Annex I: Sample project proposal for sponsorship

Our Ref: Project submission for sponsorship

UNEP subprogramme and programme element: Technology, Industry and Economics (Production and Consumption Branch) and Environmental Policy Implementation

Title of project: Building national and local capacity for dangerous goods transport emergency planning implementation (TransAPELL)

Legislative authority: UNEP/GC.21/3/Add.1 (Environmental Emergencies) 21/17
Further improvement of environmental emergency prevention, preparedness, assessment, response and mitigation

Geographical scope: Global/regional (project implementation in three countries)

Co-operating agency/Supporting organization: The United Nations Economic Commission for Europe, Governments and national institutions in countries selected for implementation in Asia-Pacific, Africa, Latin America.

Duration of the project: Three years

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Cost of project: Total: $ 1,182,850
(Expressed in US$)
### Project Summary:

This proposal outlines a project aimed at helping selected national governments to improve their own ability to manage safely the transportation of dangerous goods by raising awareness and building capacity of national and local institutions that deal with emergency preparedness and response, through the “transAPELL” approach. The scope of this project is inland transportation of dangerous goods, including rail, road, and pipeline transportation.

Based on existing demands, activities will be carried out at the national level in three selected countries one from each of the following regions: Africa, Latin America, Asia-Pacific – to be jointly selected with donors reflecting the intention of UNEP and donors to increase specific countries’ safety levels.

This project aims to build capacity on the safe transportation of dangerous goods at national and local levels. National capacity building will be carried out through workshops and training while local capacity building will be carried out through demonstration projects in a selected vulnerable community (hot spot) in each country.

### Background:

Increased industrialization has also brought a similar increase in the transportation of hazardous materials. The local customs, skills, and information for safe transport often are inadequate. Lack of familiarity with chemical substances means that local populations behave inappropriately in case of an accident. Consequently, the risk of accidents during the transport of dangerous goods has also increased in both industrialized and developing countries.

The terrorist attack on September 11 also gave the transportation of dangerous goods a different perspective. Huge tanks of concentrated deadly gases that the chemical industry transport near densely populated areas can be considered as “prepositioned weapons of mass destruction” for terrorists and should be protected so as not to be seen as “easy” targets.

Apart from deliberate acts, usual transportation accidents were also in the news recently. The train blast in Iran in February 2004 had a devastating effect on the villages that bordered the railroad. The explosion resulted in 328 deaths and approximately 460 injuries. The derailed cars contained a variety of mixed dangerous chemicals including solid sulphur, gasoline, and fertilizers.
The North Korean accident in April 2004 also gave rise to some questions regarding how to transport ammonium nitrate, which was the chemical involved in the accident. This accident killed 161 people and injured more than 1,000. The blast obliterated the station and the immediate vicinity, causing damage within a radius of four kilometres.

These accidents triggered UNEP Division of Technology, Industry and Economics (DTIE) to invest again in the area of transportation of dangerous goods. It is clear that the risk of transportation accidents involving hazardous substances is serious and should be integrated into local emergency preparedness planning, and capacity should be built at national level.

This proposal has already been discussed with the Swiss Agency for the Environment, Forests and Landscape (SAEFL) and Switzerland might be in a good position to share its experiences in the management and control of the transportation of dangerous goods within the country.

This project will be built on the expertise drawn from the APELL programme and from expertise in safe transportation from some developed countries that have advanced in this area such as Switzerland, Canada, United States and the Netherlands.

**Proposal:**

This project aims to improve the ability of selected national governments to deal with risks arising from the transportation of dangerous goods. To do so, the following is needed:

- To build capacity of relevant national and local institutions to improve their knowledge and effective use of prevention and preparedness procedures to manage the risks arising from the transportation of dangerous goods (the idea is to build capacity on the existing material developed already by the United Nations Committee on the Transportation of Dangerous Goods) – perhaps even linking this phase with the UNCTDG secretariat for a joint initiative;
- To undertake three demonstration projects in each of the selected countries to allow local authorities and institutions to also build capacity and be trained on how to manage transportation risks (based on the transAPELL approach).

**Objectives:**

- Reduction of human injuries and deaths related to transportation of dangerous goods in the selected countries;
- Overall reduction of accidents related to the transportation of dangerous goods in the selected countries;
- Local level demonstration of the applicability and usage of national frameworks;
- Increased capacity of local institutions to deal with the prevention, preparedness and response to transportation accidents involving dangerous goods.

**Results:**

- Increased public awareness of overall risks of transportation of dangerous goods and related prevention measures;
- Enhanced management of transportation of dangerous goods by national institutions of the selected countries;
- Enhanced government and local readiness to reduce overall accidents related to transportation of dangerous goods.

**Outputs:**

- Effective delivery of training for the safe transportation of dangerous goods.
- Development and dissemination of procedural guidelines for safe transportation of dangerous goods for worldwide use and adaptation by other national or institutional partners.
- Establishment of multiplication strategy for local community institutional capacity building for safe handling of dangerous goods.

**Activities:**

**Initial phase – national capacity building**

1. Set up a steering committee for the project;
2. Develop a detailed project plan of action with specific activities, specific budget, timeline and responsibilities;

3. Develop, together with the steering committee, project performance criteria and indicators to evaluate whether the actions proposed are leading to improvements in reducing the likelihood of transportation accidents (prevention), in improving preparedness (reducing the vulnerability);

4. Identify a Government focal point in each of the selected countries to participate in the project;

5. Assess in each country governance structures, policies, tools and practices related to the transportation of dangerous goods. Existing good practices will be the basis for suggestions and recommendations together with expert consultations;

6. Develop a training package to train national and local institutions on the safe transportation of dangerous goods;

7. Undertake national awareness raising activities and training in each of the three countries;

8. Hold one project progress review meeting where inter-regional or inter-country consultation with stakeholders and implementers will take place to discuss the lessons learned, best approaches, and a flexible framework for countries to follow;

**Implementation phase – Demonstration projects**

1. Identify, together with the steering committee and the government focal point, a “hot spot” in each country to demonstrate the project (through undertaking transAPELL implementation);

2. Form in each hot spot local committees to participate in the demonstration project implementation;

3. Train all local institutions in the three hot spots with the same training package developed in the initial phase;

4. Implement the transAPELL process in each of the hot spots – this phase will last two years and will involve four visits to each selected hot spot plus one full scale drill;

5. Collect project indicators;

6. Promote public awareness campaigns to communicate with a larger regional community the findings and changes implemented during the project and how these actions can possibly reduce the likelihood of transportation accidents or their impact on property, life and environment;

7. Prepare a national meeting to show overall project results and propose a multiplication strategy in the country;

8. Document all project-related documentation, methodologies and reports both in English and the national language so that after completion the whole initiative can be multiplied in other countries.