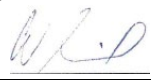



**UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE
TECHNICAL COOPERATION PROJECT FORM**

Project title: Safer and Cleaner Used Vehicles for Africa and Asia (Phase 2)		
Expected timing/ duration: April 2023 – October 2025		
Objective and brief summary of the project: Building on the success and experience of the phase 1 of the UNRSF project “Safer and Cleaner Used Vehicles for Africa” (approved by EXCOM on 29 May 2020, duration 1 June 2020 – 31 December 2022), this phase 2 will expand to Central and Southern African Region as well as Asian Countries with additional exporters and importing countries and partners, have ongoing and planned complementary projects, in South and Central Africa, Cambodia, and Mongolia, that will allow faster rollout of activities of the project sub-regions and countries lack standards and regulations for the import of used vehicles. Due to this, a large share of the used vehicles imported cause more road accidents resulting in fatalities and severe injuries as well as high pollutant and climate emissions. The objective of the project is to put in place regulations, standards, and processes to ensure that importing countries will only receive quality used vehicles; and that exporting countries agree to minimum technical requirements in the transfer of used vehicles. This project phase will result in major road safety benefits, for both vehicles drivers and other road users, and co-benefits for the environment and economy. The objective is in line with the priorities of the Global Plan of Action and the ITC Recommendations for Enhancing National Road Safety Systems (“ITC Recommendations”). The objective of the project will be achieved by implementing the following activities: A1.1. Organization of a workshop for exporters; A1.2. Organization of one virtual/hybrid consultation meetings with exporter/importers per targeted subregion/country; A1.3. Co-organization of one workshop per sub-region in Africa; A1.4. Co-organization of one workshop per country in Asia; A2.1. Dissemination of capacity building, knowledge and training materials; A2.2. Organization one hybrid/virtual training workshops for decisions makers on policy development and implementation and enforcement per targeted subregion/country; A2.3. Development of hybrid/virtual workshops and training for officials involved in the implementation of the used vehicles policies and standards in Africa and Asia; A2.4. Organization of one hybrid/virtual awareness raising events with stakeholders; A2.5. Organize a webinar to support general awareness raising on the importance of safer and cleaner used vehicles; A3.1. Data collection of regulations (including vehicle emission standards); A3.2. Data collection of road safety mortality and injuries, as well as used vehicles traded; A3.3. Consultations and verification on data gathered with importers and exporters; A3.4. Development of reports on the impact of safer and cleaner vehicle policies, including vehicle emission standards, that have been implemented in LMICs and on road safety data (killed and injured), used vehicles globally, with a case study for each region.		
Link to the SDG targets: SDG 3.6, SDG 3.9, SDG 13.2, SDG 13.3		
Expected results of the project: EA1. Recommendations, action plans and roadmaps for importing and exporting countries developed; EA2. Awareness of regulators and relevant stakeholders on the benefits of regulating used vehicles raised; EA3. Improved capacity of policy makers on road traffic safety.		
Target group and beneficiaries of the project: Target group: exporters, importing countries (South and Central Africa importing countries, Asian importing countries (Cambodia and Mongolia), Sub-regional bodies (Southern Africa Development Community (SADC) and Economic Community of Central African States (ECCAS)). Beneficiary countries: At regional, sub-regional and national level, project countries have prioritized and requested support to regulate imports of used vehicle fleets in Africa and Asia (Southern Africa, Central Africa, Asia - Cambodia and Mongolia)		
Justification of project and its relationship to the programme of work: The proposed project directly contributes to the objective of the Subprogramme 2 "Transport" to "improve sustainable inland transport by making it safer, cleaner, more efficient and more affordable, for both freight transport and personal mobility" of the Programme budget for 2023 as implemented by the ITC strategy 2030 (ECE/TRANS/288/Add.2). The project responds to the 2022 Call for proposal from the UN Road Safety Fund (UNRSF), submitted by UNEP and UNECE. The global role of the UNRSF is defined in its Terms of References (http://mptf.undp.org/document/download/2096).		
Estimated UN regular budget resources (work months of RB staff/level of Staff): 1 month of P5; 1 month of P3; 1 month of G5		
Estimated extra budgetary resources:		
Donor	Amount (US\$)	
UN Road Safety Fund	133,830	
Project Manager: Walter Nissler  16.03.2023	Section/Division: Vehicle Regulations, Road Traffic Safety and Transport Innovation Section/Sustainable Transport Division	
Cleared by Programme Management Unit:  Nicolas Dath-Baron 22.03.2023	Approved by EXCOM¹	16.03.2023

¹ See paragraph 31 (a) of Commission decision A(65).

Annex
Results-based budget for the extrabudgetary project

Expected Accomplishments	Planned activities	Estimated costs (US\$)
EA1. Recommendations, action plans and roadmaps for importing and exporting countries developed.	A1.1. Organization of a workshop for Exporters P2 x 0.75 months x \$6,306 Travel of staff to Brussels x 2 missions x \$1,000 Grants out to end beneficiaries to host meeting \$6,000	12,730 4,730 2,000 6,000
	A1.2. Organization of one virtual/hybrid consultation meetings with exporter/importers per targeted subregion/country P2 x 0.5 month x \$6,306	3,153
	A1.3. Co-organization of one workshop per sub-region in Africa P2 x 0.75 months x \$6,306 Travel of staff x 2 missions x \$4,200	13,130 4,730 8,400
	A1.4. Dissemination of capacity building, knowledge and training materials P2 x 1.5 months x \$6,306 Travel of staff x 3 missions x \$5,000 Grants out to end beneficiaries to host meeting x 2 x \$10,000	44,459 9,459 15,000 20,000
EA2. Awareness of regulators and relevant stakeholders on the benefits of regulating used vehicles raised.	A2.1. Disseminate capacity building, knowledge and training materials P2 x 0.5 month x \$6,306	3,153
	A2.2. Organization one hybrid/virtual training workshops for decisions makers on policy development and implementation and enforcement per targeted subregion/country P2 x 0.5 month x \$6,306	3,153
	A2.3. Develop hybrid/virtual workshops and training for officials involved in the implementation of the used vehicles policies and standards in Africa and Asia P2 x 0.5 month x \$6,306	3,153
	A2.4. Organization of one hybrid/virtual awareness raising events with stakeholders P2x 0.5 month x \$6,306	3,153
	A2.5. Organize a webinar to support general awareness raising on the importance of safer and cleaner used vehicles P2 x 0.5 month x \$6,306	3,153
EA3. Improved capacity of policy makers on road traffic safety	A3.1. Data collection of regulations (including vehicle emission standards) International consultant x 0.5 months x \$8,080	4,040
	A3.2. Data collection of road safety mortality and injuries, as well as used vehicles traded International consultant x 0.5 months x \$8,080	4,040
	A3.3. Consultations and verification on data gathered with importers and exporters International Consultant x 1 month x \$8,080 Travel of consultant 1 x \$1,958	10,038 8,080 1,958
	A3.4. Development of reports on the impact of safer and cleaner vehicle policies, including vehicle emission standards, that have been implemented in LMICs and on road safety data (killed and injured), used vehicles globally, with a case study for each region International consultant x 2 months x \$8,080 Contractual services (Layout and report printing) \$1,560	17,720 16,160 1,560
Budget summary		125,075
7% of Programme Support Costs		8,755
Total		133,830