

**United Nations Development Programme
Project Document
Saudi Arabia**

Project Title: Sustainable Road and Transport Management
Project ID: SAU10/79238
Expected CP Outcome(s): Sustainable Development Mainstreamed across the Economy
Expected Output(s): 1.Strengthening Governance and Public Administration through NTS Reporting and Review
2.Capacity Building for Road and Transport Safety
Executing Entity: Ministry of Transport, Kingdom of Saudi Arabia
Implementing Agencies: UNDP, UNDESA

Project Description


The Ministry of Transport as policy leading agency for the transport sector is responsible for reporting and periodical review of the National Transportation Strategy (NTS), which has been developed with the assistance of UN agencies. Within this national strategy MOT is aiming at developing sustainable transport systems and improving road safety. Therefore the project addresses two activity fields: (i) Strengthening governance through NTS reporting and review, and (ii) Capacity building for road and transport safety. Both are prominent activities that emanate from NTS and assistance and advice by experts is considered important for successfully achieving these tasks. Project activities give special focus on:

- Developing an activity plan for reducing carbon emissions of the transport sector,
- Improving road safety by applying intelligent transport systems, and
- Making NTS a sustainable sector strategy through comprehensive monitoring and review.

Programme Period:	2012 – 2016
Key Result Area (Strategic Plan)	_____
Atlas Award ID:	SAU10/62025
Start date:	1 st January 2012
End Date	31 st December 2016
PAC Meeting Date	26 th Sep 2011
Management Arrangements	NIM

Total resources required	US \$ 7,046,746
Total allocated resources:	
o Government	\$7,046,746

Agreed by the Government (Ministry of Transport)


H.E. Eng Abdullah AL Mogbel
Deputy Minister of Transport – Roads
National Project Coordinator

Date:

23/10/2011

Agreed by (UNDP)


Dr. Riyadh Musa
UNDP Resident Representative
UN Resident Coordinator

Date:

22 October 011

I. SITUATION ANALYSIS

The transport sector of Saudi Arabia emerged over the past as a driving force for economic and social development. All transport modes are rapidly developing. The highway network with over 56,000 km of paved roads facilitates the movement of goods and people across the whole Kingdom. Updated traffic regulations and technology supported procedures to manage traffic and detect traffic violation have increased road safety and significantly reduced accident fatalities. To improve urban transportation in the major cities of the Kingdom integrated public transport concepts are being developed that include light rail and dedicated bus transportation. The railway network is expanding and thereby creating a regional railway network to facilitate high-speed passenger trains and support multi modal transport of goods. Private sector participation in aviation is enhancing competitive air transport services. However, the transport sector accounts for a significant percentage of Green House Gas emissions worldwide and road transport is contributing to these emissions significantly. Transforming present transportation systems towards a low-carbon, energy efficient, more environmentally sustainable sector will require long term vision and a multi faceted strategic approach. Such a transformation would offer opportunities for green economic growth.

To provide a common policy framework and cohesive strategic guidance for the diverse transport sector and the large number of responsible agencies and stakeholders a National Transportation Strategy (NTS) has been developed through an extensive policy dialogue process. NTS has past the legislative process and presents a cornerstone of the transport sector development efforts of the 9th development plan of the Kingdom.

The National Transportation Strategy of Saudi Arabia provides a framework for achieving the national development goals by efficiently managing the transport sector in times of growing inter-modal and international competition, and increased globalization and complexity of the transport market. The National Transportation Strategy guides the allocation of the technical and administrative resources and utilization of emerging new technologies to better meet challenges and take advantage of opportunities in the transportation sector and to contribute to the national development goals and objectives. The National Transportation Strategy identifies strategic goals that include Efficiency, Socio Economic Development, Safety, Environment, National Security, and Hajj Transportation; it further identifies key policies and a substantive action programme.

Given the divers nature of the transport sector covering all regions of the Kingdom with the involvement of over 37 different government agencies and the private sector the development required an extensive policy dialogue with the participation of all concerned agencies and stakeholders.

The policies of the strategy are addressing: Shared Responsibilities for Transport Sector Development; Public and Private Sector Partnerships; Regional Integration and Participation in Global Markets; and Integrated Development and Operation of Transport Infrastructure.

The Action Programme takes principle transportation functions into consideration while distinguishing between provision of transport infrastructure, freight transport operation and trade facilitation, and passenger transportation. It also considers three prominent interdisciplinary areas that relate to transport and traffic safety, environmental protection, and to the organization of Hajj and Umrah transportation, to which the Kingdom attaches highest priority as they are most important for the society.

The previous UN cooperation project delivered expertise and technical assistance to the MOT and have been instrumental in facilitating the work of the NTS Technical Committee and facilitating the policy dialogue that lead to the formulation of NTS. While all concerned stakeholders and agencies are responsible for the implementation of related NTS programmes, MOT remains the policy leading agency for transport sector and has been made responsible for the monitoring and periodical review of NTS. The duration of the present project phase will end in 2011, and the project parties are of the opinion that there is a strong need to continue with the support for NTS implementation and further strengthen MOT's capacities, hence it has been agreed to set up a succeeding project with duration of 5 years from 2012 to 2016.

The Ninth Development Plan of the Kingdom of Saudi Arabia will continue developing transport facilities and improving their efficiency, in order to keep up with growing demand. Moreover, integration of transport facilities into a multimodal transport system shall be enhanced, and the

Kingdom's position in the regional and international transport system shall be strengthened. The 9th plan focuses on implementing the various aspects of the National Transportation Strategy. The Plan also aims to improve the efficiency of public transport services within cities, improve safety of all modes of transport, and safeguard the environment from negative impacts of transport, as well as provide within the national transport system the requirements for national defence, security and responsiveness to disasters.

The vision of the 9th development plan aims at providing an integrated transport sector comprising all transport means that would meet future needs, be characterized by safety, efficiency and technological advancement, and contribute to economic development and enhance global competitiveness of national economy; all in a healthy, safe environment for all members of society. Therefore the plan sets out objectives and policies that are embedded in the goals, policies and action programme of the National Transportation Strategy.

The UN General Assembly Resolution A/64/L.44/Rev.1 on "Improving Global Road Safety" adopted in 2010 focuses on road safety as national priorities.

The UNDP Country Programme Document for the period 2012 to 2016 aims at outcomes on social empowerment, environmental sustainability and sustainable development, as well as three cross-cutting priorities namely capacity development, global partnerships, and gender mainstreaming. With regard to the programme area "Sustainable Development Mainstreamed across the Economy" the focus is on the two following subjects:

For capacities for development planning and public administration the cooperation will focus on enhancing institutional capacities for results based management and monitoring of the 9th National Development Plan results through evidence-based indicator systems at national and local levels. Moreover, strategies will be launched including the National Transportation Strategy. Capacities will be developed for global partnerships and mechanisms such as Millennium Development Goals review processes and sharing Saudi Arabia's development successes with other countries through UN and related conferences and fora.

For development of a Knowledge Economy the economy needs to diversify beyond oil exports a major emphasis is on growth of a knowledge economy. New capacities will be developed for expansion of areas of new emphasis like tourism and information technology as well as policies and institutional capacities for shifting to a knowledge economy including the role of New Economic Cities. Related to this will be WTO post-accession policies and improving competitiveness of Saudi Arabia, and alignment with global standards and safety in areas including the transport sector. Support will also go to build capacities to engage in global partnerships related to above issues of trade and investment.

II. STRATEGY

The Ministry of Transport bears responsibility for many substantive tasks of the NTS Action Programme. In addition MOT assumes the responsibility for monitoring, status reporting and periodical review of NTS. Within the scope of this project the focus of the work shall be on the two activity fields related to NTS: (i) NTS reporting and review, and (ii) Capacity building for road and transport safety. Both are prominent activities that emanate from NTS and assistance through experts and advice is considered important for successfully achieving these tasks.

Strengthening Governance and Public Administration through NTS Reporting and Review: NTS is intended to be a dynamic instrument to strengthen governance and public administration processes while the strategy provides guidance for operation and development of the transport sector. Therefore the implementation is embedded within existing administrative and legislative frameworks of Saudi Arabia to ensure allocation of resources and a coordinated programme implementation. Achievements of the Action Programme however, can only be made visible if its implementation is appropriately monitored and reported. Therefore implementation progress and achievements of the NTS action programme shall be biannually reported. Further, a periodical review of NTS after five years shall allow the incorporation of learnt lessons and new developments. Within this review and updating process of NTS the Ministry intends to include the policy dialogue on reducing carbon emissions of the transport sector in line with global initiatives.

Activities for NTS implementation monitoring, reporting, and review require analytical capacities, appropriate reporting mechanism and dialogue procedures with over 37 transport sector agencies across the Kingdom for preparing comprehensive reports that thoroughly reflect the efforts and achievements of each agency in the context of the National Transportation Strategy. The experience made during the NTS formulation process suggests that the biannual status reporting as well as the review of NTS after five years will demand additional expertise and capacities, which may not be sufficiently available within the regular staff of MOT and concerned agencies. Reporting and review processes and mechanism which are being developed at MOT during the project period comprise established report formats and administrative capacities, thus enabling MOT to continue with the monitoring and review tasks of NTS.

Capacity building for road and transport safety: Within the NTS Action Programme for Transport Safety MOT has identified the development of enhanced road and traffic safety management systems as activities where specialized expertise and advice is considered important. In this regard MOT has under the predecessor project successfully improved the road database, designed an intelligent transport system application for Riyadh Highway Traffic Management (HTMS) and prepared a national ITS Deployment and Integration Plan. From these achievements further activities are following which include: (i) implementation of Riyadh HTMS components, (ii) designing ITS applications identified in the ITS Deployment and Integration Plan, and (iii) further improving the MOT road database, and road safety management capacities. Although these activities are being undertaken within the regular tasks of MOT, there is a need for particularly specialized expert knowledge and international experience. During past cooperation with UN such expertise and advice has been effectively delivered and was essential for achieving the road and transport safety objectives. During the project period MOT's capacities for managing road safety including planning and implementing ITS technology are being improved through a close cooperation of project experts with concerned administrative and technical staff. New skills and techniques acquired during the project will enable concerned departments to improve their own administrative and planning capacities.

Role of the Ministry of Transport: NTS reporting and review, as well as capacity building for road and transport safety are focus areas of MOT. In this context activities are responsibly implemented by departments of MOT which are closely cooperating with the experts of the project. Further MOT appropriates necessary resources and own staff to these activities through special assignments, allocation of financial and other resources, and project management as deemed necessary under the overall coordination and management of the Deputy Minister for Roads.

Role of the UN Experts: UN Experts assigned through UNDP and UNDESA, and consultants which are being recruited through UNDP play a vital role in providing specialized expertise to the MOT in all matters of the project, assist the MOT in identifying and evaluating related issues, draft work programmes, terms of references, proposals for sector policies, and other papers as deemed necessary in working towards the overall project objectives. Assist in preparing and facilitating workshops and seminars, and cooperate with concerned departments and contracted consultants and assist the MOT in monitoring and coordination of such project activities. The team of UN Experts comprises specialized long term experts, supplemented by short term experts, which is being decided by the National Project Coordinator as and when required.

III. RESULTS AND RESOURCES FRAMEWORK

Intended Outcome as stated in the Country Programme Results and Resource Framework:
 3. Sustainable Development Mainstreamed across the Economy

Outcome indicators as stated in the Country Programme Results and Resources Framework, including baseline and targets:
Baseline: Modest ability of previous strategies to achieve results in geographic balance of development.
Target: Strategies serve as effective frameworks for balanced development

Applicable Key Result Area (from 2012 -2016 Strategic Plan): NTS progress review

Partnership Strategy: UNDP - MOT

Sustainable Road and Transport Management SAU/10/79238 (ATLAS Award ID: SAU/10/62025)

INTENDED OUTPUTS	OUTPUT TARGETS FOR (YEARS)	INDICATIVE ACTIVITIES	RESPONSIBLE PARTIES	INPUTS
<p>1. Strengthening Governance and Public Administration through NTS Reporting and Review</p> <p>1.1 NTS reporting and review mechanism</p> <p>1.2 NTS status reports</p> <p>1.3 NTS five year review</p> <p>1.4 NTS task force support</p> <p>Baseline: Progress reporting and review of the strategy did not exist in the past and is a new instrument for implementation of NTS</p> <p>Indicators:</p> <ul style="list-style-type: none"> • Participation of sector agencies in reporting and review procedures • Adoption of reports by legislative bodies 	<p>1.1 - NTS reporting mechanism prepared (2012)</p> <p>1.1 - NTS review mechanism prepared (2015)</p> <p>1.2 - 1st NTS Status Report finalized (2013)</p> <p>1.2 - 2nd NTS Status Report finalized (2015)</p> <p>1.3 - 1st NTS five year review finalized (2016)</p> <p>1.4 - NTS Task Force Support: Developing an activity plan for reducing carbon emissions of the transport sector (2014)</p>	<p>1.1 NTS Reporting / Review Mechanism</p> <ul style="list-style-type: none"> ▪ Formulation of reporting / review procedures ▪ Formulation ToR for experts / consultants <p>1.2 Preparing NTS Status Reports</p> <ul style="list-style-type: none"> ▪ Hiring Experts / Consultants ▪ Status assessment exercise with all sector agencies, status report preparation ▪ NTS status report drafting ▪ NTS status report submission <p>1.3 Preparing NTS Review</p> <ul style="list-style-type: none"> ▪ Hiring Experts / Consultants ▪ NTS policy dialogue with all sector agencies, updating NTS policies and action programme ▪ NTS review workshop ▪ Submission of revised NTS document <p>1.4 Developing an activity plan for reducing carbon emissions of the transport sector</p> <ul style="list-style-type: none"> ▪ Identifying areas for reducing carbon 	<p>Ministry of Transport</p>	<p>National and international staff</p>

<p>2. Capacity Building for Road and Transport Safety</p> <p>2.1 Development of Intelligent Transport System applications for improving road safety on selected highway sections</p> <p>2.2 Enhancing MOT planning and administrative capacities for road safety management and for planning and administration ITS technologies</p> <p>Baseline: ITS is new technology to MOT, planning/administrative capacities are not sufficiently developed</p> <p>Indicators:</p> <ul style="list-style-type: none"> • ITS projects being implemented on the roads • Participation in Training sessions 		<p>emissions within the NTS Action Programme</p> <ul style="list-style-type: none"> ▪ Activity Plan formulation 	
<p>2.1 - ITS Design Study Highway 15/40 in Makkah / Madinah Region (2012)</p> <p>2.1 - ITS Design Study for HTMS Dammam/Dhahran/AI Khobar (2013)</p> <p>2.2 - Training for ITS planning and system administration (2012, 2013)</p> <p>2.2 – Assistance for road safety management issues (2012, 2013, 2014, 2015, 2016)</p>	<p>2.1 Development of Intelligent Transport System applications</p> <ul style="list-style-type: none"> ▪ Selecting consultants through competitive bidding ▪ Coordinating consultants field work and report preparation for the studies <p>2.2 Capacity support for road safety management</p> <ul style="list-style-type: none"> ▪ Delivering ITS related training to MOT staff ▪ Assistance to concerned MOT departments on road safety issues 	<p>Ministry of Transport</p> <ul style="list-style-type: none"> • National and international staff • Procurement assistance 	

IV. ANNUAL WORK PLAN

Year: 2012

EXPECTED OUTPUTS <i>And baseline, indicators including annual targets</i>	PLANNED ACTIVITIES <i>List activity results and associated actions</i>	TIMEFRAME				RESPONSIBLE PARTY	PLANNED BUDGET		
		Q1	Q2	Q3	Q4		Funding Source	Budget Description	Amount
1. Strengthening Governance and Public Administration through NTS Reporting and Review Baseline: Progress reporting and review of the strategy did not exist in the past and is a new instrument for implementation of NTS Indicators: Adoption of reports by legislative bodies Targets: ongoing process Related CP outcome:	1.1 NTS reporting mechanism paper prepared	XXX	XXX	XXX	XX	MOT	MOT	International staff	300,000
	1.4 NTS Task Force Support	XXX	XXX	XXX	XXX	MOT			
								National staff	150,000
2. Capacity Building for Road and Transport Safety Baseline: ITS is new technology to MOT, planning/administrative capacities are not sufficiently developed Indicators: <ul style="list-style-type: none"> ITS projects being implemented on the roads Participation in Training sessions Targets: ongoing process Related CP outcome:	2.0 Consultant for ITS studies selected	XXX				UNDP / MOT	MOT	Consultants service agreement	1,250,000
	2.1 First design study finalized and submitted to MOT	XXX	XXX	XXX	XX	MOT			
	2.2 ITS Training sessions		X		X	MOT		International staff	200,000
	2.2 Road safety management assistance	XXX	XXX	XXX	XXX	MOT	National staff	150,000	
Audit									
Miscellaneous (2.5%)									3,500
Sub total									51,337.5
GMS (5%)									2104,837.5
TOTAL									105,242
									2,210,079

Year: 2013

EXPECTED OUTPUTS And baseline, indicators including annual targets	PLANNED ACTIVITIES List activity results and associated actions	TIMEFRAME				RESPONSIBLE PARTY	PLANNED BUDGET		
		Q1	Q2	Q3	Q4		Funding Source	Amount	
1. Strengthening Governance and Public Administration through NTS Reporting and Review Baseline: Progress reporting and review of the strategy did not exist in the past and is a new instrument for implementation of NTS Indicators: Adoption of reports by legislative bodies Targets: ongoing process Related CP outcome:	1.2 First NTS status report prepared	XXX	XXX	XXX	XXX	MOT	International staff	300,000	
	1.4 NTS Task Force Support	XXX	XXX	XXX	XXX	MOT			
							MOT	National staff	150,000
2. Capacity Building for Road and Transport Safety Baseline: ITS is new technology to MOT, planning/administrative capacities are not sufficiently developed Indicators: <ul style="list-style-type: none"> ITS projects being implemented on the roads Participation in Training sessions Targets: ongoing process Related CP outcome:	2.1 Second design study finalized and submitted to MOT	XXX	XXX	XXX	XX	MOT	Consultants service agreement	750,000	
	2.2 ITS Training sessions		X		X	MOT	International staff	200,000	
	2.2 Road safety management assistance	XXX	XXX	XXX	XXX	MOT	National staff	150,000	
Audit								3,500	
Miscellaneous (2.5%)								38,837	
Sub total								1,592,337	
GMS (5%)								79,617	
TOTAL								1,671,954	

Year: 2014

EXPECTED OUTPUTS <i>And baseline, indicators including annual targets</i>	PLANNED ACTIVITIES <i>List activity results and associated actions</i>	TIMEFRAME				RESPONSIBLE PARTY	PLANNED BUDGET		
		Q1	Q2	Q3	Q4		Funding Source	Budget Description	Amount
1. Strengthening Governance and Public Administration through NTS Reporting and Review Baseline: Progress reporting and review of the strategy did not exist in the past and is a new instrument for implementation of NTS Indicators: Adoption of reports by legislative bodies Targets: ongoing process Related CP outcome:	1.2 First NTS status report prepared	XX				MOT	International staff	300,000	
	1.4 NTS Task Force Support	XXX	XXX	XXX	XXX	MOT	National Staff	150,000	
	1.1 Design studies finalized	XXX	X			MOT	Consultants service agreement	500,000	
	1.2 ITS Training finalized	XXX	X			MOT	International staff	200,000	
2. Capacity Building for Road and Transport Safety Baseline: ITS is new technology to MOT, planning/administrative capacities are not sufficiently developed Indicators: <ul style="list-style-type: none"> ITS projects being implemented on the roads Participation in Training sessions Targets: ITS design reviewed by MOT for implementation, staff has received training Related CP outcome:	2.2 Road safety management assistance	XXX	XXX	XXX	XXX	MOT	National Staff	150,000	
	Audit								3,500
Miscellaneous (2.5%)									32,588
Sub total									1,336,087
GMS (5%)									66,805
TOTAL									1,402,892

Year: 2015

EXPECTED OUTPUTS <i>And baseline, indicators including annual targets</i>	PLANNED ACTIVITIES <i>List activity results and associated actions</i>	TIMEFRAME				RESPONSIBLE PARTY	Funding Source	PLANNED BUDGET		
		Q1	Q2	Q3	Q4			Budget Description	Amount	
		<p>3. Strengthening Governance and Public Administration through NTS Reporting and Review</p> <p>Baseline: Progress reporting and review of the strategy did not exist in the past and is a new instrument for implementation of NTS</p> <p>Indicators: Adoption of reports by legislative bodies</p> <p>Targets: <i>ongoing process</i></p> <p>Related CP outcome:</p>	<p>1. NTS review mechanism paper prepared</p> <p>1.2 Second NTS status report prepared</p>	XXX	XXX			XXX	XX	MOT
<p>1.4 NTS Task Force Support</p>		XXX	XXX	XXX	XXX	MOT		National staff	150,000	
<p>1. Capacity Building for Road and Transport Safety</p> <p>Baseline: ITS is new technology to MOT, planning/administrative capacities not sufficient</p> <p>Indicators:</p> <ul style="list-style-type: none"> ITS projects being implemented on the roads Participation in Training sessions <p>Targets: <i>ITS design reviewed by MOT for implementation, staff has received training</i></p> <p>Related CP outcome:</p>	<p>2.2 Road safety management assistance</p>	XXX	XXX	XXX	XXX	MOT		International staff	200,000	
								National staff	150,000	
Audit										
Miscellaneous (2.5%)										3,500
Sub total										20,088
GMS (5%)										823,588
TOTAL										41,179
										864,767

Year: 2016

EXPECTED OUTPUTS And baseline, indicators including annual targets	PLANNED ACTIVITIES List activity results and associated actions	TIMEFRAME				RESPONSIBLE PARTY	PLANNED BUDGET			
		Q1	Q2	Q3	Q4		Funding Source	Budget Description	Amount	
4. Strengthening Governance and Public Administration through NTS Reporting and Review Baseline: Progress reporting and review of the strategy did not exist in the past and is a new instrument for implementation of NTS Indicators: Adoption of reports by legislative bodies Targets: ongoing process Related CP outcome:	1.2 Second NTS status report prepared	XXX				MOT		International staff	300,000	
	1.3 NTS five year review exercise finalized, NTS action programme updated	XXX	XXX	XXX	XXX	MOT	MOT	National staff	150,000	
	1.4 NTS Task Force Support	XXX	XXX	XXX	XXX	MOT				
	2.2 Road safety management assistance	XXX	XXX	XXX	XXX	MOT	MOT	International staff	200,000	
1. Capacity Building for Road and Transport Safety Baseline: ITS is new technology to MOT, planning/administrative capacities not sufficient Indicators: <ul style="list-style-type: none"> ITS projects being implemented on the roads Participation in Training sessions Targets: ITS design reviewed by MOT for implementation, staff received training Related CP outcome:										
Monitoring and Evaluation										
Audit										30,000
Miscellaneous (2.5%)										3,500
Sub Total										20,838
GMS (5%)										854,338
TOTAL										42,717
										897,054

V. MANAGEMENT ARRANGEMENTS

The project will be nationally executed by the Ministry of Transport (MOT). MOT assumes ultimate responsibility on behalf of the Government for the overall management of project activities, reporting, accounting, monitoring and evaluation of the project and audit of the use of Government cost sharing contribution to the project. Due to the magnitudes of the project size and its diversified technical aspects and responsibilities requirements for the project management arrangements include the following roles:

Project Board: consist of the project coordinator, representative from UNDP, representative from the Ministry of Foreign Affairs and a representative from (other relative entities). The main role of the board will be making consensus management decisions for the project when guidance is required by the National Project Coordinator, including recommendation for UNDP/ MOT approval of project revisions. In order to ensure UNDP's ultimate accountability, final decision making rests with UNDP in accordance with its applicable regulations, rules, policies and procedures. Project reviews by the group are made at designated decision points during the running of the project, or as necessary when raised by the National Project Coordinator. The group is consulted by the National Project Coordinator for decisions when project tolerances (normally in terms of time and budget) have been exceeded.

Project Assurance: The Project Assurance role supports to the Project Board by carrying out objective and independent project oversight and monitoring functions. This role ensures appropriate project management milestones are managed and completed. A UNDP representative holds the Project Assurance role the National Project Coordinator and Project Assurance roles should never be held by the same individual for the same project.

National Project Coordinator: his responsibilities will be associated with the coordination of the different activities with UNDP and main counterparts representing the executing agency MOT. National Project Coordinator has the authority to run the project on a day-to-day basis on behalf of the Project Board within the constraints put down by the Project Board. The National Project Coordinator is responsible for day-to-day management and decision-making for the project. The National Project Coordinator's prime responsibility is to ensure that the project produces the results specified in the project document, to the required standard of quality and within the specified constraints of time and cost. The National Project Coordinator is appointed by the Implementing Partner.

Administrative Assistance and Financial Assistance: Who's their responsibility will focus on carrying out the administrative and financial support to the project activities including audit, with UNDP and the concerned government and (other relative entities)

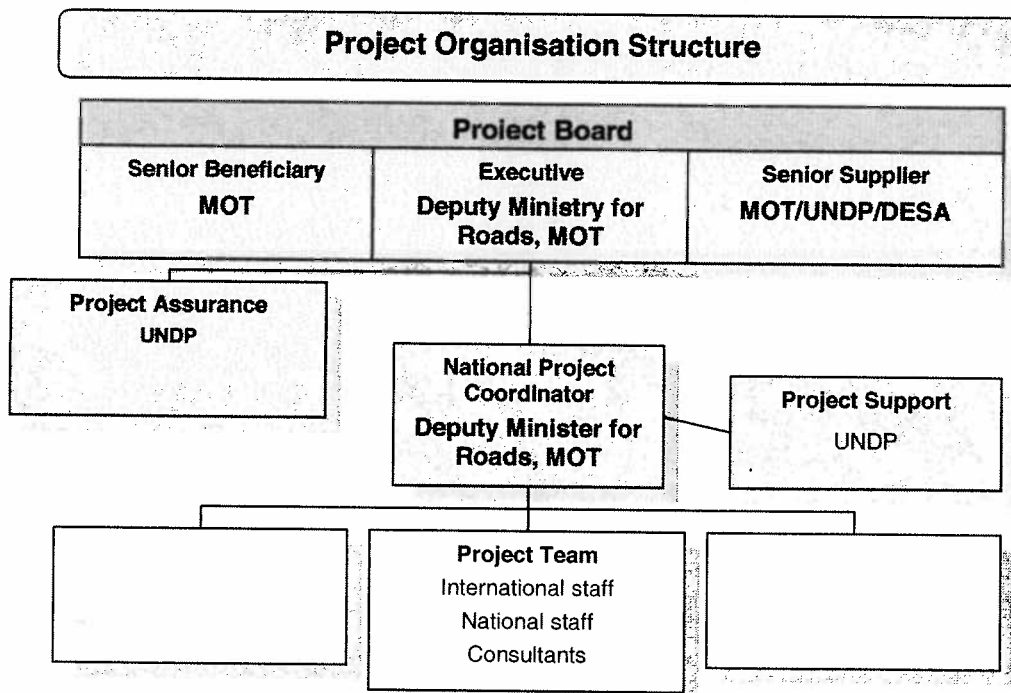
UNDP Organization will render its support and assistance normally provided to all technical cooperation projects. In addition, UNDP Country Office in Saudi Arabia will provide further support to MOT required for the execution, monitoring, reporting, evaluation, and auditing of the project as well as management of the project's financial resources suitable to the needs and requirements of the project's expenditures. In addition to the assistance that UNDP normally provides to projects during their life cycle, the UNDP country office will provide further support to the MOT to facilitate the project work which includes the following:

- Support to reporting: The UNDP country office will assist the MOT in fulfilling the reporting requirements;
- Facilitation of project activities: The UNDP country office will assist the project staff in all matters regarding their residency in Saudi Arabia and their travel needs in a timely and effective manner, further UNDP will ensure and facilitate the communication on project matters between UNDESA and MOT;

The amount estimated in the budget (USD7,046,746) will be deposited with UNDP. Thereafter, payments for items identified in the matrix (budget) of each of the component projects will be made by UNDP after receiving disbursement instructions from the National Project Coordinator. A financial report will be submitted to MOT the end of the project for the purpose of review and endorsement. In the event that both parties decided to close this Programme and certain funds

remained unutilized, UNDP will return the unutilized balance, after clearing all contractual commitments, to the MOT or transfer to a successor phase of this Project depending on the preference of MOT

The budgets are subject to review as needs arise and there is enough flexibility to transfer among project budget activities.



PROJECT INPUTS

Direct Government inputs:

- a) Project personnel
 - National Project Coordinator
 - Counterpart staff and support staff as needed
 - Consultants / Experts
- b) Office premises, office equipment and furniture
- c) Printing, publishing and communication expenses

United Nations inputs:

- a) International project personnel:
 - Senior Transport Economist
 - Road and Traffic Safety Specialist
 - Short-term Experts
 - Consultants (Consultants Service Agreement)
- b) National project personnel:
 - Administrative Officer
 - Transport Planning
 - Transport Economist
 - Administrative Support

VI. MONITORING FRAMEWORK AND EVALUATION

In addition to the periodical monitoring visits by UNDP Office, the project will be subjected to all required monitoring and evaluation processes and procedures set by UNDP Organization. These will include an annual tripartite review (TPR) from the date of the initial project's operations. The TPR will bring representatives from MOT, UNDP and the Ministry of Foreign Affairs to review and discuss the operations and performance of the project. The TPR will be preceded by an annual project performance report (APPR), prepared by the project technical manager, which should present the project's performance towards achieving its objectives and producing the intended outputs and outcomes as well as outlining the milestones and any shortcomings that could adversely impact the operation of the project. The APPR will be the basis of the discussions of the TPR which will yield a set of recommendations for further improvement and fine tuning of the project's performance.

Project Quarterly Progress Report (QPR) progress reports will be submitted by the National Project Coordinator to Project Assurance and to the Outcome Board. Such progress reports should form a basis for decisions regarding further disbursement of UNDP resources.

As deemed necessary, mid-term review and / or in-depth evaluation could take place by an independent party to further assess the projects activities and set measures and mechanisms for improvement. Prior to the completion of the project, a terminal report will be required and possibly a terminal review could be needed to assess the sustainability of the intended outcomes and determine the essential mechanisms and modalities for this purpose.

Quality Management for Project Activity Results

OUTPUT 1: Strengthening Governance and Public Administration through NTS Reporting and Review		
Activity Result 1.1 (Atlas Activity ID)	1.1 NTS Reporting / Review Mechanism	Start Date:2012 End Date: 2015
Purpose	<i>NTS sets out a periodical status reporting and review of the strategy for which the Ministry of Transport needs to establish regular mechanism. In this regard the Ministry has to evaluate the level of required capacities for undertaking this reporting and review tasks and develop reporting and review procedures that ensure a thorough dialogue and participation of all involved agencies and stakeholders.</i>	
Description	<i>Outputs include a NTS reporting respectively review programme and terms of references and work schedules for experts facilitating the reporting and review process.</i>	
Quality Criteria	Quality Method	Date of Assessment
Reporting / review procedures adopted by MOT	Review / reporting process achieved desired results	2016
Activity Result 1.2 (Atlas Activity ID)	1.2 NTS Status Report preparation	Start Date:2013 End Date: 2015
Purpose	<i>With the adoption of NTS the Ministry of Transport is directed to prepare a bi-annual NTS Status Report. The leading role of MOT for the preparation of the status report requires continuous overall monitoring and recording of developments related to NTS and concerned agencies and stakeholders. In addition all participating agencies need to contribute NTS status evaluation regarding their activities set out in the NTS Action Programme. In the light of overall developments and the agencies progress report the NTS Status Reports is being drafted. The report preparation process is being facilitated by MOT and supported by experts.</i>	
Description	<i>Outputs include report preparation with participation of all concerned transport sector agencies, submission of the report to respective legislative bodies</i>	
Quality Criteria	Quality Method	Date of Assessment
Report submitted and considered by respective legislative government bodies	Documentation of the due legislative process	2014, 2016
Activity Result 1.3 (Atlas Activity ID)	1.3 NTS five year Review	Start Date:2016 End Date: 2016
Purpose	<i>A five year review cycle has been set out for NTS in order to keep the action programme up to date and in line with the national development plan. While having prepared the bi-annual status reports the NTS review requires the review of the policies and the action programme with regard to the effectiveness and focus on overall and current developments. Therefore the review process includes a policy dialogue to refine the NTS policies and action programme and may include changes as a result of lessons learnt, and additions as those would be appropriate to better achieve the NTS mission and strategic goals..</i>	
Description	<i>The NTS review exercise includes the preparation of action programme update reports of all participating agencies. On the basis of the proposed revisions MOT will revise NTS policies and action programme and draft related documents that are jointly review in a national workshop.</i>	
Quality Criteria	Quality Method	Date of Assessment
Updated NTS documents adopted	Documentation of the due legislative process	2016
Activity Result 1.4 (Atlas Activity ID)	1.4 NTS Task Force Support: Developing an activity plan for reducing carbon emissions of the transport sector	Start Date:2012 End Date: 2015
Purpose	<i>The transport sector accounts for a significant percentage of Green House Gas emissions world wide, road transport is contributing to these emissions significantly. Transforming present transportation systems towards a low-carbon, energy efficient, more environmentally sustainable sector will require long term vision and a multi faceted strategic approach within NTS. Such a transformation would offer opportunities for green economic growth.</i>	
Description	<i>Outputs include an issue paper on opportunities and possible activities for reducing carbon emissions for all transport modes, transportation systems, and infrastructure development. The issue paper shall contribute to the planned review of NTS</i>	
Quality Criteria	Quality Method	Date of Assessment
Issue paper included in the NTS review process	Review/reporting process achieved desired results	2016

OUTPUT 2: Capacity Building for Road and Transport Safety		
Activity Result 2.1 (Atlas Activity ID)	2.1 Development of Intelligent Transport System applications	Start Date:2012 End Date: 2013
Purpose	<i>Following the ITS design study for the Riyadh Highway Traffic Management System and ITS Deployment and Integration Plan for Saudi Arabia MOT will be implementing a number of ITS projects for highways across the Kingdom. This process requires document preparation, technical review of proposals, and technical expertise during project implementation. .</i>	
Description	<i>Outputs include (i) ITS Design Study Highway 15/40 in Makkah / Madinah Region, and (ii) ITS Design Study for HTMS Dammam/Dhahran/Ai Khobar.</i>	
Quality Criteria	Quality Method	Date of Assessment
Studies completed satisfactorily according to ToR.	Approval by MOT departments	2013, 2014
Activity Result 2.2 (Atlas Activity ID)	2.2 Capacity support for road safety management	Start Date:2012 End Date: 2016
Purpose	<i>Road safety has become a prominent issue and MOT is undertaking efforts to enhance the road traffic safety management for highways. This includes training measures for ITS systems planning and administration, and improving the road and traffic database, introducing proactive monitoring and surveying of safety related road installations, and further developing road safety management tools.</i>	
Description	<i>Outputs include capacity support to the traffic and safety department and training provide to MOT staff regarding ITS systems planning and administration.</i>	
Quality Criteria	Quality Method	Date of Assessment
Support and training delivered as per the needs of MOT	Approval by MOT departments	2016

VII. LEGAL CONTEXT

This Project Document shall be the legal instrument referred to as such in Article 1, Paragraph 1, of the Standard Basic Agreement of the technical cooperation between the Government of the Kingdom of Saudi Arabia and the United Nations Development Programme, which was signed by both parties on 4 January 1976.

Through the coordination with the concerned Government Institution, the Ministry of Transport shall be the Implementing Agency described in the Basic Agreement as the Cooperating Agency.

The procedures of procurements and financial expenditures will be within the frameworks of either Ministry of Transport or UNDP (which is most effective) financial procedures and regulations.

The project document can be revised as necessary according to the approved changes made by both UNDP and MOT in order to produce the intended project outcomes. UNDP will conduct mandatory annual budgetary revisions, in consultation with MOT, to adjust the expenditures and allocation of funds in accordance with the project's performance requirements.

VIII. RISK CONSIDERATION

Implementation of major project tasks requires an extensive dialogue and consultation process with concerned government agencies to agree on coordinated policies and programmes. Project efforts that facilitate a thorough dialogue and coordination among the participating agencies are time consuming, but result in NTS Reports for submission to the legislative process of the government. The timeframe for formulation and adoption of such reports related to NTS and the subsequent legislative process depends heavily on the capacities and schedules of all participating agencies, therefore MOT needs to accommodate these uncertainties and factors in the project resource and activity planning and scheduling.

IX. ANNEXES

Annex 1: Agreement between the Ministry of Transport, Kingdom of Saudi Arabia, and the United Nations Department of Economic and Social Affairs (UNDESA) under National Execution

Annex 2: Terms of Reference for International Project Personnel

Annex 3: Special Clauses

United Nations Nations Unies

Request from the Government of the Kingdom of Saudi Arabia
SAU/10/79238 - Sustainable Road and Transport Management

JOB DESCRIPTION

- Post Title:** Road and Traffic Safety Specialist
- Duration:** **One Year** (Subject to extension if the Government is in need for the expert services)
- Date required:** **1 January 2012**
- Duty Station:** **Riyadh**, with travel throughout the Kingdom
- Duties:** The expert will be assigned to the Ministry of Transport (MOT) under the supervision of the National Project Co-ordinator (NPC), the Deputy Minister for Roads, and the overall supervision of the United Nations Department of Economic and Social Affairs (UNDESA). The expert will co-operate with the other United Nations personnel and officials of the MOT. In particular the expert will contribute to the achievement of the objectives of the project, namely
- **Strengthening Governance and Public Administration through NTS status reporting and review**
 - **Capacity building for road and transport safety**

In this context the expert will in his capacity:

1. Assist the MOT in identifying and evaluating related issues, in preparing work programmes, terms of references, proposals for sector policies, and other papers as deemed necessary in working towards the overall project objectives.
2. Assist in preparing and facilitating workshops and seminars, and cooperate with concerned departments and contracted consultants and assist the MOT in monitoring and coordination of such project activities.
3. Assist MOT in implementing a transport information system, with emphasis on:
 - **Development of Intelligent Transport System Applications:** Following the ITS design study for the Riyadh Highway Traffic Management System and ITS Deployment and Integration Plan for Saudi Arabia MOT will be implementing a number of ITS projects for highways across the Kingdom. This process requires document preparation, technical review of proposals, and technical expertise during project implementation.
 - **Capacity Support for Road Safety Management:** Road safety has become a prominent issue and MOT is undertaking efforts to enhance the road traffic safety management for highways. This includes improving the road and traffic database, introducing proactive monitoring and surveying of safety related road installations, and further developing road safety management tools.
4. Prepare a final report at the completion of the assignment, describing activities and findings, as well as recommendations to the Implementing Agency (UNDESA) and to the Government (MOT) regarding further actions which might be taken. A copy of the final report must be sent to UN/DESA, MOT and the United Nations Development Programme (UNDP) Office in Riyadh.

- Qualifications:** The expert must have academic credentials in **transport planning or road / traffic management** with at least **5 to 7 years professional experience**. The expert should be familiar with information systems for road planning and management including Intelligent Transport Systems and GIS database applications. Professional experience in the work environment of a national road administration, and work

ANNEX 1

AGREEMENT BETWEEN THE MINISTRY OF TRANSPORT, KINGDOM OF SAUDI ARABIA, AND THE UNITED NATIONS DEPARTMENT FOR ECONOMIC AND SOCIAL AFFAIRS (UNDESA) UNDER NATIONAL EXECUTION

Gentlemen,

1. Reference is made to consultations between officials of the Ministry of Transport (hereinafter referred to as "*the designated institution* ") and officials of the United Nations Department for Economic and Social Affairs (UNDESA) ("the United Nations agency") with respect to the participation of UNDESA in the UNDP support to Project SAU10/79238 – Sustainable Road and Transport Management to be managed by the Government. The latter shall be represented for the purpose of such management by the designated institution: Ministry of Transport.
2. The designated institution recognizes that UNDESA enjoys privileges and immunities under the Convention on the Privileges and Immunities of the Specialized Agencies, to which the Government of Saudi Arabia became a signatory on 13 February 1946.
3. In accordance with the project document and with the following terms and conditions, we confirm our acceptance of the services to be provided by the United Nations agency towards this project. Close consultations will be held between the United Nations agency and the designated institution on all aspects of the services to be rendered as described in Attachment 1: Description of services of this letter of agreement.
4. The United Nations agency shall provide the services and facilities described in Attachment 1: Description of Services of this letter of agreement.
5. The designated institution shall retain overall responsibility for the UNDP support to the project and shall designate National Project Coordinator.
6. The personnel assigned by the United Nations agency to the project, and under contract with the United Nations agency shall work under the supervision of the National Project Coordinator. The supervisory arrangements shall be determined in mutual consultation and described in the relevant terms of reference of the personnel. These personnel shall remain accountable to the United Nations agency for the manner in which assigned functions are discharged.
7. In the event of disagreement between the National Project Coordinator and the project personnel of the United Nations agency, the National Project Coordinator shall refer the matter under dispute to the United Nations agency for the purpose of finding a satisfactory solution. In the interim, the decisions of the National Project Coordinator shall prevail.
8. Upon signature of this letter of agreement and pursuant to the budget of the project document and the work plan, the designated institution agrees that UNDP headquarters will advance funds to the United Nations agency, according to the schedule of payments specified in Attachment 2: Schedule of services, facilities and payments.
9. The United Nations agency shall submit a cumulative statement of expenditure each quarter (31 March, 30 June, 30 September and 31 December). The statement will be submitted to the designated institution through the UNDP resident representative within 30 days following those

dates. The format will follow the standard expenditure report of the United Nations agency, unless otherwise agreed to between the parties. The designated institution will include the expenditure reported by the United Nations agency in the financial report.

10. The United Nations agency shall re-cost and re-phase the schedule of services and facilities, described in Attachment 2, as necessary, when submitting the statement of expenditure to the designated institution. The United Nations agency may incur expenditures that exceed its assigned annual budget by four per cent or by US\$20,000.00, whichever is higher, in order to cover differences between actual and pro-forma costs. The designated institution shall adjust its financial records and confirm the revision submitted by the United Nations agency.

11. The United Nations agency shall submit such reports relating to the project as may reasonably be required by the National Project Coordinator in the exercise of his duties.

12. The United Nations agency shall provide the designated institution with an annual report of non-expendable equipment purchased by the United Nations agency for the project. The report shall be submitted within 30 days following 31 December, and shall be included by the Government designated institution in the main inventory for the project.

13. The United Nations agency shall submit job descriptions and candidates for the posts foreseen in section 1 of Attachment 2 and obtain clearance of the Government designated institution for the personnel to be assigned to the project.

14. Any changes to the project document which would affect the work being performed by the United Nations agency in accordance with Attachment 1 shall be recommended only after consultation with the United Nations agency. Any changes to these arrangements shall be effected by mutual agreement through an amendment to this letter of agreement.

15. The arrangements described in this agreement will remain in effect until the end of the project, or the completion of activities of the United Nations agency according to Attachment 2, or until terminated in writing by either party. The schedule of payments specified in Attachment 2 remains in effect based on continued performance by the United Nations agency unless UNDP receives written indication to the contrary by the designated institution.

16. For any matters not specifically covered by this agreement, the appropriate provisions of the project document and revisions thereof and the appropriate provisions of the financial regulations and rules of the United Nations agency shall apply.

17. All further correspondence regarding this agreement, other than signed letters of agreement or amendments thereto should be addressed to The National Project Coordinator, H.E. Engineer Abdullah Al Mogbel, Deputy Minister of Transport for Roads, Ministry of Transport, Riyadh, Saudi Arabia.

18. The designated institution and the United Nations agency shall keep the UNDP Resident Representative fully informed of all actions undertaken by them in carrying out this agreement.

19. Except as provided in paragraph 6 above, any dispute between the designated institution and the United Nations agency arising out of or relating to this letter which is not settled by negotiation or other agreed mode of settlement, shall, at the request of either party, be submitted to a Tribunal of three arbitrators. Each party shall appoint one arbitrator, and the two arbitrators so appointed a third arbitrator, who shall be the chairperson of the Tribunal. If, within 15 days of the appointment of two arbitrators, the third arbitrator has not been appointed, either party may request the President of the International Court of Justice to appoint the arbitrator referred to. The Tribunal shall determine its own procedures, provided that any two arbitrators shall constitute a quorum for

all purposes, and all decisions shall require the agreement of any two arbitrators. The expenses of the Tribunal shall be borne by the Parties as assessed by the Tribunal. The arbitral award shall contain a statement of the reasons on which it is based and shall be final and binding on the parties.

20. The designated institution shall handle and be responsible for any third-party claim or dispute arising from operations under this agreement against UNDP or the United Nations agency, their officials or other persons performing services on their behalf, and shall hold them harmless in respect of such claims or disputes. The foregoing provision shall not apply where the parties agree that a claim or dispute arises from the gross negligence or wilful misconduct of the above-mentioned individuals. If you are in agreement with the provisions set forth above, please sign and return to this office two copies of this letter. Your acceptance shall thereby constitute the basis for your organization's participation in the project.

Yours sincerely,

For the designated institution of *the Kingdom of Saudi Arabia*
H.E. Engineer Abdullah Al Mogbel
Deputy Minister for Roads,
National Project Coordinator
Ministry of Transport

Date:

Signed on behalf of the United Nations Department of Economic and Social Development (DESA)

Mr. Nikhil Seth

Director, Division for Sustainable Development
Department of Economic and Social Affairs
United Nations, New York

Date:

Attachment 1 to Letter of Agreement
SAU/10/79238 – Sustainable Road and Transport Management

Attachment 1

DESCRIPTION OF SERVICES

Project number: SAU/10/79238

Project Title: Sustainable Road and Transport Management

Work to be performed by the United Nations Agency:

OUTPUT TARGETS FOR (YEARS)	INDICATIVE ACTIVITIES
OUTPUT : 1. Strengthening Governance and Public Administration through NTS Reporting and Review	
1.1 - NTS reporting mechanism prepared (2012)	1.1 NTS Reporting / Review Mechanism (Formulation of reporting / review procedures; Formulation ToR for experts / consultants) 1.2 Preparing NTS Status Reports (Hiring Experts / Consultants; Status assessment exercise with all sector agencies, status report preparation; NTS status report drafting; NTS status report submission) 1.3 Preparing NTS Review (Hiring Experts / Consultants; NTS policy dialogue with all sector agencies, updating NTS policies and action programme; NTS review workshop; Submission of revised NTS document) 1.4 Developing an activity plan for reducing carbon emissions of the transport sector (Identifying areas for reducing carbon emissions within the NTS Action Programme; Activity Plan formulation)
1.1 - NTS review mechanism prepared (2015)	
1.2 - 1 st NTS Status Report finalized (2013)	
1.2 - 2 nd NTS Status Report finalized (2015)	
1.3 - 1 st NTS five year review finalized (2016)	
1.4 – NTS Task Force Support; developing an activity plan for reducing carbon emissions of the transport sector (2014)	
OUTPUT: 2. Capacity Building for Road and Transport Safety	
2.1 - ITS Design Study Highway 15/40 in Makkah / Madinah Region (2012)	2.1 Development of Intelligent Transport System applications (Selecting consultants through competitive bidding; Coordinating consultants field work and report preparation for the studies) 2.2 Capacity support for road safety management (Delivering ITS related training to MOT staff; Assistance to concerned MOT departments on road safety issues)
2.1 - ITS Design Study for HTMS Dammam/Dhahran/Ai Khobar (2013)	
2.2 - Training for ITS planning and system administration (2012, 2013)	
2.2 – Assistance for road safety management issues (2012, 2013, 2014, 2015, 2016)	

Description of services:

The inputs to the project as described in the project document to be provided by UNDP/UNDESA on the basis of the agreed cost-sharing arrangement with the Government will consist of:

International Project Personnel:

1. Senior Transport Economist
2. Road and Traffic Safety Specialist

Riyadh, Saudi Arabia

2011

Attachment 2 to Letter of Agreement

SAU/10/79238 – Sustainable Road and Transport Management

Schedule of Service, Facilities and Payments in US\$

(Excel Table to be included by UNDP/UNDESA)

ANNEX 2

Terms of Reference for International Project Personnel

- Post Title: Senior Transport Economist
- Post Title: Road and Traffic Safety Specialist

United Nations Nations Unies

Request from the Government of the Kingdom of Saudi Arabia
SAU/10/79238 - Sustainable Road and Transport Management

JOB DESCRIPTION

- Post Title:** Senior Transport Economist
- Duration:** **One Year** (Subject to extension if the Government is in need for the expert services)
- Date required:** **1 January 2012**
- Duty Station:** **Riyadh**, with travel throughout the Kingdom
- Duties:** The expert will be assigned to the Ministry of Transport (MOT) under the supervision of the National Project Co-ordinator (NPC), the Deputy Minister for Roads, and the overall supervision of the United Nations Department of Economic and Social Affairs (UNDESA). The expert will co-operate with the other United Nations personnel and officials of the MOT. In particular the expert will contribute to the achievement of the objectives of the project, namely
- **Strengthening Governance and Public Administration through NTS status reporting and review**
 - **Capacity building for road and transport safety**

In this context the expert will in his capacity:

1. Assist the MOT in identifying and evaluating related issues, in preparing work programmes, terms of references, proposals for sector policies, and other papers as deemed necessary in working towards the overall project objectives.
2. Assist in preparing and facilitating workshops and seminars, and cooperate with concerned departments and contracted consultants and assist the MOT in monitoring and coordination of such project activities.
3. Assist MOT in implementing a transport information system, with emphasis on:
 - **NTS Reporting and Review Mechanism:** NTS sets out a periodical status reporting and review of the strategy for which the Ministry of Transport needs to establish regular mechanism. In this regard the Ministry has to evaluate the level of required capacities for undertaking this reporting and review tasks and develop reporting and review procedures that ensure a thorough dialogue and participation of all involved agencies and stakeholders. Outputs in this regard include a NTS reporting and review programme and terms of references and work schedules for experts facilitating the reporting and review process.
 - **NTS Status Reports:** With the adoption of NTS the Ministry of Transport is directed to prepare a bi-annual NTS Status Report. The leading role of MOT for the preparation of the status report requires continuous overall monitoring and recording of developments related to NTS and concerned agencies and stakeholders. In addition all participating agencies need to contribute NTS status evaluation regarding their activities set out in the NTS Action Programme. In the light of overall developments and the agencies progress report the NTS Status Reports is being drafted. The report preparation process is being facilitated by MOT and supported by experts.
 - **NTS Review:** A five year review cycle has been set out for NTS in order to keep the action programme up to date and in line with the national development plan. While having prepared the bi-annual status reports the NTS review requires the review of the policies and the action programme with regard to the effectiveness and focus on overall and current developments. Therefore the review process includes a policy dialogue to refine the NTS policies and action programme and may include changes as a result of lessons learnt, and additions as those would be appropriate to better achieve the NTS mission and strategic goals. The NTS review exercise includes the preparation of action programme update reports of all participating agencies. On the basis of the proposed revisions MOT will revise NTS policies and action programme

- **Development of Intelligent Transport System Applications:** Following the ITS design study for the Riyadh Highway Traffic Management System and ITS Deployment and Integration Plan for Saudi Arabia MOT will be implementing a number of ITS projects for highways across the Kingdom. This process requires document preparation, technical review of proposals, and technical expertise during project implementation.
 - **Capacity Support for Road Safety Management:** Road safety has become a prominent issue and MOT is undertaking efforts to enhance the road traffic safety management for highways. This includes improving the road and traffic database, introducing proactive monitoring and surveying of safety related road installations, and further developing road safety management tools.
4. Prepare a final report at the completion of the assignment, describing activities and findings, as well as recommendations to the Implementing Agency (UNDESA) and to the Government (MOT) regarding further actions which might be taken. A copy of the final report must be sent to UN/DESA, MOT and the United Nations Development Programme (UNDP) Office in Riyadh.

Qualifications: The expert must have academic credentials in the fields of **transport planning, engineering and/or economics** (preferably with a post graduate degree), with at least **15 years professional experience including international exposure**. The expert should be familiar with transport sector economics of the transport modes road, rail and maritime, and having a good understanding of public administration at ministerial levels. Professional experience in the work environment of a national road administration or an international organization, and work experience in Saudi Arabia would be of additional advantage.

Language: **English**, Arabic (desirable)

Background: With regard to NTS the Ministry of Transport bears responsibility for many substantive tasks of the Action Programme according to the various administrative and managerial duties of the different ministry sections. In addition MOT assumes the responsibility for monitoring, status reporting and periodical review of NTS. Within the scope of this project the focus of the work shall be on (i) NTS status reporting and review and on (ii) Capacity building for road and transport safety. Both are prominent activities that emanate from NTS and assistance through experts and advice is considered important for successfully achieving these tasks.

Activities for NTS implementation monitoring, reporting, and review require the setup of the reporting mechanism and dialogue procedures with over 37 transport sector agencies across the Kingdom in order to draft a comprehensive report that thoroughly reflects the efforts and achievements of each agency in the context of the National Transportation Strategy. The experience made during the NTS formulation process suggests that the biannual status reporting as well as the review of NTS after five years will demand additional expertise and capacities, which may not be sufficiently available within the regular staff of MOT and concerned agencies.

Within the Action Programme for Transport Safety the Ministry has identified the development of enhanced road and traffic safety management systems as activities where specialized expertise and advice is considered important. In this regard MOT has under the previous phase of this project successfully improved the road database, designed an intelligent transport system application for Riyadh Highway Traffic Management (HTMS) and prepared a national ITS Deployment and Integration Plan. From these achievements further activities are following which include: (i) implementation of Riyadh HTMS components, (ii) designing ITS applications identified in the ITS Deployment and Integration Plan, and (iii) further improving the MOT road database, and road safety management capacities. Although these activities are being undertaken within the regular work schedule of MOT, there is a need for particularly specialized expert knowledge and international experience. During the previous project phases such expertise and advice has been effectively delivered and was essential for achieving the road and transport safety objectives.

Language: English, Arabic (desirable)

Background: With regard to NTS the Ministry of Transport bears responsibility for many substantive tasks of the Action Programme according to the various administrative and managerial duties of the different ministry sections.

Within the Action Programme for Transport Safety the Ministry has identified the development of enhanced road and traffic safety management systems as activities where specialized expertise and advice is considered important. In this regard MOT has under the previous phase of this project successfully improved the road database, designed an intelligent transport system application for Riyadh Highway Traffic Management (HTMS) and prepared a national ITS Deployment and Integration Plan. From these achievements further activities are following which include: (i) implementation of Riyadh HTMS components, (ii) designing ITS applications identified in the ITS Deployment and Integration Plan, and (iii) further improving the MOT road database, and road safety management capacities. Although these activities are being undertaken within the regular work schedule of MOT, there is a need for particularly specialized expert knowledge and international experience. During the previous project phases such expertise and advice has been effectively delivered and was essential for achieving the road and transport safety objectives.

ANNEX 3

Special Clauses

1. The schedule of payments

Payment Schedule

<u>DATE</u>	<u>AMOUNT (USD)</u>
2012	2,210,079
2013	1,671,954
2014	1,402,892
2015	864,767
2016	897,054
Total	US \$ 7,046,746

2. The value of the payment, if made in a currency other than United States dollars, shall be determined by applying the United Nations operational rate of exchange in effect on the date of payment. Should there be a change in the United Nations operational rate of exchange prior to the full utilization by the UNDP of the payment, the value of the balance of funds still held at that time will be adjusted accordingly. If, in such a case, a loss in the value of the balance of funds is recorded, UNDP shall inform the Government with a view to determining whether any further financing could be provided by the Government. Should such further financing not be available, the assistance to be provided to the project may be reduced, suspended or terminated by UNDP.
3. The above schedule of payments takes into account the requirement that the payments shall be made in advance of the implementation of planned activities. It may be amended to be consistent with the progress of project delivery.
4. UNDP shall receive and administer the payment in accordance with the regulations, rules and directives of UNDP.
5. All financial accounts and statements shall be expressed in United States dollars.
6. If unforeseen increases in expenditures or commitments are expected or realized (whether owing to inflationary factors, fluctuation in exchange rates or unforeseen contingencies), UNDP shall submit to the government on a timely basis a supplementary estimate showing the further financing that will be necessary. The Government shall use its best endeavours to obtain the additional funds required.
7. If the payments referred above are not received in accordance with the payment schedule, or if the additional financing required in accordance with paragraph []above is not forthcoming from the Government or other sources, the assistance to be provided to the project under this Agreement may be reduced, suspended or terminated by UNDP.
8. Any interest income attributable to the contribution shall be credited to UNDP Account and shall be utilized in accordance with established UNDP procedures.

In accordance with the decisions and directives of UNDP's Executive Board:

The contribution shall be charged:

- (a) [5%]cost recovery for the provision of general management support (GMS) by UNDP headquarters and country offices
- (b) [2.5%]Direct cost for implementation support services (ISS) provided by UNDP and/or an executing entity/implementing partner.

9. Ownership of equipment, supplies and other properties financed from the contribution shall vest in UNDP. Matters relating to the transfer of ownership by UNDP shall be determined in accordance with the relevant policies and procedures of UNDP.

10. The contribution shall be subject exclusively to the internal and external auditing procedures provided for in the financial regulations, rules and directives of UNDP.”