Sustainable mobility and smart connectivity (trade and transport nexus) in Central Asia, the Caucasus and Western Balkans
13TH TRANCHE OF THE DEVELOPMENT ACCOUNT

1   EXECUTIVE SUMMARY

Project Code and Title:	*21240 Sustainable mobility and smart connectivity (trade and transport nexus) in Central Asia, the Caucasus and Western Balkans*
Start date:	*01.01.2021*
End date:	*31.12.2023*
Budget:	528.000 USD
UMOJA cost centre(s):	13813
UMOJA functional area(s):	20AC0002
Target countries:	*UNECE member States in the Western Balkans, Central Asia and the Caucuses with an initial focus on Albania, Georgia and Uzbekistan.*
Executing Entity/Entities:	UNECE
Co-operating Entities within the UN Secretariat and System:	The project will be carried out in cooperation with the International Training Centre of the International Labour Organization (ITC-ILO), which has proven experience in the development of e-learning platforms and tools for decades and in particular was the entity preparing the United Nations Trade Facilitation Implementation Guide mentioned below. ITC-ILO's expertise in information and communication technology and e-learning platforms will be used to develop the platform. The UN Country Teams and Resident Coordinators will be engaged from the beginning to end of the project cycle especially for identifying the needs and challenges of the target countries in the trade and transport sectors.

Brief description:

The project will support the development of sustainable mobility and smart connectivity in Central Asia, the Caucasus and Western Balkans. This is fundamental as a key response to the COVID-19 situation and to facilitating a shift to a transport system that aids in the achievement of the Sustainable Development Goals.

The project aims to develop the capacity of member States to implement sustainable mobility and connectivity policies, specifically by increasing the knowledge base and skills of institutional and sectoral stakeholders in relation to UN inland transport and trade legal instruments.

This will be done initially through the development of the Smart and Sustainable Connectivity E-Learning Platform (SSCELP) that will include training material on sustainable mobility and connectivity tied to the legal instruments but also to the development of appropriate policy tools to implement the requirements of legal instruments, standards and guidelines.

Following the development of the E-Learning Platform, targeted capacity building activities aimed at increased the ability of national stakeholders to implement sustainable mobility and smart connectivity policies will be organized in the form of regional, and where necessary national, workshops as well as the preparation of targeted action plans for the implementation of the action plans.

2   BACKGROUND

2.1   Context

The movement towards sustainable mobility and smart connectivity (SMSC) is fundamental for the achievement of a number of Sustainable Development Goals. Mobility and connectivity are fundamental to the development of all countries across the world. Citizens need to be able to move from their place of residence to work, school and leisure activities and countries need to be well connected to allow for freight to move efficiently from the point of production to the point of consumption. Currently, however, the manner in which both citizens and freight move in many countries is extremely inefficient and not sustainable.

The majority of passenger mobility today is carried out using the private car (over 70 per cent in some countries) causing congestion, air and noise pollution as well as fatalities and injuries arising from poor road safety practices. It is also negatively affecting the health of citizens as the lack of physical activity is leading to an increase in cases of obesity in populations around the world. Often there are severe shortcomings in accessibility where people do not have the public transport infrastructure to be able reach jobs and schools, or do not have appropriate access to these services because they have reduced mobility. In some cases, this is coupled with a lack of safety and security in the mobility choices available limiting the possibility of vulnerable users to access needed services and skewing the gender bias in transport accessibility. These situations make the current approach to mobility problematic for the movement of citizens going forward and the process of making mobility sustainable seeks to address these issues.

In particular, sustainable mobility aims at setting up a transport system that encourages passengers to leave their car at home and use alternative forms of transport for their mobility needs. Therefore, the introduction of optimised mobility solutions needs to incentivise citizens to use more sustainable modes of transport by implementing "carrot and stick" policies to reduce the negative impacts of mobility. Such policies would focus on increasing the availability of public transport in terms of frequency, but also in terms of comfort and network extension to ensure that all the population is reachable. In this context, policies will need to focus on ensuring that the public transport solutions identified are also affordable for the user, but also for the local authority financing it. Sustainable mobility policies should also aim to introduce aspects of the sharing economy where car, bike and scooter-sharing initiatives are introduced to meet the last-mile needs of the population. On the other hand, efforts also need to be made to discourage car use by giving road space back to non-road users, introducing traffic calming and priority lanes for public transport and potentially introducing road tolling to name a few. Efforts also need to be made to ensure appropriate traffic rules and road safety policies are implemented and enforced, coupled with the introduction of stringent emission controls and testing for vehicles. All these, and other, solutions need to be considered together, in an integrated manner, to identify the appropriate combination of options that can provide an optimal outcome for individual countries as there is never a one-size-fits-all solution that can apply to everyone. In addition, the majority of sustainable mobility solutions are still very relevant in the post-pandemic world which needs to be kick-started to "build forward better".

Sustainable mobility solutions alone though cannot address the needs of the economy, they need to be accompanied by smart connectivity solutions. While, prior to COVID-19, levels of international trade and freight movements had reached record levels, there were still a number of aspects that were holding up the efficient movement of freight across the globe. Infrastructure bottlenecks, key missing links, non-harmonised procedures for dealing with freight, differing documentation and inefficient border procedures are all holding up the movement of freight. Improved connectivity and the use of smart connectivity will increase the efficiency of these flows.

The introduction of smart and improved connectivity solutions will have a significant impact on the movement of freight as well as help the connectivity of people. Efforts aimed at the digitalization of transport documents for freight (e.g. eCMR and eTIR) and the implementation of UN/CEFACT principles make the movement of freight seamless and

reduce the time necessary for the processing of freight documentation. The implementation of smart and harmonized border crossing regimes will allow cargo not to need to spend time waiting at borders for goods to be cleared. As mentioned above, connectivity is also about infrastructure and policies need to be directed at ensuring that key road, rail and inland waterway infrastructure bottlenecks are alleviated, and that key missing links are built to fluidify traffic in areas where cargo is being held up. These issues are of particular importance in the current and post-pandemic situation where the movement of cargo has been hampered by non-harmonized national restrictions that have lead to delays in the delivery of goods, the widespread use of smart connectivity solutions would ensure that delays due to these national restrictions are minimised in the event of a future, similar, emergency situation.

In order to ensure full policy coherence to the benefit of all parts of the economy and all citizens, it is important to ensure that sustainable mobility and smart connectivity solutions are treated together. On the one hand, smart connectivity solutions such as integrated ticketing platforms, smart tolling solutions and the removal of infrastructure bottlenecks also benefit sustainable mobility. On the other hand, sustainable mobility solutions aimed at disincentivising the use of the private car reduce congestion facilitating further the movement of freight and effectiveness of smart connectivity solutions. Therefore, it is important that an integrated SMSC approach is pursued when implementing policies aimed at achieving the Sustainable Development Agenda.

Currently there are a number of initiatives that bring together member States to discuss SMSC issues within the UN and beyond. However, other than the United Nations Trade Facilitation Implementation Guide (TFIG) and ad hoc Convention specific guides in transport, there is currently no systematic and centralized tool at the disposal of member States to gather information on how to move towards SMSC through accession to and implementation of UN trade and transport legal agreements. This is a significant gap that, when addressed, will provide national governments ready access to training material, thus taking measures to ensure that no-one is left behind thus increasing the sustainability of their trade and transport sectors. Building on the success and lessons learned of the TFIG (http://tfig.unece.org/), and thus drawing on its comparative advantages in this area, this project will prepare a trade and transport E-learning platform accompanied by specific national actions to move towards SMSC.

The preparation of the Sustainable and Smart Connectivity E-Learning Platform (SSCELP) aims to support building of national capacity on SMSC, through easier access to a knowledge data base. It will bridge the training and information gap by providing a central repository where current information and supporting training materials can be made available alongside new and innovative training techniques. As mentioned above, the SSCELP would build on the already successful TFIG created in 2012 and used successfully in multiple countries as a unique, web-based platform to access resources including suggested itineraries, business domains, policy recommendations, guidelines, case studies, publications and the like to support implementation of trade facilitation and electronic business standards implementation. The Guide has become a major reference resource for government officials, traders and relevant stakeholders around the world. Since its inception, more than 1 million unique visitors have accessed TFIG pages. TFIG was developed by UNECE's Economic Cooperation and Trade Division with ITC-ILO as the technical partner. To ensure continuity to this project, and not to reinvent the wheel when building on the TFIG to create the SCCELP, it is planned that ITC-ILO is retained to undertake the work to create the SSCELP.

The platform would provide a new and innovative solution to accessing this material and thus help the member States achieve the SDGs by bringing together what has already been prepared in trade and transport, and supplement with new information, guides and training courses. It would also ensure that the training material that is available is set out in a systematic, similar and consistent manner to facilitate comprehension and access. By standardizing the training material and information in this manner, significant economies of scale will be achieved reducing the need for expensive ad hoc training for which the secretariat has limited resources and thus saving also on travel and CO_2 emissions related to those missions. Furthermore, by preparing this online platform, innovative approaches to learning can also be incorporated including distance and on-line activities as well as interactive learning techniques. Finally, the training material will be provided with due consideration of gender equality and the empowerment of

women.

For this platform to be effective it needs the input of those that will use it the most. As such, sub-regional meetings will be held to discuss the SSCELP involving key target countries to better understand their difficulties and successes in acceding to, and implementing the requirements of, the legal agreements. These workshops will identify additional content, and where the platform will need to be modified to ensure that it covers all the individual requirements of each member State. Only after these meetings, and the incorporation of requested changes, will the SSCELP be officially launched. When the platform is complete, an unprecedented amount of training material will be made available on the UN transport and trade related legal instruments which will facilitate capacity development and the implementation of SMSC policies and related legal agreements.

Given the role of the trade and transport sectors in the wider economy, many of the training courses related to these legal instruments will have a strong sustainability component with a focus on facilitating the development of transport and trade policies which contribute to sustainability objectives. This work will be accompanied by the preparation of supporting manuals and promotional material to be shared with member States.

Importantly, the current COVID-19 pandemic has highlighted the importance of having easily accessible training material and courses available on-line in the event of borders being blocked or staff being forced to stay at home. The SSCELP would therefore allow, where possible and allowed for by local authorities, for courses to be taken online where transport and trade related permits are about to expire (for example in relation to permits for the transport of dangerous goods). It is also foreseen that the online training material would also contain a best practice repository of initiatives employed by member States to facilitate the movement of goods across borders in the event of a pandemic or similar restrictions as well as other lessons learned from the pandemic (supporting the UN General Assembly resolution on the Global solidarity to fight the coronavirus disease, A/RES/74/270). This guidance on the platform would bring together existing standards, recommendations and conventions and demonstrate how these can contribute to reducing risk related to sanitary crisis. For example, the reduction of human contact through electronic data exchange eliminating paper documents with the electronic road consignment (eCMR) messages; reduction of controls at the border with the implementation of a Single Window; measures that countries should take in pandemic situations with the UN/CEFACT White Paper on the topic.

The creation of the platform itself is however only the initial step towards sustainable mobility and smart connectivity. In order to ensure that member States are able to draw the maximum possible benefit from the SSCELP, a series of sub-regional and then national workshops will be held to support target member States to implement and use this e-learning platform and thus to facilitate accession to relevant UN legal instruments as the main instruments available to move towards sustainable mobility and smart connectivity.

It is estimated that, across the planned workshops, more than 50 people will be trained on the use of the SSCELP. This will provide the initial capacity building basis on which to build continuous learning potential and provide the skills to accede to the legal instruments and ensure that countries are not left behind in relation to the state-of-the-art trade and transport national legal framework. Where possible, UN Country Teams will be actively involved in these workshops to ensure that they are trained in the use of e-learning platform and then can act as advocates for the platform to facilitate continuous learning. This initial set of users will then be able to spread the knowledge of the SSCELP to other stakeholders within their national authorities, quickly multiplying the user base for the platform.

The platform will also set the basis for the creation of national sustainable mobility and smart connectivity action plans to work towards sustainable mobility and smart connectivity to assess the current position of member States. Implementation of the national action plans will be supported by workshops tailored to provide the governments with practical tools and solutions aimed at improving SMSC at the national and sub regional levels building on the information available in the SSCELP and considering the recent impact that the COVID-19 pandemic has had on

transport systems.

In addition, all future meetings and events in which UNECE trade and transport staff members participate will be an opportunity for the SSCELP to be presented, thus widening knowledge of the platform and encouraging its uptake.

This project relates to many of the priority areas identified in the funding documentation. In particular:
- Supporting the implementation of the Sustainable Development Goals as set out in Section 6 below.
- Strengthening capacity of developing countries along the Belt and Road region as it will focus on UNECE Central Asian, Caucasus and Western Balkan countries and at the same time be focused specifically on capacity building in relation to developing knowledge and skills in relation to the legal instruments in these countries.
- By providing training on these legal instruments, countries will be taking direct steps to improve prosperity and contribute to poverty eradication by facilitating trade and providing assistance in transport development to improve accessibility, safety and infrastructure availability
- As some of the legal agreements also deal directly with climate change and environmental impact (vehicle regulations and inland waterway legal instruments for example), this platform will also have a strong climate mandate.
- Many of the legal agreements and standards are focused specifically on border crossing facilitation and as such are aimed at reducing delays at border to increase international trade efficiency and the economic development of countries.

2.2   Mandates, comparative advantages and link to the Programme Budget

The project will contribute to achieving the objective set out in the Programme Budget 2020 for the Transport sub-programme (sub-programme 2) to: "…to improve sustainable inland transport system, by making it safer, cleaner, more efficient and more affordable, both for freight transport and personal mobility." As well as to achieving the objective of the Trade sub-programme (sub-programme 6) to: "…enhance trade facilitation, agricultural quality standards and regulatory and trade-related economic cooperation for the transition to sustainable economic growth and sustainable production and consumption in the ECE region and beyond."

As the UN body focused on inland transport and custodian to 59 legal agreements in this area, UNECE has the technical and operational knowledge to manage such a project. Coupled with the activities in relation to trade facilitation, and in particular the Trade Facilitation Implementation Guide (TFIG), this provides a well-rounded and unique selling point of UNECE activities. Furthermore, UNECE is a global leader in developing policy recommendations and standards in trade facilitation and electronic business. Over the past fifty years, the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)[1] housed at UNECE, has developed more than 40 policy recommendations, over 440 standards, guidelines and tools, all developed with the expertise of a network of more than 1000 experts, from governments and businesses.

All of these agreements and instruments have a direct impact on improving trade and transport within member States and therefore contribute to each country achieving the Sustainable Development Goals. They are the prerequisites for smooth and efficient connectivity among member States, in particular between Europe and Asia. Currently the degree of accession to these agreements varies significantly. On 1 December 2018, the total number of contracting

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[1] The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) is a subsidiary, intergovernmental body of the United Nations Economic Commission for Europe (UNECE) which serves as a focal point within the United Nations Economic and Social Council for trade facilitation recommendations and electronic business standards. It has global membership and its members are experts from intergovernmental organizations, individual countries' authorities and also from the business community.

parties to transport-related UN legal instruments was 1,753. Among the 193 UN member States, 147 States are contracting parties to at least one of these legal instruments. Of the 147 United Nations Member States that are contracting parties, 91 (62 per cent) are non-ECE member States. As a result of concerted efforts, this year, non-ECE accessions exceeded ECE ones. More importantly, these instruments are fundamental in the recovery of member State economies after the current pandemic.

2.3   Country demand and target countries

UNECE member States in the Western Balkans, Central Asia and the Caucuses regularly request assistance from the secretariat on how to improve their transport and trade framework to move towards SMSC. The importance of this has increased significantly with the COVID-19 pandemic which has fractured many of the integrated, international transport systems. While the e-learning platform will be accessible to all, it will not be possible to follow-up the national actions with every member State within this project. As this is a generalised request that comes from many of the countries in these regions, _Georgia, Albania and Uzbekistan_ have been identified as locations for the sub-regional workshops where key national stakeholders from the sub-region would come together for this capacity building and set the foundations for the more detailed national activities based on their current efforts and developments for the implementation of sustainable mobility and smart connectivity policy initiatives and legal framework, more detailed information is provided in section 3.1.

More specifically, the SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity reiterated the request for such support for its members (Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan) at its meeting in August 2018 (SPECA/TWG-STTC(22)/8). Furthermore, specific reference is made to the need for support in relation to the road safety aspects of sustainable mobility in the Road Safety Performance Reviews of Georgia (ECE/TRANS/277) and Albania (ECE/TRANS/278) as well as specific interest from Albania to be part of this project. This has also been supported by requests within the UNDA funded Sustainable Inland Transport Connectivity Indicators project where pilot studies on Georgia and Kazakhstan (from the region) have mentioned the need for support on improving sustainable mobility and smart connectivity in their countries. The Danube Region (bringing together the interests of a number of Western Balkan countries) recently stated that capacity development from UNECE on sustainable mobility would be of great use to the sub-region. The Secretariat is in the process of obtaining letters from the target countries.

The focus will be first on these target countries for the national activities and then through the workshops the second pipeline of the pilot countries will be identified - one additional country from each of these regions where the national activities can take place based on the individual requests of member States and discussions with UN country teams.

2.4   Link to the SDGs
The importance of UN transport-related legal instruments has been stressed in several United Nations General Assembly Resolutions: Resolution 72/271 and other biennial road safety resolutions; Resolution A/RES /72/212 on intermodality; and Resolution A/70/197 on connectivity and corridors. In all these Resolutions member States from around the globe were encouraged to accede to these legal instruments. Furthermore, the harmonized standards enshrined in these legal instruments facilitates the development of key trade and transport corridors globally. The Inland Transport Committee (ITC) strategy, adopted in 2019, points to the need to undertake significant capacity development efforts, in order to help member States achieve the mobility and connectivity related SDGs (covering 12 of the 17 SDGs) while at the same time ensuring that countries capitalize on

technological developments and that they remain at the forefront of intelligent mobility and connectivity solutions. The work of the ITC has a particular focus on the following SDGs and primary targets:

- SDG 3 and in particular target 3.6.1 focuses on the reduction of road fatalities, A total of 18 UN Transport Conventions under the purview of UNECE have a key role in the achievement of this target.
- SDG 9 and in particular target 9.1 focuses on developing quality, reliable sustainable and resilient infrastructure. All four of the infrastructure agreements under the purview of UNECE work as well as the 16 agreements on Border Crossing Facilitation significantly contribute to the achievement of this target.
- SDG 11 and in particular target 11.2 focusing on providing access to safe, affordable, accessible and sustainable transport systems is covered by a number of different agreements under the purview of UNECE.
- SDG 17 and in particular target 17.10 to promote a universal, rules-based, open, non-discriminatory and equitable multilateral trading system. This will bring together the trade and transport facilitation aspects in support of the World Trade Organization's Trade Facilitation Agreement implementation; and 17.11 (increasing the countries' share in world exports).
- SDG 5 and in particular target 5.5: Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life. The project activities will target female entrepreneurs and other stakeholders to benefit from the train the trainer workshops allowing greater knowledge transfer women leadership in trade and transport sectors in selected countries.

2.5   Lessons learned

The preparation of the SSCELP would draw on the lessons learnt from the preparation of the TFIG and similar (training and non-training based) platforms developed for UNECE, in particular, the importance of having the platform available in all official UNECE languages so as to not limit the potential of the tool and to ensure that the widest possible audience can pursue policies and actions aimed at increasing sustainable mobility and smart connectivity. Furthermore, by holding early discussions with national authorities it will be possible to ensure that the capacity development activities that follow the creation of the SSCELP will ensure that the best possible outcome is achieved for the citizens of each target country; this draws upon the positive outcomes of the TFIG portal and the approach that was very successful during the roll out of this platform. The TFIG platform is further used by many National Trade Facilitation Bodies (such as Tajikistan and Kyrgyzstan) as a reference point for all trade facilitation measures.

Furthermore, the platform itself is only an initial step as mentioned above. It is important to also include the next step in the capacity building process which is assisting target member States in using the platform as well as in helping them to develop national action plans for SMSC. Experience has shown that this step is necessary to reap the full benefits from the development of such platforms as some member States are not always aware of the benefits of accession nor how best to implement the requirements of the legal agreements and standards in order to work towards SMSC.

Finally, this project will capitalise on potential synergies from the work currently being carried out in the project: "Transport and Trade Connectivity in the Age of Pandemics (2023X)". This project has a number of components relating specifically to smart connectivity during the pandemic and the work on the digitalization of transport documents that will be a fundamental input into the e-learning platform. In particular, synergies will be possible in capacity building activities where outputs from the two projects can be integrated into one event allowing more global aspects to be considered as part of the SSCELP project while at the same time ensuring the SSCELP and related policy development can be made available to a wider audience.

3   ANALYSIS

3.1   Situation analysis

Many countries still need to pursue a number of actions to move towards Sustainable Mobility and Smart Connectivity (SMSC). Sustainable Mobility looks at how to move people and goods efficiently, safely, securely, affordably and in an environmentally friendly (i.e. sustainable) manner via inland transport while Smart Connectivity is about how to better connect physical infrastructure and economic and regulatory processes (and their transactions), both in support of economic growth and the wider Sustainable Development Agenda. Over 1.35 million people die each year on our roads, transport causes more than 25% of worldwide CO_2 emissions, many parts of the world have limited access to jobs, administration and health care due to poor accessibility and freight movements are hampered by poor connections and lengthy border crossing waiting times. These employment issues and movement of goods among others been exasperated during the COVID-19 crisis due to restrictions in physical contact and lockdowns. Addressing these, and related problems will have a direct impact in the daily lives of citizens and businesses by pursuing actions that work towards SMSC. These actions can only work within a well-developed regulatory and policy framework. First and foremost, in terms of regulatory aspects, a lack of fully developed trade and transport legal framework is hampering the achievement of the SDGs relating to sustainable mobility and smart connectivity. There remains a significant capacity gap in a number of Western Balkans, Central Asian and the Caucasus countries which limits their ability to move towards sustainable mobility and smart connectivity. This gap has a direct impact on the trade and transport facilitation sectors and disadvantages these countries as compared to other member States in the UNECE region.

For example, one of the key aspects of sustainable mobility is improving road safety. In Albania, the Road Safety Performance Review undertaken by UNECE identified high numbers of fatalities and injuries on the road network as a key problem. In particular it showed that a large proportion of traffic accidents can be attributed to risky road user behaviour, demonstrated by both drivers and vulnerable users alike. A key component of reversing this problem is road safety education and the training material that will be offered by the online platform would address this also with a specific focus on vulnerable users. It is likely that this would be the basis of the safe system approach that would be a key part of the discussions around the national action plans along with other areas of sustainable mobility and smart connectivity.

In Uzbekistan, the recently completed (but yet unpublished) Environmental Performance Review focused extensively on its mobility and connectivity challenges (as well as good practices). It identified the lack of implementation of a number of key transport provisions that would facilitate the growth of transit traffic as well as help urban mobility needs with a focus on accessibility, including for vulnerable users. The identification of these challenges needs to be followed by a national action plan on how these recommendations can be implemented. It also needs to be supported by appropriate training material to facilitate national stakeholders in the implementation of the recommendations. For example, following the EPR, Uzbekistan acceded to the European Agreement on the Transport of Dangerous Goods. Training and support will need to be provided to ensure that the provisions in the Agreement are implemented effectively.

In Georgia, the safe system approach is also of key importance as increased motorisation is increasing accidents and fatalities on the road network. Here the training material provided can help address targeted areas of road safety. In this case, the national action plans would also focus on connectivity issues where national infrastructure needs to be upgraded to cater for the increasing amount of transit traffic both on the road and rail network.

All these examples identify how the national action plans will need to be developed with vulnerable users in mind and that, for example, policy elements of improvements in urban transport will need to cover how to upgrade and adapt systems for people with reduced mobility, the elderly and other vulnerable groups to ensure that they are not excluded from society because of transport barriers.

The implementation of SMSC initiatives is of great importance to the achievement of the SDGs, no more so than in the Western Balkans, Central Asia and the Caucasus. Member States in these sub-regions have among the lowest level of accession to UN inland transport legal instruments (as identified in the section below), compromising their levels of road safety, their ability to move goods efficiently across borders, their capacity to move dangerous goods across borders and the possibility to use more sustainable modes of transport in the movement of passengers and freight. Trade facilitation measures will also greatly benefit this region and their access to the world economy.

The activities that are foreseen in this project will assist countries in:
- Gaining knowledge on the implementation of key UN inland transport legal instruments as well as UN/CEFACT trade facilitation mechanisms
- Improving national road safety
- Increasing their connectivity with their neighbours and with the region as a whole
- Improving the environmental performance and safety of vehicles on their transport networks
- Switching passenger and freight journeys to more sustainable modes of transport
- Planning their transport systems to fit efficiently in their urban environments
- Introducing new technologies to make the transport systems and trading in general more efficient and effective
- Digitalizing documentation to facilitate cross border trade.

3.2   Country level situation analysis

3.2.1 Western Balkans

Country	Status of affairs	Realistic outcomes (should be grounded in the outcomes in the results framework in section 4.2)
Albania	Of the 59 UN inland transport legal agreements, Albania is currently contracting party to 30 UN inland transport legal instruments. While this is more than half the number of legal instruments, a number of key border crossing and road transport legal instruments needed for a sustainable and efficient transport system are still needed. In terms of road safety, road fatalities per million inhabitants in 2017 were 77, below the UNECE average of 83. In terms of logistics performance the LPI score for Albania in 2018 was 2.66 placing it in 88th place out of 160 countries, the lowest of the Western Balkan countries, affected by low ranking in relation to customs procedures and infrastructure. Principal areas of action - Increased training on the transport legal instruments.	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of

	- Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	mobility and improve the technological aspects of connectivity with neighbours.
Bosnia-Herzegovina	Bosnia-Herzegovina is currently contracting party to 28 UN inland transport legal instruments. While this is half the number of legal instruments, all the agreements relating to inland waterways, a number of key border crossing and road transport legal instruments needed for a sustainable and efficient transport system are still needed. In terms of road safety, road fatalities per million inhabitants in 2017 were 86, above the UNECE average of 83. In terms of logistics performance the LPI score for Bosnia-Herzegovina in 2018 was 2.81 placing it in 72nd place in the ranking. <u>Principal areas of action</u> - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity.	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological

	As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	aspects of connectivity with neighbours.
Republic of Montenegro	The Republic of Montenegro is currently contracting party to 37 UN inland transport legal instruments. While this is a significant number of legal instruments, a number of key border crossing and road transport legal instruments needed for a sustainable and efficient transport system are still needed. In terms of road safety, road fatalities per million inhabitants in 2017 were 100, significantly above the UNECE average of 83 and the highest in the Western Balkan area. In terms of logistics performance, the LPI score for Republic of Montenegro in 2018 was 2.75 placing it in 77th place in the ranking. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions:	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

	What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	
Serbia	Serbia is currently contracting party to 42 UN inland transport legal instruments, the highest of all Western Balkan States. Some gaps remain in key border crossing, inland navigation and road transport legal instruments needed for a sustainable and efficient transport system are still needed. In terms of road safety, road fatalities per million inhabitants in 2017 were 82, just below the UNECE average of 83. In terms of logistics performance the LPI score for Serbia in 2018 was 2.84 placing it in 65th place in the ranking and the highest of the Western Balkan countries. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors?	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

	How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	
North Macedonia	North Macedonia is currently contracting party to 17 UN inland transport legal instruments, the lowest in the Western Balkans area. This is only a small part of those that are needed for a sustainable and efficient transport system are still needed. In terms of road safety, road fatalities per million inhabitants in 2017 were 75, below the UNECE average of 83 and the lowest of the Western Balkan countries. In terms of logistics performance the LPI score for North Macedonia in 2018 was 2.70 placing it in 81st place in the ranking. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use?	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

| | How can international corridors be improved to stimulate international movements and connectivity?
How can the use of CEFACT facilitate the development of trade across borders? | |

3.2.1 Central Asia

Country	Status of affairs	Realistic outcomes (should be grounded in the outcomes in the results framework in section 4.2)
Kazakhstan	Kazakhstan is currently contracting party to 18 UN inland transport legal instruments. While this is the highest number of accessions in the Central Asian area, it remains low with a number of key border crossing and road transport legal instruments needed for a sustainable and efficient transport system still needed. In terms of road safety, road fatalities per million inhabitants in 2017 were 115, well above the UNECE average of 83. In terms of logistics performance the LPI score for Kazakhstan in 2018 was 2.81 placing it in 71st place in the rankings. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions:	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

	What is the current modal split in the transport sector and how can a more sustainable split be encouraged?	
	How can cross border flows be improved?	
	What quick wins can be achieved in the harmonization of transport sectors?	
	How can the use of alternative modes of transport be encouraged domestically?	
	How can vehicles that circulate on the road network be safer and less polluting?	
	How can road safety be improved?	
	What policies can be implemented to facilitate the switch away from private car use?	
	How can international corridors be improved to stimulate international movements and connectivity?	
	How can the use of CEFACT facilitate the development of trade across borders?	
Kyrgyzstan	Kyrgyzstan is currently contracting party to 11 UN inland transport legal instruments. This is a very low number and below what is needed for a sustainable and efficient transport system. In terms of road safety, road fatalities per million inhabitants in 2017 were 150, significantly above the UNECE average of 83. In terms of logistics performance the LPI score for Kyrgyzstan in 2018 was 2.55 placing it in 108th place in the rankings. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation.	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

	- To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	
Tajikistan	Tajikistan is currently contracting party to 10 UN inland transport legal instruments. This is a very low number and below what is needed for a sustainable and efficient transport system. In terms of road safety, road fatalities per million inhabitants in 2017 were 49, significantly below the UNECE average of 83 and the lowest in the Central Asian area. In terms of logistics performance the LPI score for Tajikistan in 2018 was 2.63 placing it in 90th place in the rankings. Principal areas of action	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological

	- Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	aspects of connectivity with neighbours.
Turkmenistan	Turkmenistan is currently contracting party to 7 UN inland transport legal instruments. This is the lowest number in the Central Asian area and below what is needed for a sustainable and efficient transport system. Road safety data is no available for Turkmenistan. In	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety.

	terms of logistics performance the LPI score for Bosnia-Herzegovina in 2018 was 2.41 placing it in 126th place in the rankings. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

Uzbekistan	Uzbekistan is currently contracting party to 15 UN inland transport legal instruments. This is very low and significantly below those that are needed for a sustainable and efficient transport system. In terms of road safety, road fatalities per million inhabitants in 2017 were 77, below the UNECE average of 83. In terms of logistics performance the LPI score for Uzbekistan in 2018 was 2.58 placing it in 99th place in the rankings.	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety.
	Principal areas of action	Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.
	- Increased training on the transport legal instruments.	
	- Improved connectivity with neighbours and the region.	
	- To increase border crossing facilitation.	
	- To develop specific policies for a move towards sustainable mobility and smart connectivity.	
	As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions:	
	What is the current modal split in the transport sector and how can a more sustainable split be encouraged?	
	How can cross border flows be improved?	
	What quick wins can be achieved in the harmonization of transport sectors?	
	How can the use of alternative modes of transport be encouraged domestically?	
	How can vehicles that circulate on the road network be safer and less polluting?	
	How can road safety be improved?	

	What policies can be implemented to facilitate the switch away from private car use?	
	How can international corridors be improved to stimulate international movements and connectivity?	
	How can the use of CEFACT facilitate the development of trade across borders?	

3.2.1 Caucuses

Country	Status of affairs	Realistic outcomes (should be grounded in the outcomes in the results framework in section 4.2)
Armenia	Armenia is currently contracting party to 11 UN inland transport legal instruments, the lowest in the Caucuses area. This is only a fraction of those that are needed for a sustainable and efficient transport system are still needed. In terms of road safety, road fatalities per million inhabitants in 2017 were 94, above the UNECE average of 83. In terms of logistics performance the LPI score for Armenia in 2018 was 2.61 placing it in 92nd place in the rankings. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity. As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions:	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

	What is the current modal split in the transport sector and how can a more sustainable split be encouraged?	
	How can cross border flows be improved?	
	What quick wins can be achieved in the harmonization of transport sectors?	
	How can the use of alternative modes of transport be encouraged domestically?	
	How can vehicles that circulate on the road network be safer and less polluting?	
	How can road safety be improved?	
	What policies can be implemented to facilitate the switch away from private car use?	
	How can international corridors be improved to stimulate international movements and connectivity?	
	How can the use of CEFACT facilitate the development of trade across borders?	
Azerbaijan	Azerbaijan is currently contracting party to 15 UN inland transport legal instruments. This is very low and significantly below those that are needed for a sustainable and efficient transport system. In terms of road safety, road fatalities per million inhabitants in 2017 were 76, below the UNECE average of 83. LPI Data is not provided for Azerbaijan.	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety.
	Principal areas of action	Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.
	- Increased training on the transport legal instruments.	
	- Improved connectivity with neighbours and the region.	
	- To increase border crossing facilitation.	
	- To develop specific policies for a move towards sustainable mobility and smart connectivity.	
	As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions:	

	What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	
Georgia	Georgia is currently contracting party to 17 UN inland transport legal instruments, the highest of the Caucuses area. This is very low and significantly below those that are needed for a sustainable and efficient transport system. In terms of road safety, road fatalities per million inhabitants in 2017 were 139, significantly higher than the UNECE average of 83. In terms of logistics performance, the LPI score for Georgia in 2018 was 2.44 placing it in 119th place in the ranking. Principal areas of action - Increased training on the transport legal instruments. - Improved connectivity with neighbours and the region. - To increase border crossing facilitation. - To develop specific policies for a move towards sustainable mobility and smart connectivity.	Improved understanding and implementation skills of the UN inland transport and trade legal instruments to improve sustainable mobility and smart connectivity with a particular focus on road safety. Improved ability to prepare, and implement national actions to increase the sustainability of mobility and improve the technological aspects of connectivity with neighbours.

	As initial steps in the implementation of the project, the national consultants will work in particular to address the following questions: What is the current modal split in the transport sector and how can a more sustainable split be encouraged? How can cross border flows be improved? What quick wins can be achieved in the harmonization of transport sectors? How can the use of alternative modes of transport be encouraged domestically? How can vehicles that circulate on the road network be safer and less polluting? How can road safety be improved? What policies can be implemented to facilitate the switch away from private car use? How can international corridors be improved to stimulate international movements and connectivity? How can the use of CEFACT facilitate the development of trade across borders?	

3.3   Stakeholder analysis and capacity assessment

Non UN Stakeholders listed in order of level of involvement in the project	Type and level of involvement in the project	Capacity assets	Capacity Gaps	Desired future outcomes	Incentives
National policy makers (Ministries of trade, transport, interior)	Providing input into: 1. the e-learning platform, 2. the workshops, 3. the national action plans,	Convening power, authority to draft laws and regulations areas critical for the project; knowledge and expertise in	Knowledge of international best practice in relation to the implementation and use of UN inland transport and trade legal agreements. As	Improved safety and efficiency of trade and transport networks through better knowledge	More efficiency, sustainable and smart transport and trade sectors leading to increased growth and reduced environmental

		economic and sustainable development, and in local trade and transport issues and practices.	well as policies aimed at increasing the sustainability of mobility and making connectivity smart(er).	and understanding of legal instruments and policies thanks to the e-learning platform	impact.
National transport and trade associations of the sector.	Providing input into: 1. the e-learning platform, 2. the workshops, 3. the national action plans,	Detailed knowledge of local practices in trade and transport with a particular focus on those areas where more skills need to be developed and where action needs to be taken to facilitate a more sustainable mobility sector and smarter connectivity	Knowledge of international best practice in relation to the implementation and use of UN inland transport and trade legal agreements. As well as policies aimed at increasing the sustainability of mobility and making connectivity smart(er).	Improved safety and efficiency of trade and transport networks through better knowledge and understanding of legal instruments and policies thanks to the e-learning platform	More efficiency, sustainable and smart transport and trade sectors leading to increased growth and reduced environmental impact.
Private sector operators of and suppliers to the sector.	Providing input into: 1. the e-learning platform, 2. the workshops, 3. the national action plans,	Detailed knowledge of local practices in trade and transport with a particular focus on those areas where more skills need to be developed and where action needs to be taken to facilitate a more sustainable mobility sector and smarter connectivity	Knowledge of international best practice in relation to the implementation and use of UN inland transport and trade legal agreements. As well as policies aimed at increasing the sustainability of mobility and making connectivity smart(er).	Improved safety and efficiency of trade and transport networks through better knowledge and understanding of legal instruments and policies thanks to the e-learning platform	More efficiency, sustainable and smart transport and trade sectors leading to increased growth and reduced environmental impact.

4   PROJECT STRATEGY: OBJECTIVE, OUTCOMES, INDICATORS, OUTPUTS

4.1   Project Strategy

The objective of the project is to enhance the capacity of selected countries in Central Asia, the Caucasus and the Western Balkans to move towards sustainable mobility and smart connectivity. The activities build on the capacity building actions carried out by UNECE in relation to the UN trade and inland transport legal instruments, the Transport Health and Environment Pan-European Programme. This project also follows on from a number of such capacity building activities carried out within the framework of the Special Programme for the Economies of Central Asia (SPECA) in transport and trade. The objective will be achieved through a number of individual activities divided into two workstreams. This is being done in parallel to the "Transport and trade connectivity in the age of pandemics: UN solutions for contactless, seamless and collaborative transport and trade" project focusing on the COVID-19 response and synergies will be identified and maximized where possible.

Workstream 1 (Outcome OC1): Enhanced technical knowledge of national stakeholders in selected Central Asian, the Caucasus and Western Balkan countries of the UN Transport Legal Instruments and Trade Facilitation principles
The first workstream is tied to Outcome OC1 which seeks to enhance the technical knowledge of national stakeholders in selected Central Asian, the Caucasus and Western Balkan countries of the UN Transport Legal Instruments and Trade Facilitation principles. This technical knowledge will be enhanced initially through the preparation of the Sustainable and Smart Connectivity E-Learning Platform (OP1.1). This platform will provide national stakeholders with training material, guidelines, best practice summaries, treaty explanations, summaries of legal texts, etc. related to sustainable mobility and smart connectivity. The core areas of the e-learning platform will be:
- the Trade Facilitation Implementation Guide and supporting material.
- Material that relates directly to the accession to, and correct implementation of, the UN inland transport legal agreements.
- Knowledge and good practice in relation to making urban transport more sustainable
- Lessons learned and examples on how transport should deal with pandemics or similar situations to the current COVID-19 crisis.

Such a platform will increase technical knowledge by providing stakeholders simple and complete access to the information indiscriminately, helping to empower women by providing tailored training material for women where possible and ensuring that policy development best practice identified in the platform reflects gender balance and the need to ensure safe and accessible transport for vulnerable users. It also ensures equal opportunities and rights to access to information as training material will be openly available to all. This Workstream is the first step in promoting SMSC solutions and is the foundation for the activities in Workstream 2.

The SSCELP will be developed in conjunction with ITC-ILO who will be in charge of producing a turnkey product as well as upgrading and debugging it after comments have been received in the workshop identified in OP1.2. A warranty period for the platform will be included in the contract, after which the secretariat will take care of the maintenance of the platform if additional funding cannot be identified to maintain the platform. In this phase, an international consultant will be hired to gather training information to place on the SSCELP and to prepare additional material where necessary. An additional contract for the preparation of supporting material will be entered into with an international consultant. As the draft platform is being finalized, translation services will be procured to ensure that the platform will be available in all UNECE official languages. While the platform itself will be available in all the official languages, some of the training material itself may only be

available in a subset of these languages.

The platform will be developed so that training and certification can continue to be provided, where national authorities allow, during pandemics similar to what is currently being experienced but also guidance on how to keep essential people and freight moving in these cases.

Once the platform has been finalized, a manual will be prepared to facilitate the use of the platform. While OP1.1 is the enabling tool for future activities, the preparation of 3 sub-regional (OP1.2) workshops (in Albania, Georgia and Uzbekistan) will be the manner in which the technical knowledge will actually be enhanced. For this to happen, selected national stakeholders within each of the sub-regions will be trained on the use of the SSCELP, to attend SSCELP courses and to understand where the platform needs to be upgraded/modified to meet the needs of national stakeholders. As part of this training, selected national stakeholders will be trained on the overarching workings of the platform and then will be trained on the various UN Transport Legal Instruments and Trade Facilitation principles before developing an understanding of the training material within the platform.

In addition, participants will also be trained on the manner in which national specific information can be added to the platform to ensure ownership at a national level and sustainability going forward. This additional training material may be made available in a sub-set (but at least one) of the official UNECE languages.

Three participants from each country will be invited to participate in the workshops with the aim of giving them the tools to then train local stakeholders on further use. UNCTs would also be invited to attend in order to facilitate further national dissemination. These participants will need to be nominated by the Ministries with a strong mandate to then disseminate the SSCELP to understand better the benefits of accession to and implementation of UN Transport Legal Instruments and Trade Facilitation principles and initiate the change towards SMSC which will be further cemented by the activities in Workstream 2 discussed below.

A key component of these workshops will be the identification of specific actions and tools that need to be highlighted by the platform to meet the emerging needs in relation to the consequences of COVID-19.

Finally, the workshops would also identify the additional three countries from the same subregions where a national focus is necessary to be carried out in the second workstream with the aim of starting this second phase immediately.

Workstream 2 (Outcome OC2): Strengthened capacity of national policymakers to develop strategies, national policies and actions to work towards sustainable mobility and smart connectivity
The second workstream is tied to Outcome OC2 and seeks to strengthen the ability of national policymakers to develop strategies, national policies and actions to work towards sustainable mobility and smart connectivity.

Within this workstream, the first task (OP2.1) will be the development of 6 national action plans, two countries per subregion, (including report and proposed actions/ recommendations) on increasing sustainable mobility and smart connectivity. National consultants will be hired to undertake the analysis to identify where countries currently are in relation to increasing the sustainability of mobility and the smartness of their connectivity. The documents will then propose actions and recommendations for member States to follow in order to improve their sectors accordingly. A section of these documents will be dedicated to dealing with similar situations to COVID-19. The documents will also link to the training material that is available on the SSCELP and identify if there are any gaps or areas where the target countries see the need for greater detail in the SSCELP.

These action plans will act as an input into the national workshops discussed below.

The second task (OP2.2) will be the organization of 6 national validation workshops (two countries per subregion) will be identified during the sub-regional workshops identified in OP1.2. The national consultants will present the action plans at these national workshops and national stakeholders will discuss the manner in which these action plans can be accepted and implemented domestically with a clear focus on improving sustainable mobility and smart connectivity. A key part of these workshops will also be national discussion on the impact of COVID-19 on trade and transport as well as national discussions on how the SCCELP can, and has already assisted in policy making with a dedicated part of these workshops related to additional training on the e-learning platform. National authorities will be invited to intervene in the discussions to understand which of the actions identified in the plans can and will be implemented and over which timescale.[2] As these are national specific workshops, it is assumed that local authorities will be able to provide suitable venues and that participants will not be funded for attending these workshops.

The third and final task (OP2.3) for this outcome will be the bringing together of all the activities in this workstream through three sub-regional workshops (in the same locations as the previous sub-regional workshops) to take stock of the national events and the degree of implementation of the action plans, that is the number of SMSC policies that national governments have committed to implement from the action plans, and share experiences with peers in the sub-region on how to facilitate the switch to more sustainable mobility and smart connectivity. These final workshops will also allow for the monitoring of the effectiveness of the SSCELP and the discussion of any changes to increase its effectiveness.

In order to make sure that LNOB of the 2030 Agenda for Sustainable is addressed, the project will focus on ensuring that the national action plans are developed in such a way that encourages accessibility of all users. In particular, attention will be given to access to public transport and services of the elderly and children, as well as for people with reduced mobility. This will involve reviewing wider road safety policies and incentive structures aimed at encouraging mobility for all in a safe environment. Key proposals in this area will be made in the national action plans based on good practices identified in the e-Learning Platform. Furthermore, representatives of vulnerable users (through relevant associations of people with reduced mobility, the elderly, etc.) will be involved in the preparation of training material that address how to ensure that vulnerable users are not excluded from the use of transport solutions, as well as, where possible, providing training material in more accessible forms like audio or video courses.

The Human Rights-based approach and "recovering better together" principle have also been incorporated and are closely linked with the LNOB agenda. At the core of international human rights legal framework is the principle of non-discrimination. In many countries transport modes can be intrinsically discriminatory as modes of choice are highly related to income levels with disadvantaged communities sometimes being excluded altogether from access to jobs and services. The action plans to be identified at a national level will highlight key steps aimed at reducing this inequality and discrimination. The training and education possibilities offered by the e-Learning Platform will also facilitate this further by allowing easy access to information that can allow a wider range of stakeholders access to transport and trade related material.

4.2 Results Framework

Intervention logic	Indicators	Means of verification

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[2] Given the processes that are necessary to implement SMSC policies within national and local legislation it is unlikely that any of the actions will actually be implemented before the end of the project. However, a commitment to implement these policies would already be a significant step in the right direction.

Objective		
To enhance the capacity of selected countries in Central Asia, the Caucasus and the Western Balkans to move towards sustainable mobility and smart connectivity		
Outcome – OC1 Enhanced technical knowledge of national stakeholders in selected Central Asian, the Caucasus and Western Balkan countries of the UN Transport Legal Instruments and Trade Facilitation principles	**IA 1.1** At least 10 (will vary per country) national stakeholders from each target country including future trainers have been trained on the use of the e-learning platform (SSCELP)	Number of training certificates issued.
	IA 1.2 At least 10 (will vary per country) national stakeholders confirmed increased knowledge of UN Transport Legal Instruments and Trade Facilitation principles as a result of using the e-learning platform.	Survey of national stakeholders at the Regional Workshops.

Output OP1.1 Development of the SSCELP e-learning platform to provide national stakeholders with training material, guidelines, best practice summaries, treaty explanations, summaries of legal texts, etc. related to sustainable mobility and smart connectivity. The core areas of the e-learning platform will be: the Trade Facilitation Implementation Guide and supporting material; material that relates directly to the accession to, and correct implementation of, the UN inland transport legal agreements; knowledge and good practice in relation to making all transport modes more sustainable; Lessons learned and examples on how transport should deal with pandemics or similar situations to the current COVID-19 crisis.

The online platform will be supported by guiding material explaining how best to use it.

Output OP1.2 Three sub-regional workshops (in Albania, Georgia and Uzbekistan) will be organised to show the functioning of the platform and train national stakeholders within each of the sub-regions on the use of the SSCELP. The workshops will also identify the key areas of use for the SSCELP courses and to understand where the platform needs to be upgraded/modified to meet the needs of national stakeholders. Participants will also be trained on the manner in which national specific information can be added to the platform to ensure ownership at a national level and sustainability going forward. Two participants from each country will be invited to participate in the workshops with the aim of giving them the tools to then train local stakeholders on further use. UNCTs would also be invited to attend in order to facilitate further national dissemination.

Outcome - OC2 Strengthened capacity of national policymakers to develop strategies, national policies and actions to work towards sustainable mobility and smart connectivity	**IA 2.1**: Six national action plans defining steps towards sustainable mobility and smart connectivity validated by the governments	Finalisation of national action plans
	IA 2.2: At least 1 action (SMSC policy) identified within national action plan that national governments have committed to implement during the project duration (six in total)	Communication from national authorities on the commitment to implement the SMSC policy.

Output OP2.1 : Development of national action plans (including report and proposed actions/ recommendations) on increasing sustainable mobility and smart connectivity based on the results of the workshops and reviewing how the SCCELP has assisted in policy making. The development of national action plans (including report and proposed actions/ recommendations) on increasing sustainable mobility and smart connectivity. National consultants will be hired to undertake the analysis to identify where countries currently are in relation to increasing the sustainability of mobility and the smartness of their connectivity. The documents will then propose actions and recommendations for member States to follow in order to improve their sectors accordingly. A section of these documents will be dedicated to dealing with similar situations to COVID-19 The documents will also link to the training material that is available on the SSCELP and identify if there are any gaps or areas where the target countries see the need for greater detail in the SSCELP.

These action plans will act as an input into the national workshops set out in Output OP 2.2.

Output OP 2.2: The organization of 6 national validation workshops (two countries per subregion will be identified during the sub-regional workshops identified in OP1.2. The national consultants will present the action plans at these national workshops and national stakeholders will discuss the manner in which these action plans can be accepted and implemented domestically with a clear focus on improving sustainable mobility and smart connectivity. A key part of these workshops will also be national discussion on the impact of COVID-19 on trade and transport as well as national discussions on how the SCCELP can, and has already assisted in policy making.

Output OP 2.3: The organization of three sub-regional workshops (Albania, Georgia and Uzbekistan) to take stock of the national events and the degree of implementation of the action plans and share experiences with peers in the sub-region on how to facilitate the switch to more sustainable mobility and smart connectivity. These final workshops will also allow for the monitoring of the effectiveness of the SSCELP and the introduction of any essential final changes to increase its effectiveness.

4.3   Innovative aspects

The main thrust of this project is to develop, implement and ensure national ownership of a tool which will have long lasting effect on improving the trade and transport environments for UNECE member States. The SSCELP will be designed and built with technical sustainability at its core. This will be done by ensuring that it is easy to use and requires only the minimum amount of maintenance. The SSCELP will be a dynamic platform that will be kept up to date by the secretariat with state-of-the-art information and e-learning courses to ensure that member States have access to the most recent information on how to improve mobility and smart connectivity through the means of the UN legal agreements in trade and transport. Such platforms will also assist in responding to economic and social impact of COVID-19 including reducing human contact. As mentioned previously there will be a strong focus on ensuring that the platform is fit for purpose for individual countries and as such the initial workshops will seek to identify where modifications can be made to the platform to facilitate its wider use. In addition to this though, individual country ownership will be a fundamental aspect of the platform and it will allow designated national stakeholders to upload national specific content and learning initiatives through the secretariat who will check for its consistency with other material on the platform.

While the focus of this specific project will be on the Western Balkans, Central Asian and Caucasus countries of UNECE the purpose of this platform is to provide a widely accessible tool for training on these legal agreements

in trade and transport for interested countries, leading to greater accession. As such, once tested and finalized, and following implementation, it is something that can be easily scaled up with minimal effort and funds to allow other countries to access the platform (but in a later phase outside of this project). In addition, the national aspects of the project are limited to 6 countries, this can be further scaled up to other countries within the regional Furthermore, when the platform is seen to be a success and in a later phase outside this specific project, it could be scaled up to include other forms of transport with additional training material added in relation to the legal agreements of the International Maritime Organization and the International Civil Aviation Organization.

4.4 Risks and mitigation actions

The project has been designed and prepared around the understanding that local conditions within the various countries may affect the successful and timely outcome of the project. While flexibility has been introduced in the project to allow for this, the risks related to a prolonged limitation on travel and meetings need to be highlighted

Risks	Likelihoods of risks	Mitigating Actions
Continuation of COVID-19 restrictions	Medium; While the current situation will not affect OP1.1, if it persists well into next year it may have an impact on the ability to hold sub-regional and national workshops that are scheduled to start towards the end of the first year.	Ensure that provisions are made during the project for the workshops to be held remotely if in person meetings are not possible.
Lack of engagement from some member states, such as Turkmenistan and Uzbekistan	Medium; while the risk that either Turkmenistan or Uzbekistan or both would not engage fully is individually significant, the overall risk to the project is medium since success does not require all countries to fully engage at every step.	As Turkmenistan and Uzbekistan, for instance, have been less active within capacity building activities in the past, we intend to make strong efforts to engage them in project activities. Where possible, the ability to hold workshops back to back with transport or trade events of SPECA would help in this.
Delays in the finalization of the SSCELP (in case it is going beyond of the control of the project team)	Low; Given the varied nature of the training material that will need to be allowed for, significant work will need to be undertaken to upgrade the platform already developed for TFIG. Given that the platform will be based on the TFIG many of the lessons for the development of such a platform have already been addressed.	Ensure that the TFIG remains the foundation of the SSCELP and that the lessons learned from that platform are fully accounted for in the preparation of the platform.
Insufficient training material available to ensure usability of the SSCELP (in case it is going beyond of the control of the	Low; there is already a significant amount of information available. It remains a relevant risk as the	Ensure that there is a detailed analysis at the start of the project of the information available and how to gather it.

project team)	gathering of this information may take time.	
Lack of available data and information for the national action plans	Medium; It can be difficult to obtain information and data in some of these member States. As such publicly available information may need to be used.	As per risk 2, ensure buy in from local authorities.
Lack of take up of the recommendations in the action plans	Low; Experience shows that such recommendations can and have been adopted in the region. It is not guaranteed that all the recommendations will be adopted.	Ensure that the recommendations also allow for quick wins to be implemented so as to facilitate implementation.

4.5   Sustainability and scaling up

As mentioned above, the creation of this e-learning platform will include both traditional and innovative training techniques to facilitate the understand of, accession to and implementation of the UN trade and transport legal agreements. Furthermore, the platform will be dynamic therefore allowing for the scaling up of the content to cover other areas of work and also other languages if additional external funding is provided. The capacity building activities are intrinsically replicable in other interested countries. Any future phases of this project would seek to capitalize on this opportunity to carry out national assessments and prepare national action plans for other countries of the region and beyond. As a further future step and as trade and transport involve many international partners, the implementation of the e-learning platform may involve multiple partners both within and beyond the Pan-European Region. UNECE already has close cooperation with sister Regional Commissions in trade and transport matters and could capitalize on this foundation for the implementation of sustainability mobility and smart connectivity solutions developed within this project by all interested countries. This will be done initially through the UNECE and UNESCAP partnership within the SPECA programme mentioned above where collaboration on transport issues is already well underway. The current, annual, meetings of the Transport and Transit Working Group of SPECA would be the launchpad for this collaboration and would then provide the opportunity to extend the use of the platform and the development of action plans to other, non-SPECA UNESCAP member States. Any scaling up of the platform itself, for example to cover other regions and other languages will require additional funding, as will additional assessments and action plans in other countries.

The same is true with UNESCWA and UNECLAC with which we are currently cooperating on the UNDA project: Sustainable Inland Transport Connectivity Indicators (SITCIN). This project has strengthened our collaborations in transport and provides a strong basis for the extension of this collaboration to the e-learning platform and the development of sustainable mobility and smart connectivity policies envisioned in this project.

Finally, the lessons learned and experiences from SITCIN would also be extended to UNECA who would also benefit from the use of the platform and the subsequent action plans.

Additionally, activities could also be extended to assisting member States to implement the requirements of the various legal agreements and Conventions beyond the action plans.

5 MONITORING AND EVALUATION

5.1 Monitoring

Ongoing monitoring of the project will be undertaken by the project management team within its activities. This will be done through regular meetings of the project team and focal points nominated in the countries. In addition, the secretariat will update the Inland Transport Committee and its relevant subsidiary bodies as well as the UN/CEFACT Plenary on progress with the project in particular in terms of the use of the platform and progress with the action plans. In addition, progress with the project will also be referred to the relevant SPECA working groups for trade and transport.

APRs will be submitted as follows:
Entities are required to submit reports to the DA as follows:
- • By **31 January 2022**: 1st Annual Progress Report
- • By **31 January 2023** 2nd Annual Progress Report
- • By **31 January 2024**: 3rd Annual Progress Report
- Final Report

The first APR, due on 31 January 2022, will be used to provide country-specific action plans that have been agreed upon with the countries. The first APR will also provide an opportunity to further adjust the project to the new COVID-19 realities.

5.2 Final Report

Upon completion of the project, a final report will be prepared and shared with the bodies identified above.

5.3 External Evaluation

No evaluation is envisaged.

6 MANAGEMENT, PARTNERSHIP AND COORDINATION AGREEMENTS

6.1 Management and coordination

The UNECE will carry the overall responsibility for administering and implementing the project. Close cooperation will be needed with the individual countries mentioned above and also through SPECA meetings to facilitate the development of the project.

As mentioned above, UN Country Teams will also be involved in the process as they will be invited to the regional workshops in order to help member States develop local knowledge on sustainable mobility and smart connectivity. Prior to these workshops meetings will be held virtually with the various UN country teams to set out the project, its benefits, and how they can be applied on the ground once the national action plans have been developed. Part of these meetings will also be dedicated to facilitating the understanding of how the outcomes can be monitored on a national basis once the project has been completed. UNECE would follow up with the Country Teams on a regular basis to understand progress with these outcomes. Project activities will be integrated in relevant INSDCF.

UNECE would also manage the relationship with ILO-ITC in the preparation of the platform. A detailed term of reference will be provided to set the framework for this collaboration. At the start of the project a scoping meeting will be arranged online to discuss the requirements set out in the terms of reference and agree the definitive timescales for the project. ILO-ITC will provide UNECE with weekly email updates on progress with the development of the platform, followed if necessary by phone discussions to address emerging issues.

6.2   Partnerships

As mentioned above, the project will be carried out in close cooperation with the ILO-ITC for the development of the platform. Furthermore, significant interaction will be necessary with the UNCTs to ensure that they facilitate the take-up of the SCCELP platform and the national action plans for sustainable mobility and smart connectivity.

7 ANNEXES

ANNEX 1: RESULT-BASED WORK PLAN AND BUDGET DETAILS

Table 1.1 – Results based work plan and budget

Outcome	Output #	Timeframe by output		Budget class and Code		Amount (USD)
		Year	Quarter			
OC1	OP1.1	2021	Q1, Q2, Q3	Other Staff Costs (GTA)	**015**	$ 0
				Consultants and Experts	**105**	$ 28,000
				Travel of Staff	**115**	$ 0
				Contractual Services	**120**	$ 134,000
				General Operating Expenses	**125**	$ 0
				Grants and Contributions (Workshops/Study Tours/EGMs)	**145**	$ 0
	OP1.2	2021 2022	Q4 Q1	Travel of Staff	**115**	$ 20,250
				General Operating	**125**	$ 40,000
				Grants & Contrib.	145	$ 81,000
OC2	OP2.1	2022	Q2, Q3	Consultants and	**105**	$ 25,000
	OP2.2	2022 2023	Q4 Q1	Consultants and Experts	**105**	$ 5,000
				Travel of Staff	**115**	$ 13,500
				General Operating	**125**	$ 40,000
	OP2.3	2023 2024	Q2, Q3, Q4	Travel of Staff	**115**	$ 20,250
				General Operating	**125**	$ 40,000
				Grants & Contrib.	145	$ 81,000

Table 1.2 – Planned annual budget expenditure and cumulative financial implementation rate.

Year	Planned annual budget expenditure	Cumulative financial implementation rate
2021	$ 232,625	44%
2022	$ 124,875	68%
2023 - 2024	$ 170,500	100%
Total	$ 528,000	

ANNEX 2: DETAILED JUSTIFICATION BY CODE

1. **Other staff costs -** *GTA* **(015) $ ___0___ (Total)**

2. **Consultants and Experts (105): $** 58,000 **(Total)**

   (A separate breakdown by national/regional consultants and international consultants should be provided)

   (a) *International consultants*

   International consultants for the task(s) of gathering training information and preparing additional training material (1 consultant x 100 days) as well as the supporting documentation (1 consultant x 12 days), in support of output: OP1.1 (112 days) x ($250 per day) = $ 28,000.

   (b) *National / Regional consultants*

   6 national consultants for task(s) of preparing national sustainable mobility and smart connectivity action plans, in support of outputs OP2.1 and OP2.2. (6x25=150 days) x ($200 per day) = $ 30,000 .

3. **Travel of Staff (115): $** 54,000 **(Total)**

   (a) *UN Staff from the implementing entity*

   6 missions for 2 staff by UN staff for the purpose of sub-regional workshops, and 6 missions for 1 staff for the purpose of national workshops respectively in support of outputs OP1.2 and 2.3 (12 missions), and OP2.2 (6 missions).
   ($ 2,300 average mission cost) x (18 missions) = $ 40,500.

   (b) *Staff from other UN entities collaborating in project*

   3 by other UN staff for the purpose of sub-regional workshops in support of output OP1.2 (3 missions) and OP2.3 (3 missions).
   ($ 2,300 average mission cost) x (6 missions) = $ 13,500

4. **Contractual services (120): $** 134,000 **(Total)**

A provision of $ 34,000 is required for the translation services for the preparation of the platform in all UNECE languages in support of outputs OP1.1.

A provision of $ 100,000 is required for 1 x grant out to ITC-ILO to prepare the platform, for upgrade works related to the TFIG and evolve it into SSCELP and related maintenance and post-workshop [3]upgrade in support of outputs OP1.1.

5. **General operating expenses (125): $** _120,000_ **(Total)**

    (a) *Communications*

= $ 0 .

    (b) *Other general operating expenses*

In support of OP1.2, OP2.2, and OP2.3. = $ 120,000 : Venue rental, simultaneous interpretation and other related costs.

6. **Grants and Contributions (145): $** _162,000_ **(Total)**

(a) *Workshops, seminars & Expert Group Meetings**

Workshop to train national stakeholders within the three sub-regions on the use of the SSCELP to be held in Albania, Georgia and Uzbekistan, in support of OP1.2. Duration of workshop: _2_ days; ($ 2,300 per participant) x (12 participants) x (3 workshops) = $ 81,000. More participants might be added depending on the location of the workshop.

Workshop to train national stakeholders within the three sub-regions to take stock of the national events and implementation of the action plans and share experiences with peers in the sub-region on how to facilitate the switch to more sustainable mobility and smart connectivity to be held in Albania, Georgia and Uzbekistan, in support of OP2.3. Duration of workshop: _2_ days; ($ 2,300 per participant) x (12 participants) x (3 workshops) = $ 81,000. More participants might be added depending on the location of the workshop.

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[3] A small increase of $ 9,000 has been requested here to reflect the extra pages that will be needed to be translated in relation to the extra COVID-19 related training on the platform.