b>2,5%</b>	<b>2%</b>
Contractual Services	11,170	23,768	<b>34,938</b>	<b>1,7%</b>	<b>1,3%</b>
Equipment	—	1,082	<b>1,082</b>	<b>0,05%</b>	<b>0,04%</b>
Programme Support Costs	159,148	91,979	<b>251,127</b>	<b>12,2%</b>	<b>9,7%</b>
<b>Total</b>	<b>1,414,275</b>	<b>799,509</b>	<b>2,213,784</b>	<b>108%</b>	<b>86%</b>

According to the project financial reports, during the phases, I, II and III<sup>19</sup> the total of project expenditures equaled 108% (USD 2,213,784) of the forecast budget for three project phases (USD 2,042.910) and 86% of the funds available for phases I, II and III (2,568.382). As such there was a variance of 22% comparing the forecast budget lines with available funds, representing 8% overspend towards planned budget and 14% underspend towards available funds. Therefore, the project was moderate in proceeding with expenditures according to the planned budget design (overspend) as well as in collation with the available funds (underspend).

It has to be taken into account that the project obtained a lump sum of funds and the remaining amount in phases I&II and phase III were relocated to the subsequent project phases, re-



spectively to phase III and phase IV. The available resources were transformed into quality outputs and in principle within the agreed timeline. (please refer to section 12 and 14)

The main drivers relating to the above variance, as specified by the project management, include inter alia delays in recruiting staff and high workload due to the establishment of the RSTF (Please refer to section 14). The main focus of the SE Secretariat for project initial two years was on establishing and then operationalizing the RSTF, while responding to the annual plan essentials, implementing project activities including demanding requirements of the functions of the Special Envoy mandate.

As informed by the project management the expenses are based on annual forecast planning, and the action plan, including the financial forecast, is addressed at each project phase. The donor approach to funds management appeared to be flexible as it refers to budget utilization and timeline. The level of flexibility was appreciated by the Regional Commissions representatives consulted during the interviews.

*(13.1.) The project management (at the Secretariat level) was effective and efficiently governed during project implementation.* At the country level, the project is guided by management documentation, including project document (phase I-IV), work plan and simplified logical framework (as a part of the project document). The project document stipulates the following: start/end date, budget, beneficiary countries, cooperating entities within UN system, specific objectives, expected accomplishments, indicators of achievements, main activities, risk and mitigation actions, sustainability, monitoring and evaluation, management and coordination agreement, result-based work plan aligned with the budget (phase III & IV), assessment for gender mainstreaming (phase IV), and guidance for UMOJA.

The indication related to the project management mechanism was stipulated in the auxiliary work plan document 2018-2019 developed by the Secretariat during the project implementation. The work plan included the role and responsibility division of the Secretariat staff in reference to the following tasks: the SE meeting and missions (schedule, pre-mission & meeting tasks, post-mission tasks), the Secretary-General's reports, the regional workshops, the RSPR (follow-up on previous RSPR-Uganda & Cameroon, New RSPR 2018-2019), Technical assistance to requesting Member States, Communication and partnership, Donor relation, Reporting and EXCOM, budget management and consultants and UNRSTF. The document was comprehensive and provided precise information related to lead person, task, recipient, frequency, and emergency backup. The project has undertaken the evaluation of Phase I-IV, as per the Term of Reference attached to this report. The Secretariat was supported by the UNECE Road Safety Management and Dangerous Goods Section. Meetings to plan, review and brief on the activity progress were held with the Special Envoy as well as the Chief of Road Safety Management and Dangerous Good Section.



A highly demanding task included coordination and arrangement related to the missions and meetings, and this include inter alia information provision to permanent missions about the SE travel, communication with UNHQ DPI regarding the SE travel, consultation with the NGOs regarding upcoming visit, preparation of draft briefing notes and talking points, identification of partnerships and high level meetings to support the SE in his mission/meeting, drafting follow up letters etc.

Similarly, highly demanding task included overall preparation, organization and management of the regional, sub-regional and national workshops and included inter alia; development of partnership, solidification of concept agenda, invitees, speakers, budget, logistic and financial arrangements, coordination with partners, collection of workshop material, production of final report, follow up on outcomes and next step etc.

Within the scope of RSPR processes, the Secretariat oversaw and coordinated cooperation with other stakeholders. The detail action plan in reference to the RSPR phases was developed and included the following; Phase I: A preparatory mission comprising of the ECA and the ECE to agree on the priority areas and the time schedule, and engage national consultants to undertake the review process; Phase II: approval of the inception report, fact-finding activities and consultations to assess the road safety situation and produced the draft report; Phase III: submission a draft for review to the Government, stakeholders and ECE/ECA, organization of the validation workshop. Phase IV: inclusion of comments to finalize the recommendations, shared by the stakeholders, including comments and peer review from ECE and ECA; Phase V: Official launch of the RSPR and capacity-building support offered to the Government. The Secretariat proceeded with the follow up activities that include communication with the RSPR national focal points on progress of the recommendations from the review (as an ongoing activity and at the minimum once a month), provision of the technical assistance and follow up on technical assistance workshops and request on updates on implementation on RSPR recommendation on 6 month basis.

*(13.2.) The progress reports were produced accurately; however, focusing on the progress on project activities, which submitted to the Secretary-General on time and to the donor with some delays.* The project produced the reports to the Secretary-General, and the donor. Specific arrangements related to the report development and submission with the particular stipulation of role and responsibility were included in the work plan 2018-2019. The report to the SG was produced on a bi-monthly basis, consulted with the Chief of the Road Safety Management and Dangerous Goods Section at ECE to ensure broader strategic messages inclusion, reviewed and approved by the SE and submitted to the SG's office.

The Secretariat monitored the progress of the project activities, submitted the report to the donor, communicated on a regular basis with the donor on contribution agreement, disbursement amount and reporting. Moreover, during the project implementation, the Secretariat communicated verbal updates to the FIA Foundation as well as in advance of new proposals.

To date, consolidated narrative and official financial report covering phases I, II and partially III (05/2015 – 03/2018) were submitted to the donor (03/2019). The report format was directly aligned with the mandate of the SE rather than the project logical framework. Therefore, there was no reference to progress pertaining to project objectives, expected accomplishment and/or stipulation of the progress level in reference to the project indicators. The entire project team of the Secretariat was highly devoted and committed to proceed with the implementation of the project activities, such attitude was noticed by the project stakeholders and stipulated by most of the key informants during the evaluation interviews.

*(14) The activities were implemented, in principle, according to an agreed timeframe.* The project document stipulates that the project/activity work plan provides a timeframe for the activities to be carried out during the implementation cycle, however, there was no specific project timeline made available to the evaluation mission, as there was no specific time schedule for activity implementation. The phase I did not include any reference to the project timeline apart of the start/end date, phase II refers to the year 2016 as an indication for implementation of the project activities and phase III refers to Year 1. The assessment was based on the analysis of the available documents, discussion with the Secretariat staff and consultation with other project stakeholders including national governments and international agencies, the evaluation mission validated that the activities planned in the project document were implemented according to the agreement between the Secretariat staff, project stakeholders and contingent on the availability of the SE.

The project activities accomplished with the scope for Phase I-IV include:

Mobilization of political commitment:

- A3.1 & A2.1 - Meetings, consultations, workshops and seminars to raise awareness and mobilize political commitment to road safety organized - during the phase II & IV;
- A2.2 - Two road safety performance reviews in Africa conducted - during the phase III;
- A2.3 - Technical support including advisory missions and capacity-building activities to two requesting low - and middle-income member States on the accession and implementation of UN road safety legal instruments provided- during the phase IV;

Raising awareness about UN road safety instruments:

- A4.1 - Substantive support to the work of the Special Envoy provided - during the phase II;
- A4.2 - Technical support including advisory missions and capacity-building activities to requesting lower - and upper - middle-income member States on the accession and implementation of UN road safety legal instruments provided - during the phase II;
- A3.1 - Meetings, consultations and workshops aimed at raising awareness organized and political commitment to road safety mobilized - during the phase III & IV;

UNRSTF

- A2.2 - Consultations on the establishment of the United Nations Road Safety Trust Fund conducted - during the phase II
- A2.1 - The proposal on the establishment of the UNRSTF drafted - during the phase II;
- A2.2 - Consultations with key stakeholders to discuss and validate the proposal conducted- during the phase III;
- A3.1 - Two sessions each for its Advisory Board and Steering Committee conducted - during the phase III;
- A3.2 - Documents for UNRSTF governing body sessions, including the Fundraising Strategy and Operations Manual as well as for the establishment of the Trust Fund Secretariat developed - during the phase III;
- A3.3 - Meetings with potential donors attended- during the phase IV .

These activities contributed to the achievement of expected accomplishments.

As stated by the Secretariat management, the project encountered delays related to the recruitment of the Secretariat staff and this delay was due to the introduction of UMOJA in 2015. This delay did not have a particular impact on the attempts of the expected accomplishment.

### **Summary of findings Project Implementation**

#### **Effectiveness**

- The expected accomplishments (results at the output and outcome level) were achieved.
- The mitigation measures are adequately set and utilised to counter the obstacles and ensure achieving of the project objectives and expected accomplishments.
- The project activities were effective to support the Special Envoy in achieving the objective of his mandate.

#### **Efficiency**

- The available resources were transferred into the quality outputs, which contributed to the achievement of the project objectives, and in principle, within the anticipated budget.
- The project resources (financial and human) were appropriate for the design of the project.
- The project management at the Secretariat level supported by the ECE, Road Safety Management and Dangerous Goods Section was effective and efficiently governed during the project implementation.
- The progress reports were produced accurately; however, focusing on the activity performance, the reports were submitted to the Secretary-General on time and to the donor with some delays.
- The activities were implemented, in principle, according to an agreed timeframe.

**The project implementation (despite minor limitation) effectiveness and efficiency-  
is rated "EXCELLENT"**

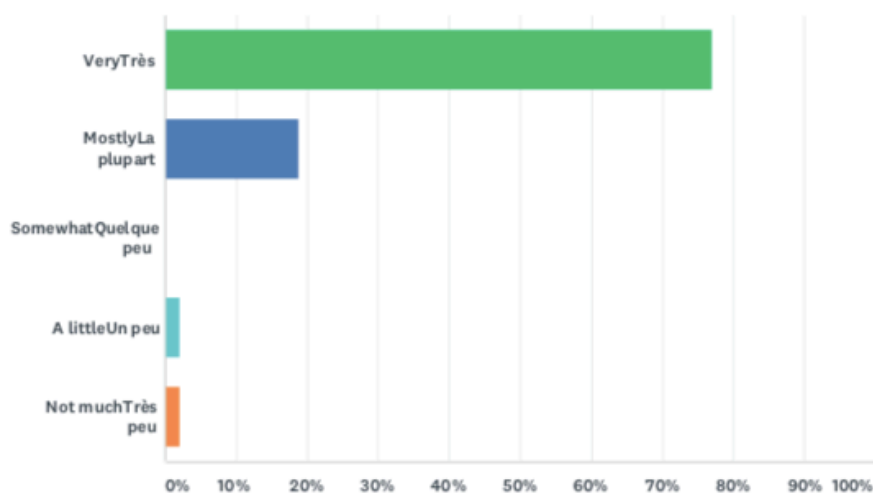
— Sustainability —

*(15) The project results will continue after the completion of the project in selected beneficiary countries; however, the extent to which the actions at the national level will be undertaken are contingent on available resources.* The assessment of project sustainability has been considered at institutional, technical (please refer to the section 17), policy (please refer to the section 18) and financial sustainability (please refer to section 17.2) levels. All the interviewed stakeholders indicated a high interest to continue the project results, however, stipulated the challenges related to the financial aspect, which might prevent further work despite country-level willingness and engagement to continue the project results.

*(16) The likelihood of the stakeholders' engagement in the beneficiary countries is high and should continue after the project completion.* All interviewed stakeholders expressed their readiness to be further engaged in the continuation of the road safety-related work. The ownership appears high among project stakeholders and should continue upon project accomplishment. The beneficiaries recognize the value of this intervention, as the appreciation towards the project was stated by all interviewed national level stakeholders from five sample beneficiary countries.

The project methodology was based on the participatory approach, as the Secretariat interacted at all levels with the project stakeholders including governmental officials, non-governmental organizations as well as the stakeholders from various international agencies including regional Economic Commissions, as such creating enabling environment. The project participatory approach was strategic and allowed advancement of the ownership at the government level, the continued dialog at the policy level among project stakeholders as well was a crucial indication for strengthening cooperation and further commitment. Furthermore, the inclusion of the national experts in the RSPR development process in Uganda and Cameroon strengthened the national ownership. There is a high level of the political will to utilize the RSPR recommendations, in defining further road safety activities and measures, and this was distinguished during the interviews with national stakeholders from Uganda and Cameroon. The Ministry of Transport and Works in Uganda signed the Contract to initiate rollout of the Road Crash Database and this action is directly aligned with the RSPR strategic priority “establish and implement a road crash data base system” and corresponding recommendation. The RSPR process was embedded in the institutional national structure relating to road safety in both beneficiary countries.

According to the survey results, the participating organizations representing beneficiary countries and international organizations in the regional/sub-regional and national workshops indicated 95,83% as “very” and “mostly”(respectively 77,08% and 18,75%) to continue support/engagement in the targeted countries, only 4% respondents stipulated “little” and “not much” (respectively 2% and 2%). (Please refer to Annex 6 Survey Analysis)



*(17) The key national road safety institutions are ready to take over the project results, however, have average and/or limited capacities to sustain the project results.* Regarding the institutional sustainability, referring to adequate institutional environment to sustain the project results (structure, system, mechanism, tolls etc.) the project contributed to the strengthening and/or instigation of the policy level consultation/discussion in the beneficiary countries specifically in the countries visited by the Special Envoy, countries that participated in the regional/sub-regional and national workshops and countries that were subject to RSPRs. The RSPR provided a framework in the form of recommendations (action plans) defining the quality of the road safety management system, including institutional structure. Endorsement of the RSPR, by the governments of Uganda and Cameroon,<sup>20</sup> provides a sound basis for sustainability, including sustainability at the institutional level. Moreover, interviewed stakeholders from beneficiary countries (Uganda, Cameroon, Nigeria, Nepal, and Uruguay) are willing to continue their participation in road safety policy and local levels initiatives and obtain further guidance and support from the international stakeholders including the Special Envoy. However, one of the major challenges is related to limited technical capacity and availability of financial resources to support overall road safety development processes. (Please refer to section 17.2)

<sup>20</sup> RSPR Cameroon 2018; RSPR Uganda 2018

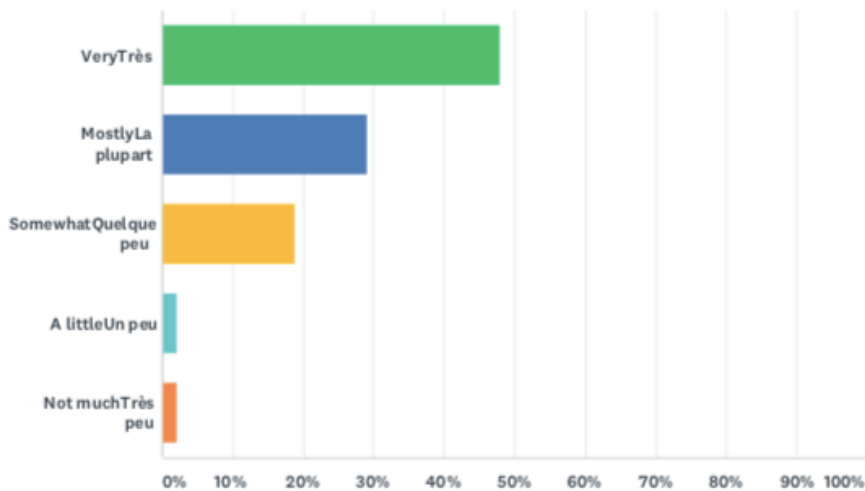
As it refers to the technical sustainability, pertaining to technical knowledge and skills acquired by the target groups as a result of the project. The findings should be divided into three groups of beneficiary countries;

- (1) Uganda and Cameroon the countries that undertook the RSPR initiative;
- (2) Nigeria, Nepal and Uruguay countries that took part in the workshops and were subject to SE missions/visits; and
- (3) other beneficiary countries that participated in the regional/sub-regional and national workshops.

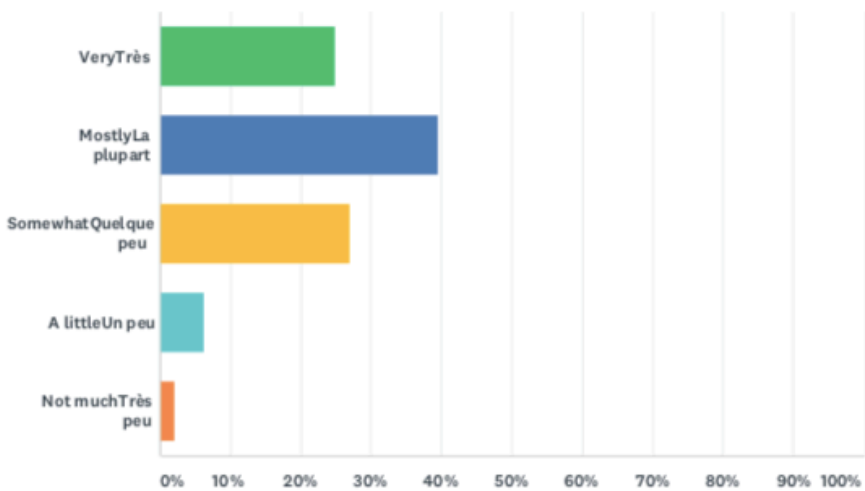
-(1)- The overall process of RSPR development was supported by workshops, that included elements of capacity building processes and provided opportunities for the participants to enhance their technical and policy instrument knowledge pertaining to road safety. During the workshops, the national stakeholders went through the process of identifying priority areas and, as such, they were able to raise their capabilities in this particular aspect. The participants, as well, developed an increased awareness of the importance of acceding to and implementing key UN road safety-related legal instruments.

-(2)- All national level interviewed stakeholders indicated that the workshops provided opportunities to build and enhance their knowledge particularly as it refers to the UN road safety legal instruments and best practices. Some of the key informants stated that they were not previously aware about the UN road safety legal instruments and only learned about them during the workshops. Regarding the increased knowledge pertaining to potential benefits of the UNRSTF, most of the national stakeholders stated that they have little knowledge related to the modalities, processes, application procedures and fund scope. The interviewed stakeholders, that are members of the Board and Advisory Committee of UNRSTF were aware and familiar with the fund. However, measurement of the national capacities via workshop attendance is challenging, as there were no particular tools developed to assess the national stakeholders capacity advancement.

-(3)- As for the beneficiaries of the workshops, according to the evaluation survey the workshop raised awareness about UN road safety legal instruments according to 47,92% respondents “very”, 29,17% “mostly”, 18,75% “somewhat” and 4% “a little” and “not much”.

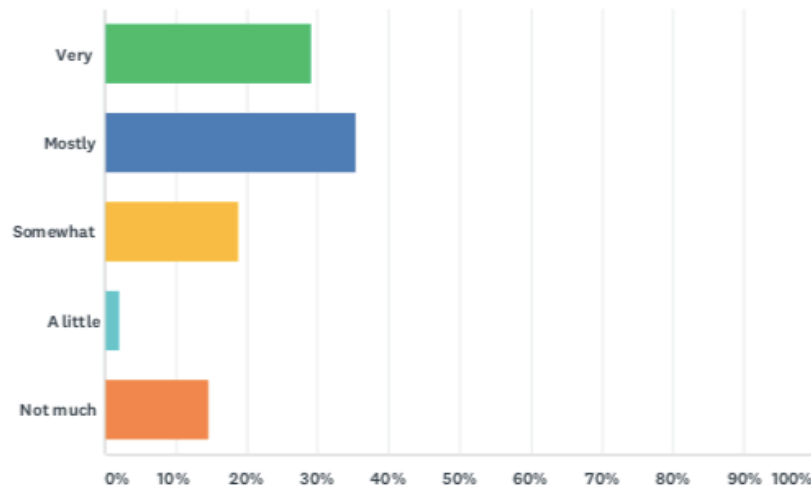


Further, the workshop increased road safety best practices according to 25% “very”, 39,58% “mostly”, 27,08% “somewhat”, 6,25% “a little” and 2% “not much”.

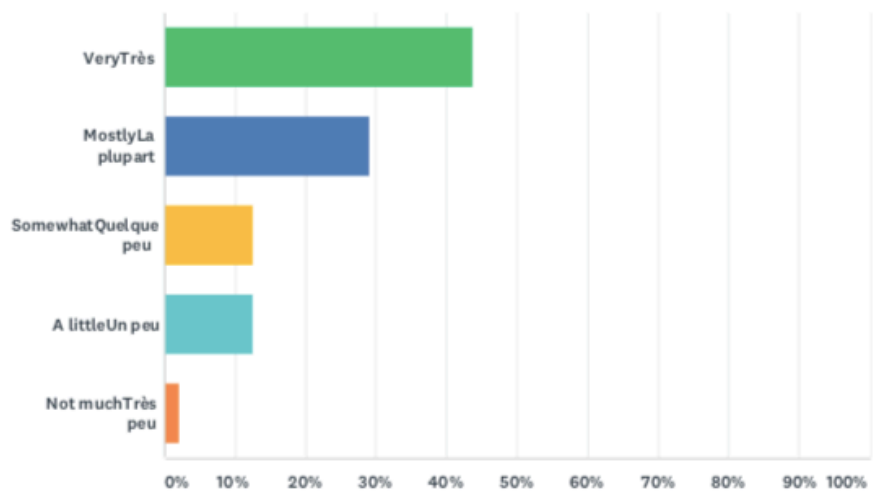




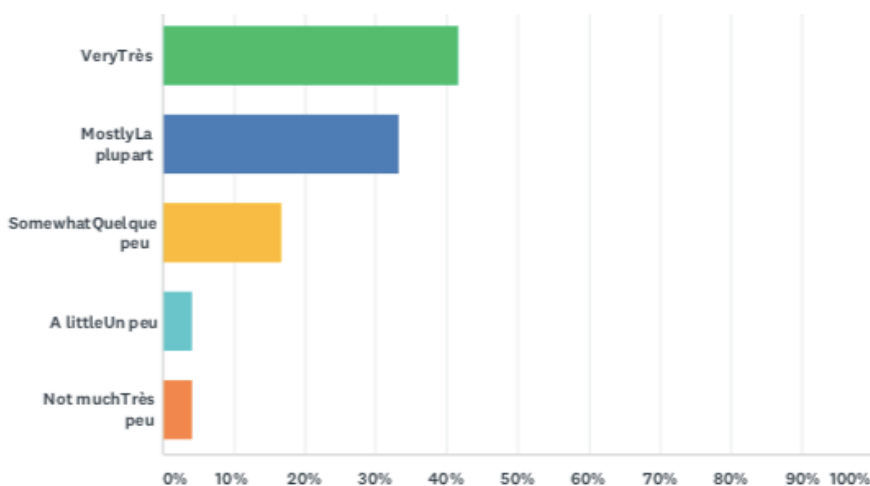
As for the increased knowledge on the potential benefits of UNRSTF, the survey respondents stipulated 29,17% “very”, 35,42% “mostly”, 18,75% “somewhat”, 2% “little” and 14,58% “not much”.



As for the national capacities to prioritize the road safety in national plans/strategies, according to the respondents, 43,75% indicated “very”, 29,17% “mostly”, 12,50% “somewhat”, 12,50% “a little” and 2% “not much”.



Moreover, the respondents stipulated that their respective organizations have capacities to sustain and further support activities to reduce the negative impact of road crashes by mobilizing political commitment, in the following percentage rate 41,67% “very”, 33,33 “mostly”, 16,67 “somewhat”, 4,17% “a little” and 4,17% “not much”.



*(17.1.) The capacity building processes were in place to ensure the sustainability of the results achieved, institutional and specifically people-to-people approach were applied by the project.* The project offered several capacity-building tools including RSPR processes, workshops, seminars, visits, technical meeting, etc. The consultations with the international agencies, Regional Economic Commissions and engagement of national counterparts including governmental and non-governmental stakeholders, were conducted with a participatory approach, which constitutes as one of the effective capacity building methods, and contributed to strengthening national institutions’ ownership. (please refer to the section 16)

*(17.2.) The relevant authorities of some selected beneficiary countries undertook specific financial measures to ensure the continuation of services after the end of the project.* However, the national-level financial sustainability is an issue and all national interviewed stakeholders, that participated in the RSPR, reflected on the need for further financial support (as well as technical) to address implementation of the recommendations stipulated in the RSPR.

Similarly in other beneficiary countries including Nepal, Uruguay, and Nigeria. The interviewed national stakeholders emphasized a need for financial security related to advancements of road safety initiatives at the national level.

### **Summary of findings**

#### **Project Sustainability**

- The project results will continue after the completion of the project in selected beneficiary countries; however, the extent to which the actions at the national level will be undertaken is contingent on available resources.
- The likelihood of the stakeholders' engagement in the beneficiary countries is high and should continue after the project completion.
- The key national road safety institutions are ready to take over the project results, however, have average and/or limited capacities to sustain the project results.

The project sustainability is rated **“MODERATE”**

— Impact —

*(18) The project contributed to policy development in selected beneficiary countries.* Road safety-related policy development is directly aligned with the project sustainability, and a structural impact of the project was observed/noted as it pertains to improving legislative framework. The findings pertaining to the project contribution to policy development should be considered in relation to three groups of beneficiary countries;

- (1) Cameroon and Uganda - the countries that undertook the RSPR initiative;
- (2) Nigeria, Nepal and Uruguay - the countries that took part in the workshops; and
- (3) other beneficiary countries that participated in the regional/sub-regional and national workshops.

(1) The RSPR process in both countries provided a sound basis for the development of national road safety policy documents and contributed to strengthening the national policy dialogue on road safety in Uganda and Cameroon, ensuring a broad level of participation of the various stakeholders including governmental and non-governmental. Furthermore, the RSPR recommendations have led to policy level undertakings by the governments.

In Cameroon, road safety is governed by a wide range of legislation (laws, decrees, and circulars), however, the implementation aspect is still a challenge. The National Road safety strategy was redesigned to integrate the DOA five pillars and ensure complementarity with the framework of the global objectives. The process included evaluation of the National Road Safety and Security Strategy 2009-2014 and the development of National Strategy 2019-2023. The Road Safety Commission of Ministry of Transport ensures integration of the RSPR findings and recommendations into the strategy, also through a wide consultations process with a range of different national and international stakeholders. The final draft of the strategy should be finalized by the end of 2019, the process still requires validation of the strategy by the commission (after the input provided by national governments and non-governmental institutions as well as international agencies) and ministerial approval. The national governmental stakeholders emphasized high level contribution of project activities to the overall legislative process related to the strategy development, stressing the fact that the Special Envoy through project activities instigated the unified approach to the road safety in the country and brought different stakeholders together to address the appealing aspect of road safety.

There are specific actions undertaken by the government of Cameroon to proceed with the ratification of UN conventions and Minister of External Relation is coordinating with the Ministry of Transport consultation pertaining to the documents submission in order to move forward the ratification process. Inclusive consultations with other stakeholders including international agencies (inter alia WHO, ECA) were conducted to collect the input to advance the ratification process. The interviewed governmental stakeholders stated that ratification of

the conventions is one of the governmental priority in the road safety endeavors. Similarly, efforts are undertaken at the policy level to leverage the road safety lead agency, which requires a systematic approach (leadership, goal and target setting) to strengthen lead agency arrangements. Further, it was emphasized by the national key informants that the Special Envoy played a significant role in activating the parliamentary network for road safety, established in 2019.

In Uganda there is a national policy in place, however, there is no adequate implementation mechanism. Several challenges exist in institutional management functions regarding coordination, legislation, funding and resource allocation, promotion, monitoring and evaluation, research and knowledge transfer, design and infrastructure issues, compliance with safety standards, and emergency medical services. The government is implementing interventions guided by a road safety policy, which encloses the five pillars of the DOA. The amendments of the Traffic and Road Safety Act (Amendment) Bill was adopted in March 2018 and as stated by the interviewed national stakeholders the SE contributed to moving forward the legislative process. The amended Act indicates more deterrent penalties for traffic offenders in order to improve the discipline of road users especially drivers. Further, the Ministry of Health is finalizing the consultation process on Emergency Medical Services Policy that will provide the framework on the implementation of the national ambulance system to improve pre-hospital care. As indicated by key informant the Special Envoy, along with other stakeholders, contributed to the development of the emergency medical services. It has to be noted that some of the interviewed stakeholders, has not recognized the Special Envoy support, underlining that the amendments processes had been already in place. However, as validated by other key informants, taking into account the high level of political mobilization achieved by the Special Envoy in Uganda along with the consultation process with a wide variety of stakeholders within the RSPR process, it was observed that the project influenced the move forward at the policy level. (please refer to section 20)

(2) Regarding the beneficiary countries Nepal and Uruguay, according to the participants of the workshops organized within the framework of the project, there was a compact evidence indicating direct contribution of the project activities to the policy development.

The key informants from Nigeria stated that the SE presence in Nigeria was a significant landmark in supporting mobilization of road safety stakeholders in country to move forward the legislation path for the amendments of the Federal Road Safety Act (05/2019). Nigerian Federal Road Safety Corps recognized the contribution and assistance of the Special Envoy in the accession process to the UN conventions on road safety. The authorities indicated as well that the support by the project provided opportunity for Nigeria to tackle enhancement of the second versions of the Nigeria Road safety Strategy 2019-2023. The post-crash response - emergency care services was emphasized by the Special Envoy during his visit and as reported by national stakeholder during the interviews, currently post-crash response is one of the road safety priorities in Nigeria.

The key informants from Nepal indicated that steady progress is done in the advancement of road safety legislative framework, but the intensification of efforts is required, specifically in finalization of the Road Safety Act, establishing the Road Safety Council and ensuring synergy in action between all concerned stakeholders. The national stakeholders from Uruguay stated that there are new policies about road safety in the country (a recently published law provides new active and passive safety elements to be incorporated into vehicles), however, they were not influenced and/or impacted by the project activities. Moreover, the national stakeholders indicated limited follow up of the project after the workshop conducted in country.

(3) Taking into account the evaluation survey rate responses related to stakeholders' mobilization, raising awareness on UN road safety legal instruments, increasing best practices, increasing knowledge on potential benefits of UNRSTF, in strengthening national capacities and engagement of organizations participating in the workshops, there is a likelihood for potential contribution to the impact at policy level in the beneficiary countries. It is challenging to proceed with in-depth analysis due to the scope and time limitation of this evaluation.

*(19) The project activities contributed to the intended impact of the Special Envoy for Road Safety mandate.* The Special Envoy for Road safety mandate stipulates an impact at the level of the DOA goal, which intends to stabilize and then reduce the forecast level of road traffic deaths around the world. The project activities were aligned with the objectives of the SE mandate. (Please refer to section 5) and were effective in supporting the SE in achieving mandate objectives (Please refer to section 10). However, it has to be noted that the number of road traffic deaths continues to increase, reaching 1.35 million in 2016. The rates of death relative to the size of the world's population has stabilized in recent years, as quoted by WHO 2018 Global status report on road safety. The data presented in the WHO report shows that progress has been achieved in important areas such as legislation, vehicle standards and improving access to post-crash care. This progress has not, however, occurred at a pace fast enough to compensate for the rising population and rapid motorization of transport taking place in many parts of the world. As stipulated in the report at this rate, the Sustainable Development Goals (SDG) target 3.6 to halve road traffic deaths by 2020 will not be met.

Taking into consideration, the SE's functions and active collaboration with the relevant UN departments, entities, and organizations directly supported by the activities of the project, the following was noted:

(1) The Special Envoy contributed to the support of the attainment of the DOA goal, by developing a global partnership with an emphasis on increasing the level of political commitment. The activities of the project supported the Special Envoy in reaching out to the key

road safety stakeholders, including governments, financial institutions, and the private and non-governmental sectors, to secure adequate resources to implement the global partnership strategy.

(2) The Special Envoy continuously advocated for road safety, identifying achievements and challenges at the global, regional and national levels, and highlighted the challenges as well as the needs for technical and/or other assistance, specifically in low - and middle-income countries, to improve road safety.

(3) The Special Envoy, supported by the project activities, participated in several events at the global and regional level on road safety, e.g. a High-Level Global Conference on Road Safety (11/2015), International Transport Forum (05/2016), High-Level Political Forum on Sustainable Development (07/2017), World Economic Forum Annual Meeting (02/2018), a High-Level Consultative Committee for the Third Global Ministerial Conference on Road Safety etc.

(4) The Special Envoy contributed to raising the visibility and awareness of the UN road safety legal instruments, including the Conventions on Road Traffic, and Road Signs and Signals, and 1958, 1997 and 1998 Vehicle Regulations Agreements as well as other related instruments. Further, the Special Envoy promoted the accession to and the improved implementation of these legal instruments by Contracting Parties.

Despite the above achievements, it is challenging to assess to what extent the project contributed to the increase of the Special Envoy impact, as there were no particular indicators set to assess the level of such contribution. Further, the beneficiary countries, particularly the low-income countries, are highly unlikely to reach the goals of the United Nations DOA – i.e. of stabilizing and then halving the road crashes by 2020.

*(20) There was evidence demonstrating that the measures were undertaken to implement the recommendations of the Special Envoy for improvement of national road safety.* The findings relating to the evidence demonstrating that the measures were undertaken to implement the SE recommendations to improve road safety has been considered in relation to Cameroon and Uganda - the countries that undertook the RSPR initiative.

In Cameroon, according to the RSPR<sup>21</sup>, the 2018-2020 priorities were set and these include: to establish / strengthen key agencies and improve coordination, to strengthen the technical capacities of the key road safety actors, to sustain the database project located at the Ecole

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<sup>21</sup> RSPR Cameroon 2018

Nationale Superieure des Travaux Publics (ENSTP) and financed by the WB and to further proceed with mobilization of the governmental action to fight against road accidents. The recommendations stipulated in the RSPR report are being implemented gradually with a steady approach, this process includes updating the national road safety strategy; the effort to set up or enhance a lead Road Safety Agency; processes related to ratification of the UN conventions on road safety and the African Road Safety Charter. (Please refer to section 18) Moreover, as stated by the national stakeholders a series of awareness-raising campaigns is planned through various communication media on a variety of topics including, driving fatigue, alcohol, seat belts, technical inspection of vehicles, compliance with the road traffic rules, etc.

In Uganda, the Minister of State for Works and Transport made an initial commitment to the following RSPR recommendations: Improving the Driver Training and Testing Systems, Finalizing the Establishment of the Road Crash Database System, Acceding to the six UN Road Safety Conventions and Conducting regular and periodic road safety audits and road infrastructure assessment. There was specific progress observed including the legislative path to accede to the UN road safety conventions (a Memorandum was submitted to Cabinet Secretariat) and the support for capacity building will be sought. Within the priority strengthening the technical and financial capacity of NRSC to better conduct the functions expected of a lead national road safety entity as well as raise the political priority on road safety, the Uganda government informed that the appointment of high level champion is in progress. As per strategic priority strengthening the traffic and road safety legislation, the draft bill was approved by Cabinet and currently is under the Parliamentary Council finalization to consider the comments of Cabinet. Further, a bill to enhance the Motor Vehicle Third Party Insurance Act was drafted and consultations are still in process. In order to improve the fleet of vehicles, the Ministry of Works and Transport contracted SGS (after renegotiation of 2015 contract) to inspect all vehicles in the country for roadworthiness (08/2019). The Uganda Police has also enhanced emergency response centers along with strategic points of the highways for quick response to road safety incidents. The Ministry plans to establish an Automated Driver Test Centre.

Further, the Ministry of Health is finalizing the consultation process on an Emergency Medical Services Policy that will provide the framework on the implementation of the national ambulance system. As indicated by the national stakeholders during the interviews, the Ministry of Works and Transport is committed and in the process of finalizing the establishment of the crash database system, that will contribute to formulating evidence-based interventions, the contract to initiate roll-out of the Road Crash Database was signed and currently in process. There are also activity-based efforts undertaken by the Ministry of Works and Transport to sensitize the society through organizing a National Road Safety Week 2019 entitled “Leadership for Road Safety” with the ultimate goal to raise awareness and generate demand from the public for stronger leadership for road safety.



There are also other governmental pledges corresponding with the RSPR recommendations including the proposal of the Ministry of Works and Transport to introduce speed limiters that come with GPS trackers and recorders, and commencement of licensing of goods vehicles - a proposed process will require vehicles to fulfil certain regulatory requirements including, inspection for roadworthiness.

*(21) The project contributed to an increasing impact at the UNECE level.* ECE is committed to the achievement of the milestones for road safety in support of Member States' efforts to meet the targets set in the Sustainable Development Goals. The ECE Sustainable Transport Division since 2015 provides services to the Secretariat of the Secretary-General's Special Envoy for Road Safety and since 2018 the Division provides services to the secretariat of the UNRSTF.

The setting up of the UNRSTF and the adoption of General Assembly Resolution 72/271 has been considered as breakthroughs to contribute to reaching SDGs and DOA goals.

The UNRSTF is consequential of the continues effort of the Special Envoy for Road Safety and UNECE through the project as well as the UNECE's technical and administrative support. The General Assembly (A/RES/72/271 of 12 April 2018) expressed the concern that targets 3.6 of Sustainable Development Goal 3 will not be met by 2020 at the current rate of progress by the Member States. The establishment of the UNRSTF to support progress towards achieving road safety-related SDGs and relevant global targets, was welcomed and recognized as a significant contribution. The Trust Fund was launched in April 2018, with the aim to catalyze efforts to address the critical road safety situation by bridging the gaps in the mobilization of resources and ensuring the effective coordination of action at all levels.

Furthermore, at the level of regulatory achievements including policy dialogues and capacity building in road safety, the project was highly efficient increasing the ECE impact through RSPRs aiming at identifying the most critical road safety gaps and priorities in the countries under review and thus helping governments to strengthen their road safety management capacities and effectively address and improve national road safety performance. Two RSPRs, in Cameroon and Uganda, supported by the project were completed in 2018. Two more in Ethiopia and Zimbabwe are underway and expected to be completed in early 2020.

At the level of capacity building initiatives, the Special Envoy, since his appointment in 2015, has helped mobilizing sustained political commitment, raising awareness of and advocating for accession to United Nations road safety conventions, and advocating for adequate funding for global road safety.

*(22) There were unintended positive effects on target groups, not considered in the intervention design.* These include better cooperation between the Regional Economic Commissions and the Secretariat, increased recognition by the governments of the NGOs' role; as a counterpart in addressing road safety issues, government and NGOs improved responsiveness and active participation in project activities. There was also a high level of integration of different stakeholders during the policy level consultation, better media receptiveness and increase of interest to reflect adequately on road safety issues. Some particulate positive effects were reported in Nepal when experience from the regional workshop in Malaysia served to shape the WB project on the road accident information system. No negative effects have been reported.

### **Summary of findings**

#### **Project Impact**

- The project contributed to policy development in some of the beneficiary countries targeted by the project activities.
- The project activities contributed to the intended impact of the Special Envoy for Road Safety's mandate.
- There are evidence demonstrating that the measures were undertaken by some beneficiary countries to implement the Special Envoy's recommendations for improvement of national road safety.
- The project contributed to an increasing impact at the ECE level.

The project impact is rated **"EXCELLENT"**

— Human Rights and Gender —

**Project relevance and design**

*(6) The activities in the project design don't reflect sufficiently relevance with regard to human rights and gender equality/empowerment of women.* The general inclusion was stipulated in the project document and indicated integration of gender perspective into the strategy to raise awareness and promote safety globally (phase II & III). The project document of phase IV included an assessment of gender mainstreaming. Furthermore, in the project document (phase III) there is an indication related to the engagement with the United Nations High Commissioner for Human Rights to advance road safety agenda within the human rights framework. There is no further elaboration in this respect in the project design and particularly as it refers to the project activities, that could be straightforwardly aligned with the UNECE Gender Equality and the Empowerment of Women Policy 2016-2020. In support of member states efforts to achieve gender-related targets in the 2030 Sustainable Development Agenda, within the activities of the sub-programs the following activities could be considered (i) introducing gender aspects in the agenda of meetings, (ii) advocate for extending sex-disaggregated data collection, especially in relation to road accidents, (iii) advocate for making NGOs working in transport more gender-sensitive, especially in data collection, (iv) continuing to raise awareness on the link between gender and transport in the UNECE region through the organization of events.

*(6.1.) The project design was aligned with gender equality and women empowerment, but there is a potential for improvement.* The project document (phase IV) included the ECE gender mainstreaming assessment, as per standardized form utilized at the organizational level. However, there was no further explanation and/or reference to the project logical framework in regard to gender equality and/or the empowerment of women. The assessment indicated the following:

-Project analysis and justification: the gender equality is not among the objectives of the project, however, it was stated that gender sensitivity will be addressed as an important consideration when possible in the project activities and outputs (please refer to the section 11); the project will contribute in some way, including limited or marginal contribution to gender equality and the empowerment of women;

-ECE policy: the project corresponds to the strategic objectives specified in the ECE Policy for Gender Equality and the Empowerment of Women, indicating the objective “Continuing to raise awareness on the link between gender and transport in the ECE region through the organization of events”

-Data: the project makes use of sex-disaggregated or gender-related data and indicators (please refer to 6.2).

Furthermore, there is an indication in the project document (phase VI) that the project would aim to score equal gender participation in project activities and that gender would be considered in the analysis conducted in the RSPR in Cameroon and Uganda. (Please refer to section 11)

*(6.2.) Human rights and gender equality were not sufficiently integrated into the project design and logical framework.* The project logical framework did not reflect any of the gender-responsive indicators, targets and/or a baseline to monitor gender equality and/or the empowerment of women results. Gender was not mainstreamed in the logical framework. Similarly, human rights were not specifically stipulated in the project logical framework.

### **Project implementation:**

*(11) A human rights-based approach and gender mainstreaming were incorporated in the project implementation, but not sufficiently and there is a potential for improvement.* The Human rights was reflected in the scope of project implementation and continuously cited by the Special Envoy during country visits, missions consultations, and other events related to the Special Envoy mandate. In his speech during the celebration of 70th anniversary of UDHR, the former UN High Commissioner for Human Rights stated that road safety is a human rights question, and international law imposes affirmative obligations on every State to take all reasonable steps to protect the right to life, the right to personal security, the right to health, and the right to development of all people – as promoted by the Special Envoy for Road Safety.

The findings pertaining to the incorporation of the human rights approach and gender mainstreaming was assessed in relation to targeting three groups of beneficiary countries;

- (1) Cameroon and Uganda - the countries that undertook the RSPR initiative, and Nigeria, Nepal, and Uruguay.
- (2) Beneficiary countries that participated in the regional/sub-regional and national workshops.
- (3) Other beneficiary countries that were subject to other project activities e.g. the SE missions, country visits and/or consultation.

(1) None of the two RSPR documents in Cameroon and Uganda include any reference to gender mainstreaming and there is no indication pertaining to gender equality. Most of the interviewed stakeholders could not make any specific reference related to gender mainstreaming as it refers to the RSPR process, with an exception of Ministry of Transport in

Cameroon, who referred to the fact that the project brought a new dimension related to awareness pertaining to inclusion of vulnerable groups (children and women), according to the global standards including SDGs. The project introduced into the system consideration of offspring' victims, and development of a new approach to programming that links decent work and road safety e.g., the direct link between working conditions and the accidents in the transport sector (e.g. social security, medical checks).

The national stakeholders from Uganda and the representative of ECA referred to gender-balanced respected during the RSPR process, indicating to the standard UN approach in reference to gender mainstreaming (consultant recruitment, stakeholders participation in the meetings).

None of the interviewed key informants from Nigeria, Nepal, and Uruguay recall any aspect related to gender, brought to their attention during the project activities implementation.

(2) There is no reference to gender and/or human rights in any of the available documentation related to regional/sub-regional and national workshops, except the report of the regional workshop in Malaysia (04/2017) wherein the conclusions reference is done to UN Regulation No. 22 moderated by ECE, indicating that “Everyone has the right to have the same minimum level of road safety. It’s a matter of human rights.” The representative of ESCWA confirmed that gender was taken into consideration to ensure gender balance in the workshop participation.

(3) In reference to the beneficiaries of the countries visited by the Special Envoy, there were several meetings with the gender and human rights stakeholders e.g. United Nations Coordination Meeting for Road Safety (04/2016) follow up by communication with several UN agencies included the Office of the UN High Commissioner for Human Rights – OHCHR, meeting with United Nations High Commissioner for Human Rights (11/2016); the Special Envoy secured support of UN High Commissioner for Human Right in the role of a judge in the 2017 Global Road Safety Film Festival in Geneva; the Special Envoy raised road safety visibility at a global scale by contributing to the 70 Anniversary of UDHR during the press-conference held at the Geneva Motor Show with the UN High Commissioner for Human Rights; and the Special Envoy participated in the press-conference dedicated to the 70 anniversary of the UDHR in Paris, where road safety was highlighted in the context of human rights, emphasizing its impact on livelihood, including health, employment, and education, as well further highlighted road safety and safe mobility as fundamental rights for everyone, especially children. Within the scope of the project, the High Commissioner also agreed to provide a short statement, on road safety as a human right, to be used in the Special Envoy’s promotional materials. The Special Envoy has also been strengthening partnerships with Ambassadors in the European region and a meeting was hosted in Geneva (02/2019), where 21 Permanent Representatives of the European Union States along with the Head of EU Del-

egation to the UN in Geneva gathered around a discussion on the importance of road safety in development cooperation considering implications on health, transport, employment, and human rights.

*(11.1.) There were results achieved on human rights and gender equality, however there is a potential for improvement.* Despite the fact that recruitment of women for staff positions in the P-category was not indicated as an activity (or sub-activity e.g. under the set up/maintain of Secretariat) in the project design, during the project implementation, three women were recruited in the Special Envoy Secretariat and additional three women under the UNRSTF Secretariat, as such, there is a measurable output that indicates increased percentage of female staff in the P-category under extra budgetary support in the ECE. Moreover, four out of 15 members of UNRSTF Advisory Board are women, this constitutes only 26 %, however, as stated by interviewed stakeholders it is challenging to mobilize women in the sector highly dominated by men.

Furthermore, inclusion of the human rights, gender equality and empowerment of women into the Special Envoy's messages communicated during the country visits, meetings with wide range of stakeholders, events; further RSPR processes could potentially contribute to raising awareness and bringing the concept of gender equality, the need for gender mainstreaming as well as comprehension of road safety human rights dimension. However, this could not be validated during the scope of this evaluation mission, due to the time limitation and lack of accessible data to assess to which extent and if any awareness/knowledge was raised.

*(11.2.) The processes utilized to bring attention to human rights and gender equality were aligned with human rights and gender equality principles.* The project advocated for human rights-based approaches to infrastructure development, urbanization, with a focus on such principles as participation, accountability, non-discrimination, empowerment, and alignment with international human rights standards. However, better emphases should be done in the design phase as well as in the documentation of the processes related to the implementation of these approaches, clear human rights & gender equality messages should be incorporated to instigate governmental commitment, civil society engagement, and private sector participation, and this should be reflected in the project documentation.

### **Summary of Findings**

#### **Gender and Human Rights**

##### **Project Design**

- The activities in the project design don't reflect sufficiently relevance with regard to human rights and gender equality/empowerment of women.
- The project design was aligned with gender equality and women empowerment, but there is a potential for improvement.
- Human rights and gender equality were not sufficiently integrated into the project design and logical framework.

##### **Project implementation**

- A human rights-based approach and gender mainstreaming were incorporated in the project implementation, but not sufficiently and there is a potential for improvement.
- There were results achieved on human rights and gender equality, however, there is a potential for improvement.
- The processes utilized to bring attention to human rights and gender equality were aligned with human rights and gender equality principles.

**Gender and human rights are rated as "MODERATE"**



## Conclusions and Recommendations

Across the defined evaluation questions, results were positive at the rate of excellent, overall, with regards to responses to the relevance, efficiency, effectiveness, and impact, while moderate towards program design, sustainability, and human rights/gender.

### Conclusions

The evaluation resulted in the following conclusions:

#### —Project Design—

##### Relevance and project design

At the Relevance level: The intervention was a significant and essential road safety initiative to support the mandate of the Secretary General’s Special Envoy for Road Safety and further other project stakeholders, including governmental counterparts and the UN system. The project was aligned with the needs of beneficiary countries and in line with global and regional objectives pertaining to road safety.

At the Design level: The project vertical logic demonstrated an alignment between the expected accomplishments and the project activities. The horizontal logic has a specific limitation related to the formulation of the indicators and lack of indicators at the specific objective level. In principle, the consultations were held to include the input from various stakeholders into the design of project phases (mainly during the implementation of phase II-IV), however, there was an indication by UN stakeholders that sharing the Special Envoy annual work plan in advance would facilitate collaboration at the design and implementation level. The identified assumptions and risks hold true, however, these were not comprehensively elaborated, these were general and not defined at each expected accomplishment level.

#### —Project Implementation—

##### Effectiveness and efficiency

At the Effectiveness level: The project achieved the quality expected accomplishments. The project established a sound collaboration with the relevant UN agencies, national stakeholders, and other road safety actors, which contributed to the accomplishment of expected accomplishment at the “achieved” and “overachieved” level. The objective of the project remained relevant throughout project implementation. The project highly contributed to enhancing road safety in the national agendas and provided a well-founded ground that frame the cooperation around the UNRSTF, an important financial instrument to support beneficiary countries and enhance dialogue on advancing road safety in beneficiary countries. Moreover, the project activities were effective to support the Special Envoy in achieving the objective of his mandate. The project adapted well to changing external conditions (risks and assumptions) to ensure the achievement of the project's expected results and objectives.



At the Efficiency level: The project management (at the Secretariat level) was effective and efficiently governed during project implementation. The project resources were transferred into the quality outputs, which contributed to the achievement of the project objectives, with a variance of 22% comparing the forecast budget lines with available funds, representing 8% overspend towards planned budget and 14% underspend towards available funds. Therefore, the project was moderate in proceeding with expenditures according to the planned budget design (overspend) as well as in collation with the available funds (underspend). The inputs were monitored regularly by the Special Envoy Secretariat, and the project presented satisfactory capacities and resources, which responded to the requirements of the objectives and expected accomplishments. The progress reports were produced accurately; however, focusing on the progress on project activities, and were submitted Secretary-General on time and to the donor with some delays.

#### —Sustainability—

At the Sustainability level: It is perceptible that the project contributed to capacity building; however, the key national road safety institutions' capacities are moderate and/or limited to sustain the project results without further technical and financial support from international platform. There is still need to advance national stakeholders' capacity to adequately sustain the project results specifically pertaining to the technical assistance to support the institutional road safety advancement processes.

#### —Impact—

At the Impact level: In-depth capacity building processes, follow up and continued support is required to further advancement at the policy level. The contribution to the achievement at the policy level was observed during the RSPR process in Cameroon and Uganda, as well as in Nigeria through intensified trainings pertaining to the accession of UN legal instruments. However, in principle, compact likelihood for potential policy influence was noted in other beneficiary countries that participated in the project activities e.g. workshops and/or the SE visit (Nepal, Uruguay).

#### —Human Rights, Gender Mainstreaming and the Empowerment of Women—

Human rights and gender were reflected in the project design, however insufficiently because only a general inclusion was stipulated in the project documents. Therefore, the project design did not reflect adequately a relevance with regard to human rights and gender equality/empowerment of women. Moreover, the human rights and gender equality were not sufficiently integrated into the project logical framework, none of the gender-responsive indicator were set up. Furthermore, a human rights-based approach and gender mainstreaming were incorporated in the project implementation, but not sufficiently and there is a potential for improvement. There were specific results achieved on human rights and gender equality, however, there is a potential for improvement.

**—Lesson learned and good practices—**

There are areas that constitute useful lesson learned and good practices to be taken into consideration in future planning:

- Special Envoy's motivating, inspiring, and committed approach in reaching out the high-level national, regional and global stakeholders was recognized as a top road safety influencer within UN system;
- Secretariat of the Special Envoy supporting the Special Envoy in conducting high level communication at national, regional and global level; promoting accession and implementation of the UN road safety legal instruments; establishing high-level partnership, engaging private sector, unifying national stakeholders through inter-ministerial & multi sectorial approach, bringing the road safety attention to parliamentarians, ensuring participation and facilitating better recognition of NGO sector, broadening reach out to all UN agencies, sharing good practices with beneficiary countries;
- Donor and Secretariat of the Special Envoy supporting the project implementation with a flexible budget and time;
- Secretariat of the Special Envoy to consider ensuring continued follow up with beneficiary countries to further instigate the interest and guarantee prioritization of road safety.

**Recommendations**

Based on the evaluation findings, it is highly recommended to consider the below indications for future programming:

**—Project Design—**

**Evaluation Criteria – Relevance including project design**

- 1) Secretariat of the Special Envoy for Road Safety to refine the project proposal and logical framework to ensure inclusion of the following: overall objective at the impact level (potentially linked with the DOA), indicators at the specific objective level, sources of verification (as set in the phase III); and specifically gender-responsive indicators. Further, the Secretariat should safeguard the project logical framework vertical and horizontal coherence. Moreover, the Secretariat to consult with the UN agencies and define risks management plan, ensuring identification of assumptions and risks at each expected accomplishment level.
  
- 2) Secretariat of the Special Envoy for Road Safety to define the monitoring tools, set an internal monitoring & evaluation scheme at the project level (potentially aligned with the organizational performance system, if feasible) considering as a primary reference the project revised logical framework, Take into consideration development of measurement tools e.g. pre-post evaluation form to measure the increase of knowledge in the workshops. Secretariat to ensure that project reporting corresponds with the project logical framework, and provides

the information about the project progress at the objective and expected accomplishment level, rather than activity-based data aligned with the SE mandate functions.

**—Project Implementation—**

**Evaluation Criteria - Efficiency**

- 3) Secretariat of the Special Envoy to consider a structural engagement (communication) of stakeholders at the UN system and jointly with the UN agencies, including ECE define short/long/annual priorities of the Special Envoy for Road Safety ensure better impact through adequate UN agencies coordination and guarantee equality in utilizing the SE impact at the overall UN system level;
- 4) ECE to consult with the donor the possibility of disbursing fund on annual basis to allow employment of the fix-term Secretariat staff.

**—Sustainability—**

**Evaluation Criteria – Sustainability**

- 5) Secretariat of the Special Envoy to continue noteworthy function with the support of the ECE to mobilize the key road safety leaders to prioritize road safety in national policies and further accede to the UN legal instruments to contribute to the achievement of the global road safety agenda.

**—Human Rights, Gender Mainstreaming and the empowerment of women—**

- 6) (Auxiliary recommendation to design recommendations) Secretariat of the Special Envoy for Road Safety to advance phase V project proposal and include the human rights and gender-responsive indicators, that allow proper measurement of the human rights and gender-related achievement progress e.g. taking into account the basic form of gender-responsiveness - sex-disaggregation and/or indicate increased percentage of female staff/workshop participants

- 7) Secretariat of the Special Envoy for Road Safety to consider to develop a Gender-inclusive road safety policy and strategy/action plan, further disseminate the document and ensure a reach out to the key road safety stakeholder national stakeholder through the project activities (events, meetings, training, workshops, etc.). reviewing and strengthening the gender-inclusive road safety policy;

- 8) Secretariat of the Special Envoy for Road safety to ensure high level reach out at the global, regional and national level of institution addressing gender and/or empowerment of women to ensure active partnership to foster the connect of road safety and gender equality.

— —END of REPORT — —

## TERMS OF REFERENCE

### Evaluation of Road Safety Projects (Phases I to IV)

#### I. Purpose

The purpose of this evaluation is to review the implementation and assess the extent to which the objectives of the “Road Safety Project” (Phase I-IV) were achieved. The evaluation will assess the relevance, effectiveness, efficiency, impact and sustainability of the project in supporting the activities of the United Nations Secretary-General’s Special Envoy (Special Envoy) in achieving the objectives under his terms of reference. The results of the evaluation will support improvement of the services provided as well as future projects and activities implemented by Secretariat of the Special Envoy.

#### II. Scope

The evaluation will be guided by the objectives, indicators of achievement and means of verification established in the logical framework of the project documents. The evaluation will cover the full period of implementation from 2015 to June 2019. While the Special Envoy’s efforts are global in nature, special attention is given to low- and middle- income countries, which are the most affected.

Since the start of his mandate and through 2018, Special Envoy visited 73 Member States, where he held nearly 150 bilateral meetings with the highest-level government officials, including 22 heads of States.

The universally recognized values and principles of human rights and gender equality need to be integrated at all stages of an evaluation, in compliance with the United Nations Evaluation Group’s revised gender-related norms and standards. Therefore, the evaluation will assess how gender considerations were included in the process and it would make recommendations on how gender can be better included in the process.

#### III. Background

Strong transport systems can lead to local and regional economic growth. If designed well, transport can improve livelihood by increasing access to opportunities, education, medical services, goods and each other. It can contribute to achieving many of our Sustainable Development Goals (SDGs). However, if all relevant considerations are not made, new roads and transport infrastructure yield the opposite result, as reflected in global road fatality and injury figures. Every year, 1.25 million people die on the roads and more than 90 percent of these deaths occur in low- and middle- income countries.

As countries develop, and urban areas grow, traffic volumes simultaneously increase resulting in an ever-growing movement of people and goods. By 2030, annual passenger traffic is expected to exceed 80 passenger- kilometers travelled; a 50 percent increase from today. If the current modal mix continues, there is an expected doubling of the number of vehicles on the roads by 2050, with 1.2 billion cars on the roads. In 1990, only a third of Africa’s population lived in urban areas and projections show that by 2035, the figure will

reach nearly 50 percent. Consequently, the number of road traffic fatalities and injuries are expected to increase. Measures must be taken to ensure that roads, which are often the most frequently used inland transport mode, are not taking the lives of those they aim to serve. Roads should not continue to result in injuries that, today, are the leading cause of death for young people aged 15-29. As youth are among the most affected by the road traffic injuries, women as mothers and care-takers have a key role in reducing the negative impacts of traffic accidents.

This makes the crisis on the world's roads arguably one of the most pressing development challenges of our time. The core solutions to address road safety at the country level fall under the five pillars of the Global Plan for the Decade of Action for Road Safety (2011-2020): improved road safety management (pillar 1), safer roads and mobility (pillar 2), safer vehicles (pillar 3), safer road users (pillar 4), and better post-crash response (pillar 5); which include applying the UN Road Safety Conventions. Unfortunately, one billion people live in countries which are not a contracting party to any of the UN Road Safety Conventions. These legal instruments --- particularly those on Road Traffic, on Road Signs and Signals, on Vehicle Safety and on transport of dangerous goods by road are the basis for creating good governance and for establishing laws and institutions that address risk factors such as drinking driving, seat belt and helmet use, child restraints and speed which, on their own, can significantly decrease the number of road traffic fatalities.

Despite the lessons learned and resources accumulated through the Decade of Action for Road Safety, it reached its mid-term review in 2015 with relatively little observed change in the number of global annual road traffic deaths. It is within this context that the United Nations Secretary-General appointed Mr. Jean Todt as Special Envoy for Road Safety on 29 April 2015. The Special Envoy's the priority areas below:

- Promoting a global partnership to support the design and implementation of strategies and activities to improve road safety;
- Advocating with governments, civil society and the private sector for the promotion of road safety, particularly in countries with high level of road fatalities and injuries;
- Participating in global and regional conferences and meetings on road safety; and
- Advocating the accession to, and more effective implementation of, United Nations road safety legal instruments.

The following outlines the project in four Phases along with corresponding timelines and resources; phases often overlap as the project is ongoing. The Project operates with three full time staff (P4 – Programme Management Officer, P3– Programme Management Officer and G5– Programme Assistant) with short-term consultants hired as needed.

- Phase I &II (E259) – Timeline: 1 August 2015 to 31 March 2018; Total budget: Euro 1,500,000

- Phase III (E284) – Timeline: 1 July 2017 to 31 December 2018; Total budget: Euro 750,000

- Phase IV (E313) – Timeline: 1 July 2018 to 30 June 2019; Total budget: Euro 750,000

#### **IV. Issues**

The evaluation will answer the following questions:

##### **RELEVANCE**

1. How relevant was the project to the specific needs and priorities of the beneficiary countries in the area of the road safety?
2. To what extent was the project related to the UNECE programme of work?
3. To what extent was the project development consistent with global and regional priorities and the programme of work of the UN Regional Commissions?
4. To what extent was the project design and development intervention relevant for meeting the project objectives?
5. How relevant are the project activities to supporting the Special Envoy in achieving the objectives of his mandate?
6. How relevant are the activities with regards to gender equality and empowerment of women?
7. How relevant is the partnerships with other entities in the UN system and other international organizations to achieving the mandate of the Special Envoy?

##### **EFFECTIVENESS**

8. To what extent were the expected accomplishments of the project achieved?
9. What were the challenges/ obstacles to achieving the project objective and expected accomplishments?
10. How effective are the project activities to helping the Special Envoy achieving the objectives of his mandate?
11. To which extent a human rights-based approach and a gender mainstreaming strategy were incorporated in the design and implementation of the intervention?

##### **EFFICIENCY**

12. Did the project achieve its objectives within the anticipated budget and allocation of resources?
13. Were the resources (financial and human) appropriate to the design the project?
14. Were the activities implemented according to the planned timeframe?

##### **SUSTAINABILITY**

15. To what extent will the results of the project continue after completion of the project in the beneficiary countries?
16. How is the stakeholders' engagement likely to continue in the beneficiary countries?
17. To what extent the key national road safety institutions are ready to take over and have required capacities to sustain the project results?

##### **IMPACT**

18. Have the activities been used and/or results led to new policies or policy changes in the beneficiary countries?
19. Did the activities increase the impact of Special Envoy?
20. Is there any evidence that measures have been taken to implement recommendations

- following the publication of the recommendations for improvement of national road safety?
21. To what extent has the work contributed to impact at the UNECE level?
  22. Were there any unintended effects on any groups that were not adequately considered in the intervention design?

## V. Methodology

The evaluation will be conducted on the basis of:

1. A desk review of all the relevant documents obtained from project files including:
  - Programmes and materials (presentations, background documents) developed for national and regional workshops as well as lists of participants;
  - Reports of workshops;
  - Project webpage;
  - Road Safety Performance Review reports including the recommendations for improvement of national road safety;
  - Annual progress reports (for 2015, 2016 and 2017).
  
2. An electronic questionnaire will be developed by the consultant to assess the perspective of the beneficiary countries and partners; results of the survey will be disaggregated by gender.
  
3. This questionnaire will be followed by selected interviews (methodology to be determined by the evaluator in consultation with the Secretariat). The interviews will take place via phone and Skype. The project manager will provide the list and contact details. The report will summarize the findings, conclusions and recommendations of the evaluation. An executive summary (max.2 pages) will summarize the methodology of the evaluation, key findings, conclusions and recommendations.

All material needed for the evaluation, will be provided to the consultant: project document and reports, meeting reports and publications, list of involved experts that can be interviewed by telephone. The evaluation will be conducted in accordance with the UNECE Evaluation Policy.

UNECE will provide support and further explanation to the evaluator as needed. A gender-responsive methodology, methods and tools, and data techniques are selected. The evaluation findings, conclusions and recommendations reflect a gender analysis.

## VI. Evaluation Schedule

<b>I. Timeline</b>	<b>Action</b>
<b>March 2019</b>	<b>Launch of ToR process</b>
<b>10 April 2019</b>	<b>TOR approved by PMU</b>
<b>25 April 2019</b>	<b>Consultancy contract approved by PMU</b>
<b>5 June 2019</b>	<b>Evaluator selected</b>
<b>7 June 2019</b>	<b>Contract signed. Project Manager briefs evaluator and evaluator starts work</b>

	on desk review
July 2019	Evaluator begins survey development – and distribution
August 2019	Evaluator conducts interviews with staff and relevant stakeholders, and conducts analysis
16 September 2019	Evaluator submits draft report to Project Manager
30 September 2019	Consolidated comments from PMU and Project Manager are sent back to the evaluator
15 October 2019	Evaluator submits the final report to PMU and Project Manager
30 November 2019	Final Management response is uploaded in Open UNECE

## VII. Resources

An independent consultant will be engaged for a period of 40 days to conduct the evaluation, Ms. Priti Gautam, the Programme Management Officer, Secretariat of the Special Envoy, will manage the evaluation in consultation with the Chief, Transport Facilitation and Economics, of UNECE Sustainable Transport Division, Konstantinos Alexopoulos. The Programme Management Unit (PMU) will provide guidance to the Project Manager and evaluator as needed on the evaluation design, methodology and quality assurance of the final draft report.

## VIII. Intended Use/Next Steps

The evaluation results will be used in the planning and implementation of future similar projects, particularly in the continuation of the Special Envoy Secretariat. The findings of the evaluation will inform follow up actions and guide initiatives already started and required to disseminate the knowledge created and enhance its use. The outcomes of the evaluation will also contribute to the broader lessons learned, by being made available on the project website (UNECE sub-page).

## IX. Criteria for Evaluators

Evaluators should have:

- An advanced university degree or equivalent background in relevant disciplines
- Specialized training in areas such as evaluation, project management, social statistics, advanced statistical research and analysis.
- Demonstrated relevant professional experience in design, management and conduct of evaluation processes with multiple stakeholders, survey design and implementation, and project planning, monitoring and management.
- Demonstrated methodological knowledge of evaluations, including quantitative and qualitative data collection and analysis for end-of-cycle project evaluations.
- Fluent in written and spoken English. Knowledge of another language (for example Russian) may be desirable depending on the countries included in the project (for the purpose of being able to seek inputs from national authorities in their native tongue).

Evaluators should declare any conflict of interest to UNECE before embarking on an evaluation project, and at any point where such conflict occurs.



## Annex 2 List of Documents Consulted

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### Literature and Documents Consulted

1. Road Safety Phase I, Phase II, Phase III and Phase IV
2. Project Logical Framework aligned with the project documents
3. Project Progress Reports
4. UN Secretary Generals' Special Envoy for Road Safety; Activity report
5. Regional Road Safety Workshop for Latin America, Buenos Aires (Argentina), 13&14 March 2017 -<https://www.unece.org/united-nations-special-envoy-for-road-safety/news/2017/march/road-safety-workshop-for-latin-america-1314-march-2017-buenos-aires.html>
6. Regional Workshop on Motorcycle Safety, Kuala Lumpur (Malaysia), 7 April 2017 -<https://www.unece.org/united-nations-special-envoy-for-road-safety/news/2017/april/regional-workshop-on-motorcycle-safety-kuala-lumpur-7-april-2017.html>
7. Sub-regional Workshop on Road Safety, Montevideo (Uruguay), 11&12 October 2017 -<https://www.unece.org/united-nations-special-envoy-for-road-safety/news/2017/october/sub-regional-capacity-building-workshop-1112-october-montevideo.html>
8. RSPR Uganda launch event and capacity-building workshop, Kampala (Uganda), 28 February-2 March 2018 -<https://www.unece.org/united-nations-special-envoy-for-road-safety/news/2018/february/uganda-urgently-needs-to-move-from-policy-to-action-to-improve-road-safety-un-report.html> -<https://www.unece.org/united-nations-special-envoy-for-road-safety/news/2018/february/capacity-building-workshop-in-uganda.html>
9. Regional Workshop on Road Safety and Urban Mobility, Accra (Ghana), 20&21 August 2018-<https://www.unece.org/united-nations-special-envoy-for-road-safety/news/2018/august/experts-meet-in-accra-to-improve-road-safety-and-urban-mobility.html>
10. RSPR Cameroon launch event and capacity-building workshop, Yaounde (Cameroon), 22-24 August 2018 -
11. Regional Workshop on Road Safety Management in Arab Countries, Beirut (Lebanon), 27&28 November 2018 -<https://www.unece.org/united-nations-special-envoy-for-road-safety/news/2018/november/workshop-highlights-tools-and-actions-to-implement-road-safety-in-the-arab-region.html>
12. Road Safety Performance Review, Cameroon, 2018
13. Road Safety Performance Review, Uganda, 2018

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14. Convention on Road Traffic, 1968
15. Convention on Road Sign and Signals, 1968
16. Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations, 1958
17. Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles, 1997
18. Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts, 1998
19. Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1957
20. UNESCAP - Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I, 2017-2021
21. UNESCAP - Regional Action Programme for Transport Development in Asia and the Pacific, phase II, 2012-2016
22. UNSCAP - Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020  
UNSCAP - Regional Road Safety Goal, Targets and Indicators for Asia and the Pacific, 2016-2020
23. UNECE, UNESCAP, UNECLAC, UNECA, ESCWA – websites
24. Proposal for the establishment of the UNRSTF
25. UNRSTF Terms of Reference
26. UNRSTF Global Framework Plan of Action for Road Safety, November 2018
27. UNRSTF Priorities and Criteria for Funding Projects, November 2018
28. UNRSTF Fundraising Strategy and Policy (1st Revision), November 2018
29. UNRSTF Rules of Procedure of the Advisory Board November 2018
30. UNRSTF Rules of Procedure of the Steering Committee
31. UNECE Policy for Gender and Equality and Empowerment fo Women 2016-2020
32. Supporting the SDGs implementation in the UNECE region

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33. UNECE Gender Action Plan for 2014-2015, The United Nations, [http://www.unece.org/fileadmin/DAM/Gender/Beijing\\_20/UNECE\\_Gender\\_Action\\_Plan\\_2014-2015\\_final.pdf](http://www.unece.org/fileadmin/DAM/Gender/Beijing_20/UNECE_Gender_Action_Plan_2014-2015_final.pdf).
34. Report to the UNECE Executive Committee on implementation of priorities of the UNECE reform for strengthening some activities of the Committee; Review of gender issues in transport, 2009
35. Report to the UNECE Executive Committee on implementation of priorities of the UNECE reform for strengthening some activities of the Committee; Inland Transport Committee and gender issues in transport, 2009
36. **UNECE, Sustainable Transport Division Brochure “Everything you need to cross borders sustainably by road”**
37. The Road Safety Situation in Uganda, a presentation at the 8th meeting of the COMCEC (TCWG)
38. Ashgabat Statement on Commitments and Policy Recommendations of the Global Sustainable Transport Conference
39. Global Status Report on Road Safety 2018, WHO
40. UN Transport Agreements/and Convention serviced by ECE Status as of 10/07/19
41. Draft Annual Report of the Sustainable Transport Division of the United Nations Economic Commission for Europe, 2018
42. Global Plan for the Decade of Action for Road Safety 2011-2020
43. Sustainable Transport Division, Annual Report 2018, UNECE
44. The implementation of the Nigeria road safety strategy and road traffic crashes, National Institute Kuru, 2018
45. Short term Improvement Plan 2019 - Cameroon Safer Africa
46. Nepal Road Safety Action Plan 2013-2020
47. Road Safety Annual Report 2018, International Transport Forum
48. Road Safety Strategy 2013-2020, mid term evaluation, Road Safety Authority
49. UNECE Evaluation Policy, 2014
50. **Sustainable and Safe, A vision and Guidance for Zero Road Death, World Resources Institute, Bloomberg Philanthropies and FIA**

### Evaluation Questions

Evaluation Issue/Key/Sub Question	
	Relevance
1	<p>Key: How relevant was the project to the specific needs and priorities of the beneficiary countries in the area of road safety?</p> <p>Sub: 1.1. Does the intervention presently respond to the needs of the beneficiaries countries?</p>
2	<p>Key: To what extent was the project related to the UNECE program of work?</p>
3	<p>Key: To what extent was the project development consistent with global and regional priorities and the programme of work of the UN Regional Commissions?</p>
4	<p>Key: To what extent was the project design and development intervention relevant for meeting the project objectives?</p> <p>Sub: 4.1. Is the intervention logic, coherent and correctly stipulated in a logical framework? 4.2. Were the indicators appropriately formulated to monitor and measure the project performance? 4.3. Have the relevant stakeholders been actively involved in the design process? 4.4. Have all relevant circumstances/assumptions and risks been taken into account to design the intervention logic?</p>
5	<p>Key: How relevant are the project activities* to supporting the Special Envoy in achieving the objectives of his mandate?</p> <p><i>*As clarified by Programme Management officer "the project activities" refer to the "main activities" in the project intervention logic.</i></p>

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6	<p>Key: How relevant are the project activities* with regards to human rights and gender equality/empowerment of women?</p> <p>Sub: 6.1. Was the project designed to align and contribute to gender equality and empowerment of women? 6.2. Were the human rights and gender equality integrated into the project logical framework?</p> <p><i>*As clarified by Programme Management officer "the project activities" refer to the "main activities" in the project intervention logic.</i></p>
7	<p>Key: How relevant is the partnership with other entities in the UN system and other international organizations to achieving the mandate of the Special Envoy?</p> <p>Sub: 7.1. Are there any complementarity issues with other ongoing/planned action(s)/project(s) (including Capacity Development) managed by the UN system and other international organizations?</p>
	Effectiveness
8	<p>Key: To what extent were the expected results of the project achieved?</p>
9	<p>Key: What were the challenges/ obstacles to achieving the project objective and expected results?</p> <p>Sub: 9.1. To what extent has the project adapted to changing external conditions (risks and assumptions) to ensure the achievement of the project objectives and expected results.</p>
10	<p>Key: How effective are the project activities to supporting the Special Envoy achieving the objective of his mandate?</p>
11	<p>Key: To which extent a human rights-based approach and gender mainstreaming strategy were incorporated in the implementation of the intervention.</p> <p>Sub: 11.1. Were any results achieved (or not) on human rights and gender equality? 11.2. Were the processes that led to these results aligned with human rights and gender equality principles (e.g. inclusion, non-discrimination, accountability, etc.).</p>
	Efficiency

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12	<p>Key: Did the project achieve its objectives within the anticipated budget and allocation of resources?</p> <p>Sub: 12.1. Were inputs monitored regularly and by whom, to encourage cost-effective implementation of the activities?</p>
13	<p>Key: Were the resources (financial and human) appropriate to the design of the project?</p> <p>Sub: 13.1. To what extent was project management (at Secretariat level) effective in efficiently governing the project implementation? 13.2. Were progress reports produced accurately, on time and in response to the reporting requirements?</p>
14	<p>Key: Were the activities implemented according to the planned timeframe?</p>
	Sustainability
15	<p>Key: To what extent will the results of the project continue after the completion of the project in the beneficiary countries?</p>
16	<p>Key: How is the stakeholders' engagement likely to continue in the beneficiary countries?</p>
17	<p>Key: To what extent the key national road safety institutions are ready to take over, and have required capacities to sustain the project results?</p> <p>Sub: 17.1. Were the capacity building processes in place to ensure the sustainability of the results achieved? 17.2. Have the relevant authorities taken the financial measures to ensure the continuation of services after the end of the project?</p>
	Impact
18	<p>Key: Have the activities been used and/ or results led to new policies or policy changes in the beneficiary countries?</p>
19	<p>Key: Did the activities increase the intended impact of Special Envoy?</p> <p><i>*As clarified by Programme Management officer "the project activities" refer to the "main activities" in the project intervention logic.</i></p>
20	<p>Key: Is there any evidence demonstrating that measures have been taken to implement recommendations following the publication of the recommendations for improvement of national road safety?</p>

### Annex 3 Evaluation Questions

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21	Key: To what extent has the project contributed to impact at the UNECE level?
22	Key: Were there any unintended negative/positive effects on any target groups that were not adequately considered in the intervention design?

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## Survey Introductory Letter

Evaluation of the Road Safety Project (Phases I to IV) - Special Envoy

United Nations Economic Commission for Europe  
Your opinion is important.

You have been invited to participate in a survey, entitled “Road Safety project” implemented by Secretariat of the Secretary General’s Special Envoy for Road Safety. The survey result will support the evaluation of the Road Safety Project (Phase I-IV) commissioned by the United Economic Commission for Europe.

The purpose of the evaluation is to review the implementation and assess the extent to which the objectives of the “Road Safety Project” (Phase I-IV) were achieved. The evaluation will assess the relevance, effectiveness, efficiency, impact, and sustainability of the project in supporting the activities of the United Nations Secretary-General’s Special Envoy in achieving the objectives under his terms of reference. The results of the evaluation will support the improvement of the services provided as well as future projects and activities implemented by Secretariat of the Special Envoy.

Your participation in the survey will help the evaluator and project management better understand successful project achievement.

It is estimated that the survey will take about 5-7 minutes of your time to complete the questionnaire. All reasonable measures have been taken to protect your identity and responses. Your participation in this survey is voluntary.



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## Survey Questionary

Country

Institution

Position

- 1) Please mark the workshop you have attended.
- 2) Please provide the below information (Country, Institution and your Position)
- 3) In your view, was the workshop relevant to the specific needs and priorities of your country in the area of road safety?
- 4) In your view, was the workshop supportive “to reduce the negative impact of road crashes by mobilizing political commitment“?
- 5) In your view, was the workshop supportive to mobilise “key road safety leaders and decision-makers in national governments to prioritise road safety“?
- 6) In your view, did the workshop “raise awareness about United Nations road safety legal instruments“?
- 7) In your view, did the workshop “increase road safety best practices“?
- 8) In your view, did the workshop “increased knowledge of key stakeholders on the potential benefits of the United Nations Trust Fund for Road Safety“?
- 9) In your view, did the workshop “increased national capacities to prioritise the road safety in national plans/strategies“?
- 10) In your view, will your organization continue support/engagement in Road Safety in the targeted country?
- 11) In your view, to what extent does your organisation have the capacity to sustain and further support activities “to reduce the negative impact of road crashes by mobilising political commitment“?
- 12) Please share any additional information, recommendation, lessons learned?

## **Annex 5 List of Consulted Stakeholders**

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### **Consulted Stakeholders**

#### **Major Partners within UN system**

1. Mr. Robert Lisinge, Chief, Operational Quality Section, UNECA
2. Mr. Gabriel Perez, Economic Affairs Officer, UNECLAC
3. Ms. Thanattaporn Rasamit, Economic Affairs Officer, UNESCAP
4. Mr. Yarob Badr, Regional Advisor on Transport & Logistics, UNESCWA
5. Mr. Nhan Tran, Coordinator, WHO
6. Ms. Eugênia Rodrigues, Regional Advisor on Road Safety, PAHO
7. Ms. Tawia Addo-Ashong, Road Safety Lead, WHO
8. Ms. Veronica I. Raffo, Senior Infrastructure Specialist, WB

#### **Project Management team**

9. Mr. Yuwei Li, Director, Sustainable Transport Division, UNECE
10. Mr. Romain Hubert, Chief of Road Safety Management and Dangerous Goods Section, UNECE
11. Ms. Priti Gautam, Programme Management Officer, Special Envoy Secretariat, UNECE
12. Ms. Kamola Khusnutdinova, Programme Officer, Special Envoy Secretariat, UNECE
13. Ms. Lingling Zhu, Programme Management Assistant, Special Envoy Secretariat, UNECE

#### **RSTF**

14. Ms. Madeeha Bajwa, Programme Officer, UNRSTF Secretariat, UNECE
15. Ms. Jovana Miocinovic, Public Information Officer, UNRSTF Secretariat, UNECE

#### **UNDP**

16. Mrs. Edna Kangpi, Procurement Assistant, UNDP Cameroon
17. Ms. Laine Liew, Administrative Assistant, UNDP Malaysia
18. Ms. Ivy Soo, Administrative Associates, UNDP Malaysia
19. Ms. Mary Nyerere, Administrative, UNDP Kenya

#### **Donor**

20. Ms. Rita Cuypers, Director of Partnerships, FIA

#### **Special Envoy for Road Safety**

21. Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety

## **Annex 5 List of Consulted Stakeholders**

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### **Beneficiary Countries**

#### **Uganda**

22. Mr. Ronald Amanyire, Secretary, National Road Safety Council, Ministry of Works and Transport
23. Dr. John Bosco Waniaye, Ministry of Health
24. Dr. Andrew Naimanye, Uganda Road Fund
25. Dr. Olive Kobusingye, Makerere University School of Public Health
26. Mr. Dusman Okee, Federal of Motorsport Uganda

#### **Cameroon**

27. Mr. Divine Mbamome Nkendon, Director of Land Transport, Ministry of Transport,
28. Mr. Entcheu Ngankam Andre, International consultant on Road Safety
29. Mrs. Mfangam Justine, Expert on Road Safety
30. Mr. Manfred Missimikim, Chief Executive Officer, Securroute Africa
31. Mrs. Fosso Ben Judicael, General Manager, CRESI
32. Mr. Bernard Anafack, Chief Department of Studies and Statistics, DGNS / Public Safety Directorate

#### **Nigeria**

33. Mr. ACM Kayode J. Fanola, Assistant Corps Marshal, Head, Policy, Research and Statistics Department
34. Mr. OI Ewhrudjakpo, Deputy Corps Marshal
35. Dr. Sydney Ibeanusi, Focal Person UN Decade of Action on Road Safety
36. Mr. Emmanuel John, Head of Admin, Transportation Growth Initiative
37. Mr. Reynolds Shodeinde, Chartered Institute of Logistics and Transport
38. Mrs. Ruth Owan, Federal Road Safety Commission

#### **Nepal**

39. Mr. Saroj Kumar Pradhan, General Secretary, Road Safety Society Nepal
40. Mr. Naresh Man Shakya, Department of Transport and Mains Roads
41. Dr. Ashok Bajracharya, Director, National Trauma Center
42. Mr. Sunil Paudel, Consultant
43. Mr. Kamal Raj Pande, Infrastrutture Planning Specialist - Transport, Asian development Bank
44. Mr. Nugal Vaidya, Road Safety Society Nepal

#### **Uruguay**

45. Mr. José Luis Heijo, Ministry of Industry, Energy and Mining
46. Mr. Emiliano García, Ministry of Industry, Energy and Mining
47. Mr. Rodrigo Caudullo, Specialised Advisor on Road Safety, Department of Mobility, Montevideo City
48. Mrs. María Borthagaray, Head of International Technical Cooperation Department , Technological Laboratory, Uruguay

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## Survey Results Summary and Analysis

- 1. Survey Overview**
- 2. Survey Process**
- 3. Description of Survey Sample**
- 4. Interpretation of Survey Results and Conclusions**
- 5. Endnotes**

Table 1: Evaluation Survey Timeline

Table 2: Workshop Participation Breakdown

Table 3: Stakeholder's responses

Table 4: Top Three

Table 5: Top Three

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## 1. Survey Overview

This report summarizes the results of the evaluation survey conducted within the framework of evaluation of the “Road Safety Project” (phase I to IV) implemented by the Secretariat of United Nations Secretary-General’s Special Envoy (Special Envoy) for Road Safety, the United Nations Economic Commission for Europe.

The results of the survey supported the overall evaluation’s purpose, to review implementation and assess the extent to which the objectives of the project were achieved.

## 2. Survey Process

The survey was administered by the consultant, and supported by the Secretariat of Special Envoy by providing the contact data of Focal Points, who further shared the contact data of workshops’ participants. The survey was conducted according to the agreed timeline (table 1: Evaluation Survey Timeline). An invitation to participate in the survey was generated by Survey system along with follow up messages. The invitation to respond to the survey questions was addressed to project stakeholders, that participated in the national and/or regional workshops organised within the scope of the project. The survey questions were post in English and French languages.

The Survey Questions were developed by the consultant and validated by the UNECE evaluation manager. The items were designed to evaluate accomplishments in four essential areas: Relevance, Efficiency, Effectiveness and Sustainability specifically as it refers to the workshop as one of the project activities. The questions were formulated based on the evaluation criteria and linked with the Evaluation Questions.

Survey Questions are summarized in Annex4 Evaluation Survey Questions to Final Evaluation Report.

**Table 1: Evaluation Survey Timeline**

<b>Date</b>	<b>Action</b>	<b>Responsible</b>
Week2&3	Design Survey Questions	Consultant
Week 4	Validate the Survey Questions	UNECE
Week 4	Review & Finalize the Survey Questions	Consultant
Week 4	Activate Survey Monkey on Line	Consultant
Week 5	Pretest & Pilot Survey	Consultant & UNECE
Week 6	Launch Survey & Invite	Consultant
Week 8&10	Communicate reminder email/follow up	Consultant
Week 11	Extract data & Close Survey	Consultant
Week 12	Proceed with Data Analysis	Consultant

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### 3. Description of Survey Sample

The survey was addressed to the stakeholders taking part in the national regional, and/or sub-regional workshops organised by the Secretariat of Special Envoy for Road Safety.

Number of stakeholders surveyed and number responded: Of the 293 stakeholders who received an invitation to take part in the survey, 52 responded for an overall response rate of 17,7%.

**Table 2: Workshop Participation Breakdown:**

Workshop Location	Invitations	Completed Responses	Partial Responses	Total Responses	%
Malaysia	49	13	-	13	26,5%
Argentina	59	10	2	12	16,9%
Ghana	36	8	-	8	22,2%
Uganda	10	5	-	5	50%
Uruguay	29	4	-	4	13,7%
Lebanon	21	-	1	1	4,4%
Uganda	51 web link	9	-	9	17,6%
Cameroon	38 web link	-	-	0	0
<b>Total</b>	<b>293</b>	<b>49</b>	<b>3</b>	<b>52</b>	<b>17,7%</b>

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#### 4. Interpretation of Survey Results and Conclusions

Stakeholders' response rate for the survey was very modest and equals 17,7%.

<b>Q1: Please mark the workshop you have attended:</b>		
Answered: 52 /Skipped: 0		
<b>Workshop</b>	<b>Responses</b>	<b>Percentage</b>
March 2017 - Regional Workshop, Buenos Aires, Argentina	10	19,23%
April 2017 - Regional Workshop, Kuala Lumpur, Malaysia	15	28,85%
October 2017 - Sub-Regional Workhops, Montevideo, Uruguay	5	9,62%
February 2018 - National Workshop, Kampala, Uganda	13	25%
August 2018 - Regional Workshop, Accra, Ghana	7	13,46%
August 2018 - National Workshop, Yaounde, Cameroon	1	1,92%
November 2018 - Regional Workshop, Beirut, Lebanon	1	1,92%
March 2017 - Regional Workshop, Buenos Aires, Argentina	10	19,23%

<b>Q2: Please provide the below information: country, institution, your position.</b>		
Answered: 52 /Skipped: 0		
<b>Answer Choices</b>	<b>Responses</b>	<b>Percentage</b>
Country	52	100%
Institution	52	100%
Position	50	96%

<b>Q3: In your view, was the workshop relevant to the specific needs and priorities of your country in the area of road safety?</b>		
Answered: 48 /Skipped: 4		
<b>Answer Choices</b>	<b>Responses</b>	<b>Percentage</b>
Very	29	60,42%
Mostly	16	33,33%
Somewhat	2	4,1%
A little	0	0
Not much	1	2,08%

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**Q4: In your view, was the workshop supportive “to reduce the negative impact of road crashes by mobilizing political commitment“?**

Answered: 48 /Skipped: 4

Answer Choices	Responses	Percentage
Very	18	37,50%
Mostly	20	41,67%
Somewhat	7	14,58%
A little	2	4,17
Not much	1	2,08%

**Q5: In your view, was the workshop supportive to mobilise “key road safety leaders and decision-makers in national governments to prioritise road safety”?**

Answered: 48 /Skipped: 4

Answer Choices	Responses	Percentage
Very	17	35,42%
Mostly	23	47,92%
Somewhat	5	10,42%
A little	1	2,08%
Not much	2	4,17%

**Q6: In your view, did the workshop “raise awareness about United Nations road safety legal instruments”?**

Answered: 48 /Skipped: 4

Answer Choices	Responses	Percentage
Very	23	47,92%
Mostly	14	29,17%
Somewhat	9	18,75%
A little	1	2,08%
Not much	1	2,08%



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**Q7: In your view, did the workshop “increase road safety best practices”?**  
Answered: 48 /Skipped: 4

Answer Choices	Responses	Percentage
Very	12	25%
Mostly	19	39,58%
Somewhat	13	27,08%
A little	3	6,25%
Not much	1	2,08%

**Q8: In your view, did the workshop “increased knowledge of key stakeholders on the potential benefits of the United Nations Trust Fund for Road Safety”?**  
Answered: 48 /Skipped: 4

Answer Choices	Responses	Percentage
Very	14	29,17%
Mostly	17	35,42%
Somewhat	9	18,75%
A little	1	2,08%
Not much	7	14,58%

**Q9: In your view, did the workshop “increased national capacities to prioritise the road safety in national plans/strategies”?**  
Answered: 48 /Skipped: 4

Answer Choices	Responses	Percentage
Very	21	43,75%
Mostly	14	29,17%
Somewhat	6	12,50%
A little	6	12,50%
Not much	1	2,08%

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**Q10: In your view, will your organization continue support/engagement in Road Safety in the targeted country?--Selon vous, votre organisation poursuivra-t-elle son soutien / son engagement en matière de sécurité routière dans votre pays?**

Answered: 48 /Skipped: 4

Answer Choices	Responses	Percentage
Very	37	77,08%
Mostly	9	18,75%
Somewhat	0	0
A little	1	2,08%
Not much	1	2,08%

**Q11: In your view, to what extent does your organisation have the capacity to sustain and further support activities “to reduce the negative impact of road crashes by mobilising political commitment“?\***

Answered: 48 Skipped:

Answer Choices	Responses	Percentage
Very	20	41,67%
Mostly	16	33,33%
Somewhat	8	16,67%
A little	2	4,17%
Not much	2	4,17%

\* The survey was addressed to national stakeholders as well to the international agencies attending the workshops.

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**Q12: Please share any additional information, recommendation, lessons learned?**

-Safety must be prioritised.

-iRAP is a Charity committed to Africa and is keen to build capacity in all countries to enhance local skills and accessibility to best practices to undertake iRAP road safety assessments at a local regional and continental level. Undertaking assessments to determine the level of safety built into existing infrastructure and to ensure designs meet a minimum star rating target is key to ensuring roads are built and maintained to reduce risk and severity of crashes. Investments can be targeted to key specific locations ensuring effective implementation and optimising the value of the investments. Setting a policy target of 3-Star or better roads aligns with the UN SGD goals and targets and is measurable to enable.

-Governments of Uganda needs to have a road safety Ambassador as is required by UN.

-This should be done with government agencies frequently and pass to the grass roots

-Driver training. We need training facilities and translation of curriculum in local languages.

-Not all driver training institutions have trained instructors, this contributes a lot to the road manage. Driver Training institutions are focused on getting money from their businesses, they are not looking at the after effects their students create on the roads. There is a lot that's being done towards reducing road canage but if the new drivers that are joining the industry are not well trained, we will still be seeing the same cases again and again. All sectors should be dealt with accordingly and straightened for the good of all. I strongly believe that Road Safety for all is possible.

-The workshop have created a platform for experience sharing between different countries. Presentation of best experts in the area thought us lessons that could be applied at home.

-We need to run long term programs in order to see impact and have to do away with the one-off programs. Evaluation of the programs or interventions should be part of it.

-Workshop was very well organized and an important space to exchange best practices among key actors

-IL est necessaire que les ingenieurs qui sont les constructeurs des routes, soient sensibilisés.

-The decisions on Road Safety prioritisation are sometimes overtaken by other pressing issues such as poor transport infrastructure.

-Local level stakeholders involvement were lacking, therefore future program should consider these groups, at least an exposure to them of the international commitment on improving road safety.

-We are working on the next step in order to adopt UNECE international regulations.

-This type workshop must be organised at least every two years and extended to other African countries like Ghana, Nigeria, Kenya. I will be happy to share my ideas on Road Safety at future workshops/Seminars.

-It is very important to see how Road Safety is dealt with in other parts of the world as little is being done in my country.

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- The discussed issues were in the boardroom and there is need for taking the strategies out from the boardroom to the ground so that the effects and campaign can be felt on the ground.
- Need of a Stakeholder meet by UNECE at Regional Levels. To encourage Governments, we may have regional ambassadors Under The Global Envoy to encourage the regional country leaders. And we are very much ready to serve for that. Simultaneously there is also great need to address the design of Two wheeler in Asian Countries.
- Two wheeler safety, helmet safety are two major concerns that South Asia and East Asia to consider as these countries still have major share of two wheelers in the total transportation mode share and two wheelers are the major cause for road crashes and fatalities, so, in order to get political, media and public attention, such seminars shall be held repeatedly in these countries to raise awareness regarding two wheeler safety and road crashes.
- Argentine est un pays Federal, les consensus, collaborations et cooperation entre les 24 provinces, les plus de 2.300 municipales, et le gouvernement de la Nation est fondamental. ACTIVVAS travaille avec les trois niveaux institutionnel. Le Municipale de Neuquen, la province-état de la ville de Buenos Aires, et l'Agence gouvernementale de Sécurité Routière (ANSV).
- Zambia is currently implementing a Memorandum of Understanding on Road Safety with key stakeholders in order to harmonise the implementation of road safety interventions and provide for a more effective monitoring, evaluation and reporting process.
- Not only the involvement of technicians in road safety issues is important in this type of events but also the involvement and commitment of both decision and policy makers.
- Après avoir échangé sur les questions de gouvernance, de processus de contrôle et de prévention des accidents de la route afin d'éviter les accidents de la route dans les différents pays participants, il a été utile d'améliorer d'abord ce que vous avez et ensuite d'appliquer des nouveaux mécanismes dans mon pays.
- I wish the workshop could provide further pressure to Malaysia government on the focus towards bikers other than emphasizing on helmets usage
- Need for collaboration amongst UN agencies to advance these development objectives.
- Lo escrito tiene poco valor, si no se hace cumplir. El Mercosur debería replantearse seriamente su industria automotriz como un todo, y no sólo intereses de algunas partes.
- Capacity building for individual countries.
- This learning we obtained in the workshop was very interesting, mainly in the exchange of experiences from other countries that have been able to reduce deaths due to traffic accidents. But in my country in particular we have been stagnant, because statistics are still handled by people of particular interests. We have always said that this information be handled outside the government. The learnings of the Workshops are very positive for us as a country, but it must be implemented in our countries, such as that of us than the Dominican Republic with one of the highest death rate due to traffic accidents.
- In Pakistan we are facing funding problem for establishing a lead road safety agency called National Road Safety Secretariate and are looking for support from Road Safety Fund of UN further details in this respect may provided by me.
- Para nuestra organizacion , fue un antes y un despues de la reunion en Buenos Aires y en Kuala Lumpur , ya que alli estuvimos presentes y pudimos aprender mucho y sobre todo poder recibir recursos economicos , para llevar adelante nuestra tarea en nuestro Pais y en nuestra provincia de Neuquen.
- Uruguay has undertaken some studies to understand the implications of signing the 1958 Agreement, but not particularly the 1998 Agreement. However, this is not on the agenda in the short term, partly because of the insufficient harmonisation that exists at the regional level. There would be quite useful to receive support related to the current challenges in terms of vehicle safety standards harmonization, considering the actual regional situation and the evaluation of the impacts of the implementation of new requirements.

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-LIVING IN ARGENTINA, IT IS VERY DIFFERENT THE WAY TO TREAT THE THEME OF EDUCATION AND VIAL SECURITY ALL KNOWLEDGE SERVES FOR THE INTEGRAL PREVENTION OF TRANSITOI SINIESTROS.

-The Ministry of Transport, Works and Infrastructure and the Gambia Police force need serious capacity building to tackle issues on road safety

-Since 2008 after accession of Guyana to the Convention on Road Signs and Signals no other country has become a Contracting Party in South America. In addition, no country in our region is a contracting party to at least one of the three vehicle agreements under the coordination of WP. 29. It is necessary the commitment of the governments, the support of the United Nations Regional Commissions, especially UNECE and Economic Commission for Latin America and Caribbean (ECLAC), and of the United Nations Secretary General's Special Envoy.

-Lessons have been learnt on the 5 pillars of the Decade of Action Plan and NGOs involved in road safety should advocate for their governments to follow the recommendations and carry out strict M & E to assure progress in the national activities with respect to the 5 pillars.

-En s'appuyant sur les réglementations techniques développées par l'ONU les plans nationaux ne doivent pas oublier que le succès dépend aussi du contrôle des produits mis sur le marché ainsi que du contrôle du bon usage de ces produits par les consommateurs.

-The workshop was very useful for my work.

-Political will must be absolute.

-Our organization learnt that if there is willingness among decision makers this carnage can be reduced. We have seen the promising best practices from some of the countries that participated in the Accra's workshop that we highly eager to replicate together with government, if there is the will and support.

-Recommend to organize more workshops to continuously mobilize political commitment and engagement and prioritize programmes/activities in their national planning tools.

-We need more engagements on Road Safety. Implementation of safety improvement measures could also help reduce road crashes.

-We need a collaborative working relationship with all the actors in road safety which is missing, then a national strategy as country and political commitment.

-It was Malaysian 1st time co-organizing regional meeting and learned a lot from the management and also the context from other countries perspective. It was a great program.

-Motorcycle helmets still the first issue in reducing road crash dead.

**-THESE ACTIVITIES SHOULD BE PROLONG IN NATION WIDE AS WE HAVE TO ENGAGE FOR NATIONAL POLICY IN ROAD SAFETY**

-Preparation and capacity must continue, in reality the people who participate in the workshop are no longer in the state, they must be independent institutions and with greater continuity

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### Findings at Glance

All questions had a majority of positive responses oscillating from 60,42% to 25% “very” and from 47,92% to 18,75% “mostly”. All questions had a minority of negative responses oscillating from 2,08% to 4,17% “not much”.

### Top Two and Bottom Two

#### Top Two

The table below identifies the two top items on which stakeholders scored the highest percent of positive responses (“very” and “mostly”).

**Table 5: Top Two**

Q3. In your view, was the workshop relevant to the specific needs and priorities of your country in the area of road safety?
Very: 60,42% / Mostly 33,33% <b>Total: 93,75%</b>
Q10. In your view, will your organization continue support/engagement in Road Safety in the targeted country?
Very: 77,08% / Mostly 18,75% <b>Total: 95,83%</b>

#### Bottom Two

The table below identifies the two bottom items on which stakeholders scored the highest percent negative responses.

**Table 6: Bottom Two**

Q8. In your view, did the workshop “increased knowledge of key stakeholders on the potential benefits of the United Nations Trust Fund for Road Safety”
Not much: 14,58% / A little 2,08% <b>Total: 16,66%</b>
Q9. In your view, did the workshop “increased national capacities to prioritise the road safety in national plans/strategies
Not much: 2.08% / A little 12,50% <b>Total: 14,58%</b>

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### **End Notes**

The participation in the survey was modest (17,07 percent of stakeholders invited to take part in survey). With such reserved participation, the results cannot serve as a baseline for assessment of similar future programming, but the results definitely added value to the overall evaluation process. The results can, also, help set the direction for further improvement to the project and/or serve as an indicator for future evaluation survey related exercises.

## Special Envoy of the Secretary-General for Road Safety

### Terms of Reference

#### **Background**

Every year, some 1.3 million people are killed and up to 50 million people are injured on the world's roads. Half of all road traffic deaths are among vulnerable road users such as pedestrians, cyclists and motorcyclists. Road traffic deaths are also the leading cause of death for young people aged 15-29, and road traffic injuries are the eighth leading cause of death globally. Beyond human suffering, road traffic deaths and injuries impose significant economic and financial losses to societies. Low and middle-income countries are the hardest hit.

In 2010, the United Nations General Assembly (Resolution 64/255) proclaimed a Decade of Action for Road Safety ("Decade"). The goal of the Decade (2011-2020) is to stabilize and then reduce the forecast level of road traffic deaths around the world.

The Decade reaches its mid-term review this year (2015) with little observed change in the number of global annual road traffic deaths. With motorization rates rising rapidly around the world corresponding to economic growth, especially in low- and middle-income countries, it is timely and imperative for all countries now to make tangible progress in improving the safety of their roads if they have not yet started to do so, and to further improve their road safety record.

It is within this context that the United Nations Secretary-General is appointing a Special Envoy for Road Safety to help to mobilize sustained political commitment towards making road safety a priority; to advocate and raise awareness about the United Nations road safety legal instruments; to share established road safety good practices; and to generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors. In carrying out these activities, the Special Envoy will work in close collaboration with the relevant UN departments, entities and organizations. Specific functions of the Special Envoy for Road Safety will include:

#### **1. Promoting a global partnership to support the design and implementation of strategies and activities to improve road safety**

The Special Envoy will support the attainment of the overall goal of the Decade, by leveraging his or her professional expertise and experience. In this regard, the Special Envoy is expected to develop a global partnership with a particular emphasis on raising levels of political commitment. The Special Envoy will work with key funding partners – including governments, financial institutions and the private and non-governmental sectors – to secure adequate resources to implement the global partnership strategy.

#### **2. Advocating with governments, civil society and the private sector for the promotion of road safety, particularly in countries with high level of road fatalities and injuries**

The Special Envoy will advocate for road safety, identifying achievements and challenges at the global, regional and national levels, as appropriate. He or she will highlight the challenges and needs for technical and/or other assistance which may be required, particularly by low- and middle-income countries, to improve road safety.



### **3. Participating in global and regional conferences and meetings on road safety**

The Special Envoy will participate in global and regional conferences on road safety, including the second high-level global conference on road safety to be held in November 2015 in Brasilia, Brazil. On specific request and case-by-case consideration by the Secretary-General, the Special Envoy may represent the Secretary-General in relevant meetings.

### **4. Advocating the accession to, and more effective implementation of, United Nations road safety legal instruments**

The Special Envoy will raise the visibility and awareness of the United Nations road safety legal instruments, including the Conventions on Road Traffic, and Road Signs and Signals, and the 1958, 1997 and 1998 Vehicle Regulations Agreements as well as other related instruments including driving times and rest periods for professional drivers and transport of dangerous goods. The Special Envoy will also promote the accession to and the improved implementation of these legal instruments by Contracting Parties.

The Special Envoy will report to the Secretary-General on his activities and provide strategic advice. The Special Envoy will work closely with the United Nations secretariat and all other relevant United Nations institutions as well as external partners and stakeholders from the public, private and non-governmental sectors. The Special Envoy will serve in this capacity for an initial period of one year.

Substantive and technical support to the functions of the Special Envoy will be provided by UN Economic Commission for Europe (UNECE), and the direct costs of the provision of secretariat support and other logistical costs are to be met from extra-budgetary funding to be mobilised by the Special Envoy. UNECE is one of the five United Nations regional commissions administered by the Economic and Social Council. UNECE Transport Division services among other things the ECOSOC Committee of Experts on Transport of Dangerous Goods, the UNECE Inland Transport Committee (the only permanent intergovernmental forum specialized in inland modes of transport), the Working Party on Road Traffic Safety (the only permanent United Nations intergovernmental forum on road safety), as well as the World Forum for Harmonization of Vehicle Regulations. These bodies are responsible for administering important United Nations road safety instruments at a global level, such as the Conventions on Road Traffic, and Road Signs and Signals, and the 1958, 1997 and 1998 Vehicle Regulations Agreements. Thus UNECE is best positioned to provide the Special Envoy with secretariat support, which it will do subject to extra-budgetary funding envisaged from public-private partnerships to be obtained by the Special Envoy.