

Project Concept Note Template for the follow-up meeting of the 2010 SPECA Economic Forum

Ashgabat, 2011

Deadline: 15 April 2011

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| Project Title | Seminars on UN Regulations on vehicle safety and on periodical technical inspection of vehicles in view of accession of SPECA countries to UNECE Agreements (1997 Agreement: periodical technical inspections; 1958 Agreement: uniform technical prescriptions for vehicles and parts and conditions for reciprocal recognition of approvals) | |
| Outcome | Improvement of road traffic safety | |
| Indicative Funding Requirements | Total estimated budget: | \$ 570 000 |
| Potential Sources of Funding | [Donor(s): [Development Bank(s)]: Other Resources: | Expected Partners: World Bank and other Development Banks EU, in particular through Neighborhood policy |
| Expected start date | September 2011 | |
| Expected Duration | 1 year ++ - 4 regional seminars of 2 days each | |
| Implementing Organisation(s) | UNECE in partnership with IRF, CITA and UNSECAP [IRF commitment already granted] | |
| Country/Countries | SPECA countries | |
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1 Background

UN General Assembly Resolution 64/255 of March 2010 proclaimed 2011-2020 the Decade of Action for road safety. This mandates also UNECE to deal with this development issue in an even more effective way. Safer vehicles are an important corner-stone of road safety and thus it has become one of the pillars of the Action Plan for the Decade.

UNECE has been promoting road safety with a 360 degree approach in which road safety management, safer infrastructure, safer vehicles, safer behavior are solicited through the UN road safety conventions. With regard to vehicles, the World Forum for Harmonization of Vehicle Regulations (WP.29), which is a UN body administers three international Agreements (1997 Agreement: periodical technical inspections; 1958 Agreement: uniform technical prescriptions for vehicles and parts and conditions for reciprocal recognition of approvals and 1998 Agreement: global technical regulations). Through a growing number of vehicle regulations new vehicles have become safer and cleaner. On the other hand, there is a growing gap in vehicle safety between high and low income countries due to the old and poorly maintained vehicle fleet in these latter countries. The lack of appropriate periodic vehicle inspections can play a crucial role in improving the quality, the safety and

environmental features of vehicles. For this however, the legal and institutional framework needs to be created and operated in a sustainable way. The UN Agreement on periodical vehicle inspection of 1997 offers the basic legal architecture with minimum, but essential requirements. Most SPECA countries have not even signed up to this agreement and those who have already become signatories are in need of more stringent implementation in order to narrow the development and safety gap.

Reducing road casualties and fatalities will reduce suffering; unlock growth and free resources for more productive use especially in low-income countries. To achieve this the universal deployment of improved vehicle safety technologies is warranted for both passive and active safety through a combination of harmonization of relevant global Regulations, consumer information schemes and incentives to accelerate the uptake of new technologies. Moreover, there is the need for increased capacity to develop policies to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection tailored to the infrastructure realities of each individual country.

2 Justification

The table in Annex – change in road fatalities 1999-2009 is a justification per se for focusing on SPECA countries.

3 Expected Output(s) and Outcome(s)

Planned outputs:

- a) Capacity assessment of each SPECA country for improved vehicle safety (individual national studies)
- b) Accession of SPECA countries to the 1958 Agreement or transposition of UN Vehicle Safety Regulations on national basis;
- c) Accession of SPECA countries to the 1997 Agreement and Adoption of a Rule for periodical technical inspections of vehicles crashworthiness performances

Planned outcomes:

- a) Strengthen capacities of land-locked developing countries in Central Asia and their neighbors in the area of vehicle safety by means of a wider and efficient implementation of UNECE Regulations.
- b) Set up of efficient legal and institutional framework at a national level for periodical technical inspections of vehicles in each SPECA country
- a) Improved vehicle safety in each SPECA country

Sustainability of outputs:

a) Kazakhstan as lead country of SPECA in the field of transport has recently acceded to the 1958 and 1997 Agreements. This is an encouraging sign that other SPECA countries could follow if proper training and awareness seminars would be provided.

d) Experience shows that the safety of the drivers and other vehicles on the roads can be dramatically improved as well as reducing the potential expense of vehicle down time with the implementation of simple safety low cost devices such as reflective tapes. In some low income countries (such as South Africa) strong opposition from Road Freight Association (RFA) at the beginning of the enforcement of UN Regulation into national legislation, turned in full support when the law gave positive outcome of road safety.

c) The accession to the UNECE Agreements foster trade of vehicle and vehicle parts and components. They are legal tools that can foster economical assets especially in low-income countries.

4 Proposed Approach & Strategy, including Capacity Development Response

Expected accomplishments: Enhanced knowledge of UN Regulations (1958 Agreement) and their beneficial effects on vehicle safety. Technical assistance provided for practical effective implementation of technical inspections activities in the framework of the 1997 Agreement.

Indicators of achievements: i) national vehicle safety assessment studies ii) number of participants in the seminars; iii) their level of satisfaction with the seminars, iv) New or improved national legislation on periodic vehicle inspection and new or strengthened institutions in place; v) New contracting parties to UNECE Agreements; vi) Number of UN Regulations adopted on national basis; and vii) New governmental representatives participating to WP.29 activities.

Note: these indicators to monitor process and outcome are matching those requested by the global plan on the decade of actions and can be used to measure the contribution of UNECE at a global level to the plan.

The project will be developed in cooperation with the main partners, including the International Road Federation (IRF); the International Motor Vehicle Inspection Committee (CITA) could also intervene. Both organizations could contribute in terms of:

- Technical assistance
- Support campaign
- Sensitize local contacts and institutions.

5 Annual Work Plan - Year: 2011 - 2012

| PLANNED ACTIVITIES <i>List activity results and associated actions</i> | | TIMEFRAME | | | | PLANNED BUDGET |
|--|--|-----------|----|-----|-----|----------------|
| | | Q1 | Q2 | Q 3 | Q 4 | Amount US\$ |
| 1. National vehicle safety assesment studies | | | | | | 400,000 |
| 2. One full day regional seminar on the 1997 Agreement and one full day regional seminar on the 1958 Agreement | | | | | | 120,000 |
| 3. One regional review conference of vehicle safety improvement in the SPECA countries | | | | | | 50,000 |
| TOTAL | | | | | | 570,000 |

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|---|--|--|--|--|--|-----|
| Further activities subject to confirmed country request and availability of funding | | | | | | |
| 4. Consultancy support to improved national legislation on periodic technical inspection of vehicles ¹ | | | | | | tbd |
| 5. Consultance support to improved institutional framework for periodic technical inspection of vehicles ² | | | | | | tbd |

¹ Can be through twinning or it can be included in IFI projects as a TA component

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Annex

