



# TRACECA ROAD SAFETY II

EU funded Regional road safety project

## Sharing EU successes and expertise in Road safety with TRACECA Region

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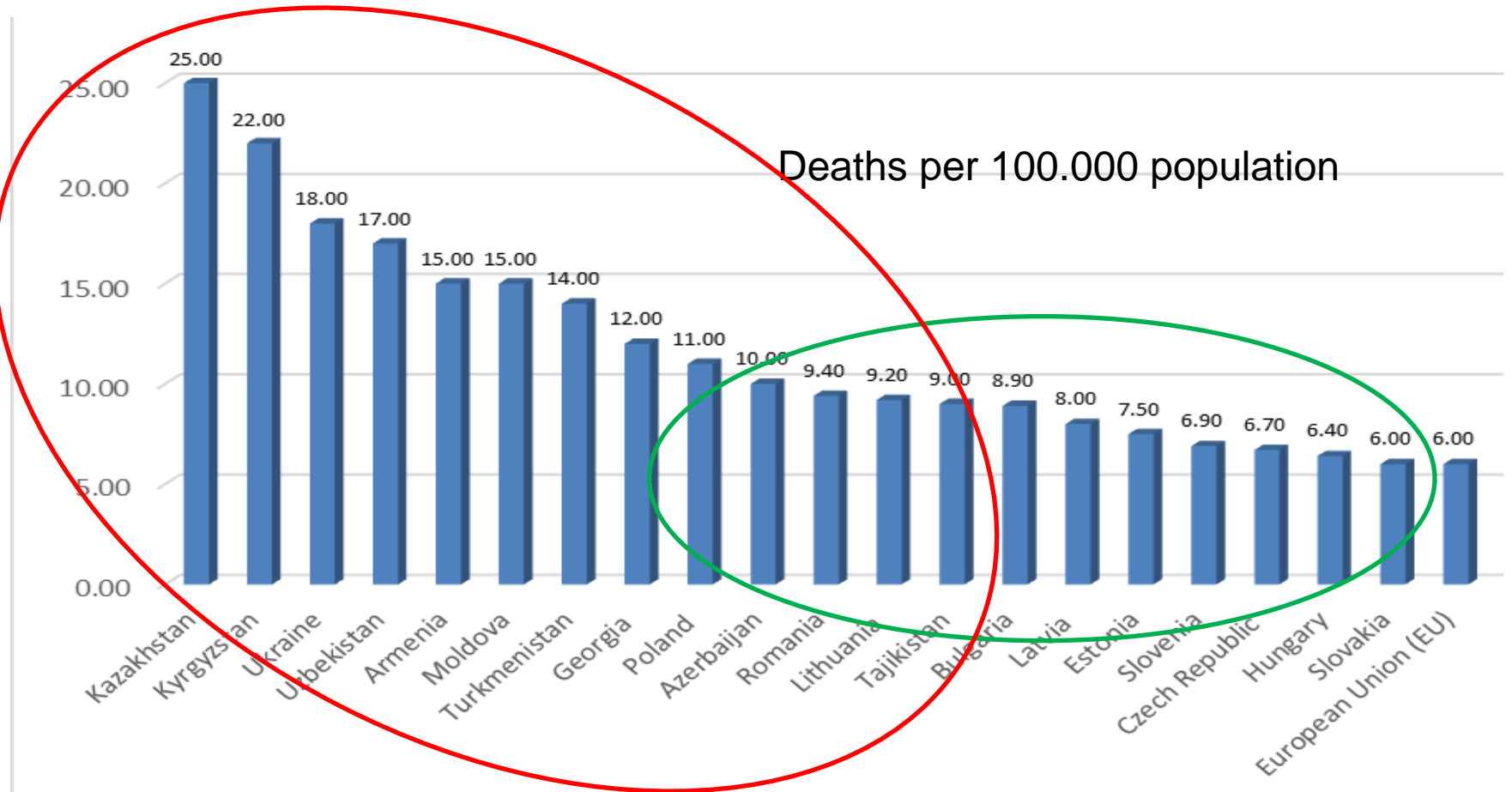
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# EU has the best road safety in the world

- EU has steadily improved road safety over the last 4 decades and has delivered around a 50% reduction each decade so that now road deaths are a very small fraction of what they were several decades ago
- Despite making significant reductions in deaths year after year and having implemented all the “easy” measures many years ago , the systematic and scientific approach of the EU is still delivering further reductions of 40-50% each decade
- Application of similar approaches in low and middle income countries can deliver similar significant reductions in deaths and serious injuries



## Comparison of TRACECA countries against other ex soviet countries who have implemented EU approaches to road safety



# Overview of application of EU approaches to TRACECA region

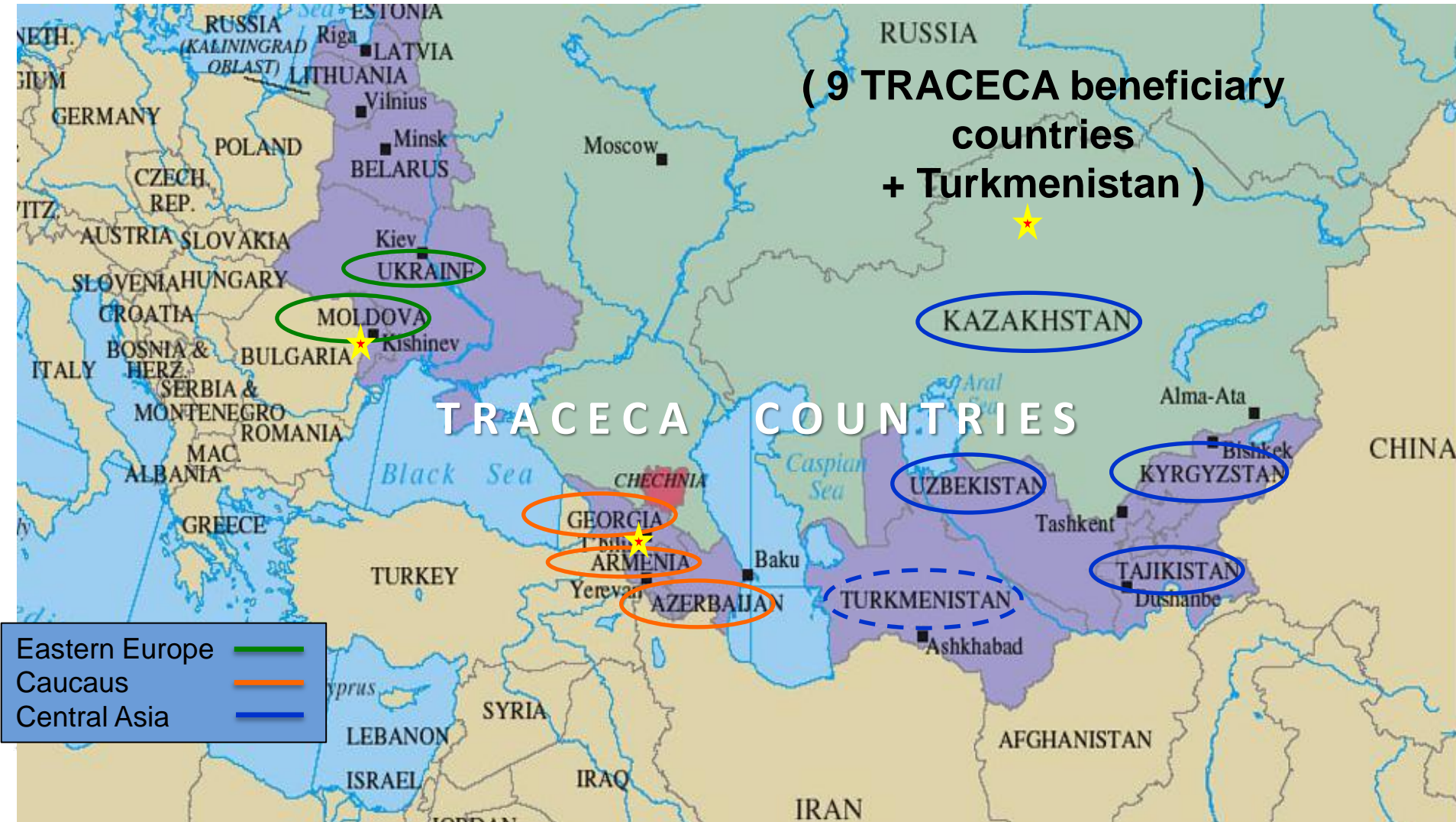
- 1 The region and its geopolitical importance
- 2 The problem and future prospects
- 3 What did EU do ?
- 4 Phased approach to build capacity and sustainability
- 5 Three phase approach implemented
  - **Regional plan**
  - **Country specific action plans and capacity building** via regional sub regional and national workshops
  - **In country follow up visits and training** to institutionalize road safety activities ( eg road safety into university courses , road safety research , local safety audit courses , improved coordination , management and funding mechanisms, blackspot improvement programmes , harmonisation etc )



# BACKGROUND

( 9 TRACECA beneficiary countries + Turkmenistan )

TRACECA COUNTRIES

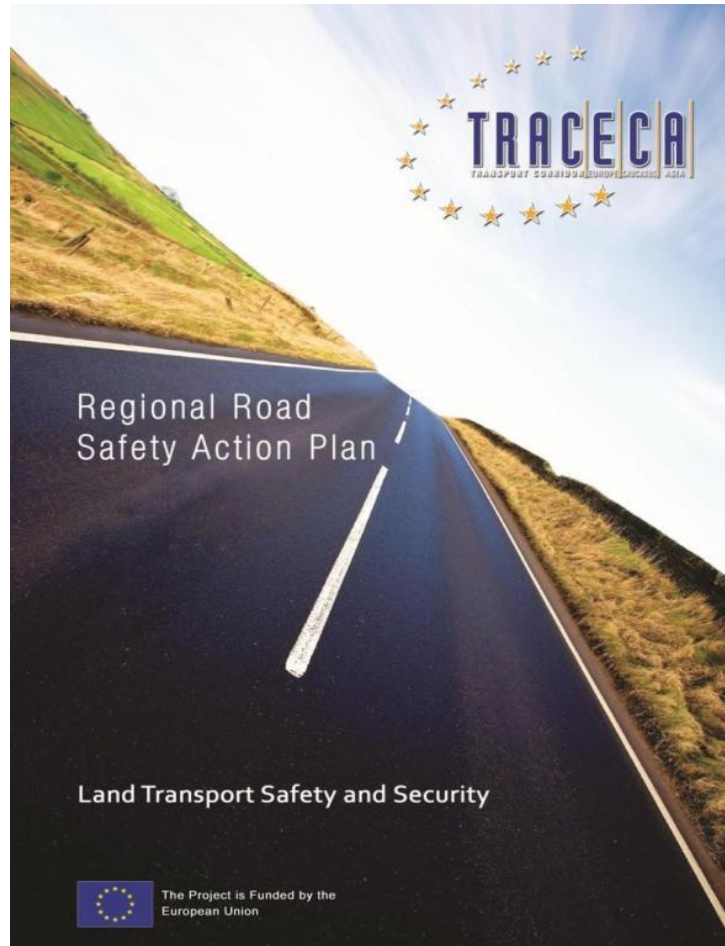


Eastern Europe	
Caucasus	
Central Asia	





# PHASE 1 : TRACECA REGIONAL ROAD SAFETY ACTION PLAN



1. Armenia
2. Azerbaijan
3. Georgia
4. Moldova
5. Kazakhstan
6. Kyrgyzstan
7. Tajikistan
8. Turkmenistan
9. Ukraine
10. Uzbekistan



# TRACECA REGIONAL ROAD SAFETY ACTION PLAN

Six Action Areas have been defined:

- 1. Institutional Improvements**
- 2. Safer Infrastructure**
- 3. Safer Vehicles**
- 4. Safer Road Users;**
- 5. Medical Care for Crash Victims**
- 6. Changing Attitudes to Road Safety**



# TRACECA ROAD SAFETY PROJECT II

PHASE 2 : Project Implementation in 2 parts

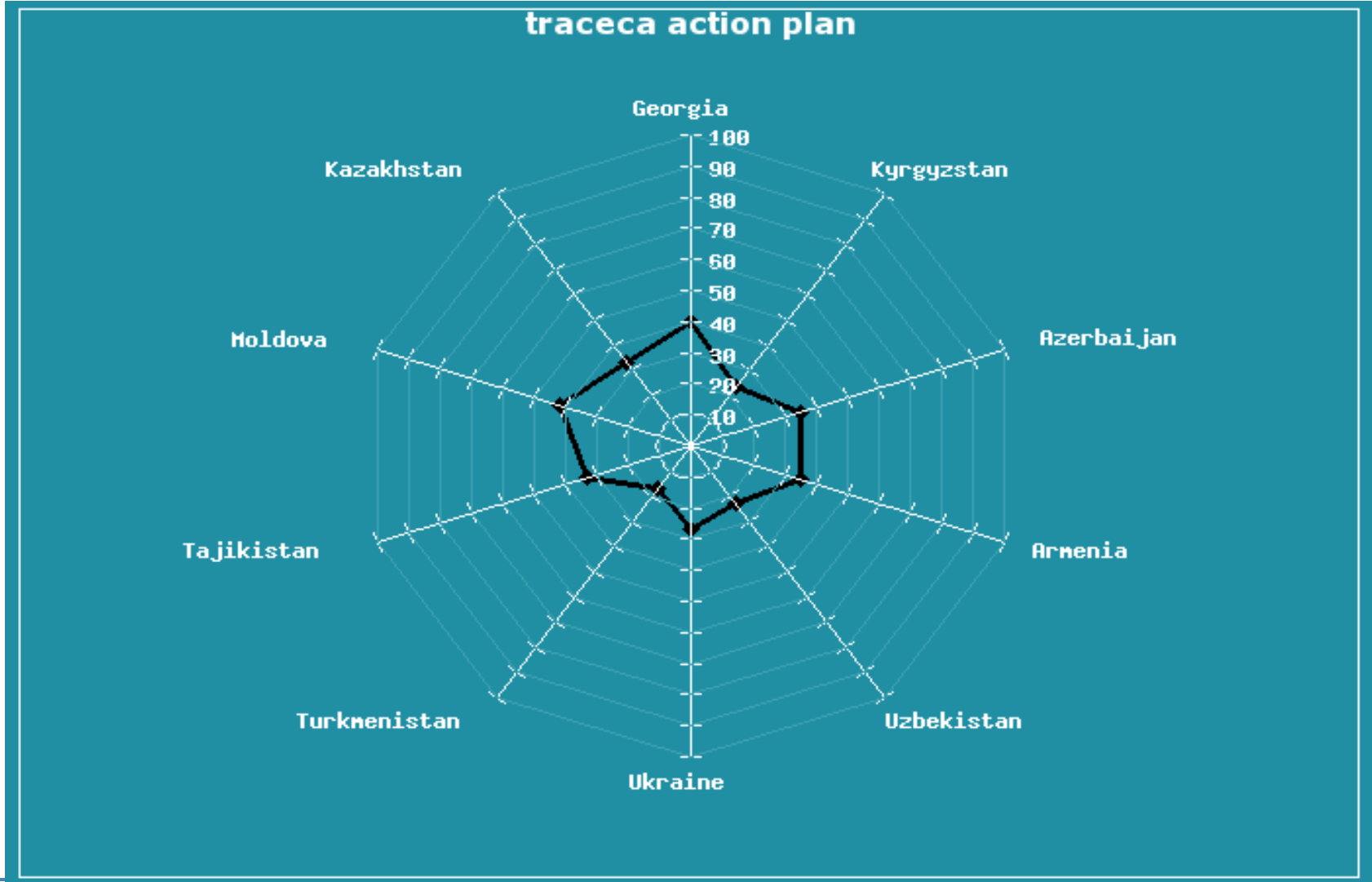




# Understanding and benchmarking the Problem

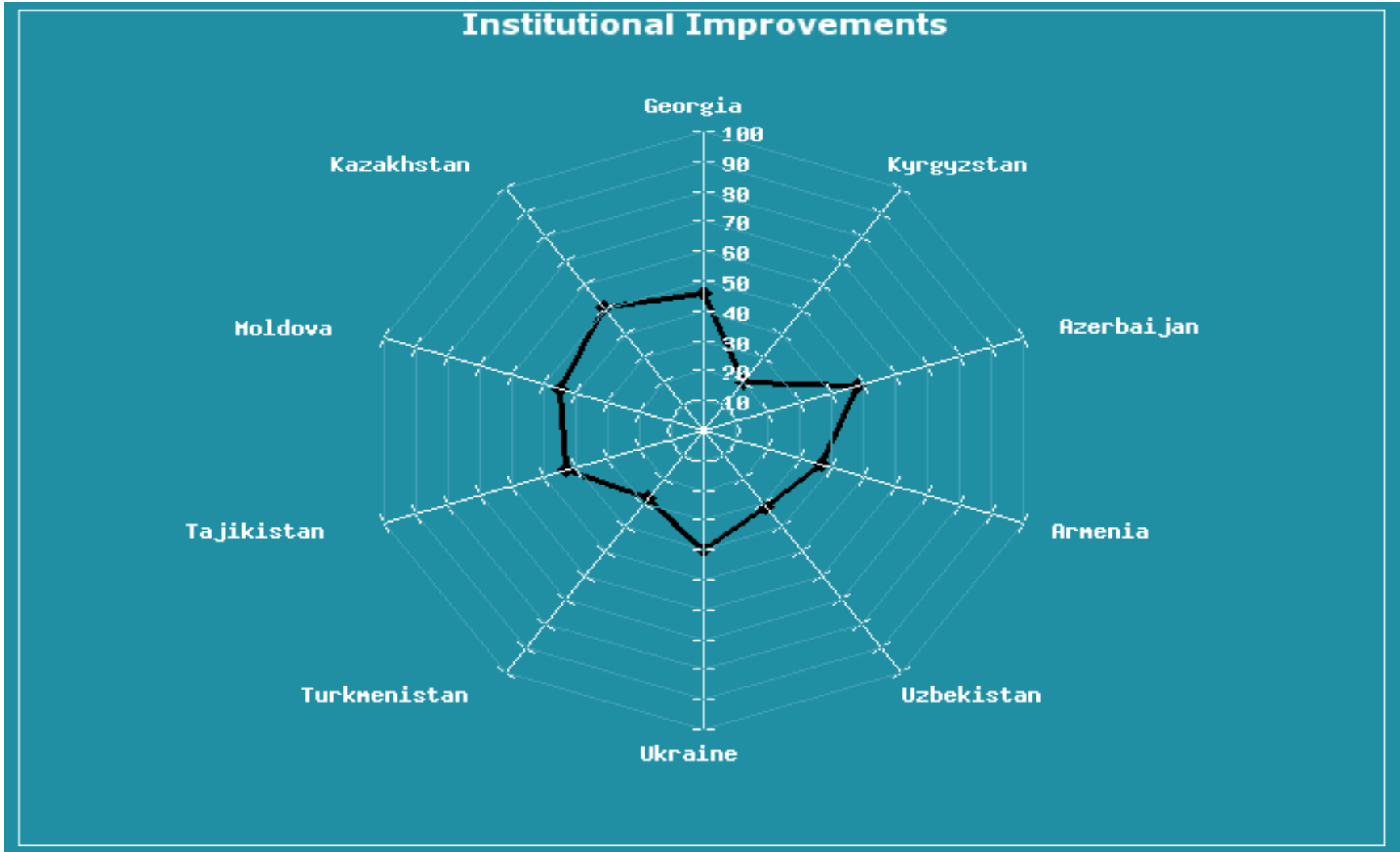


# Regional plan implementation in TRACECA countries



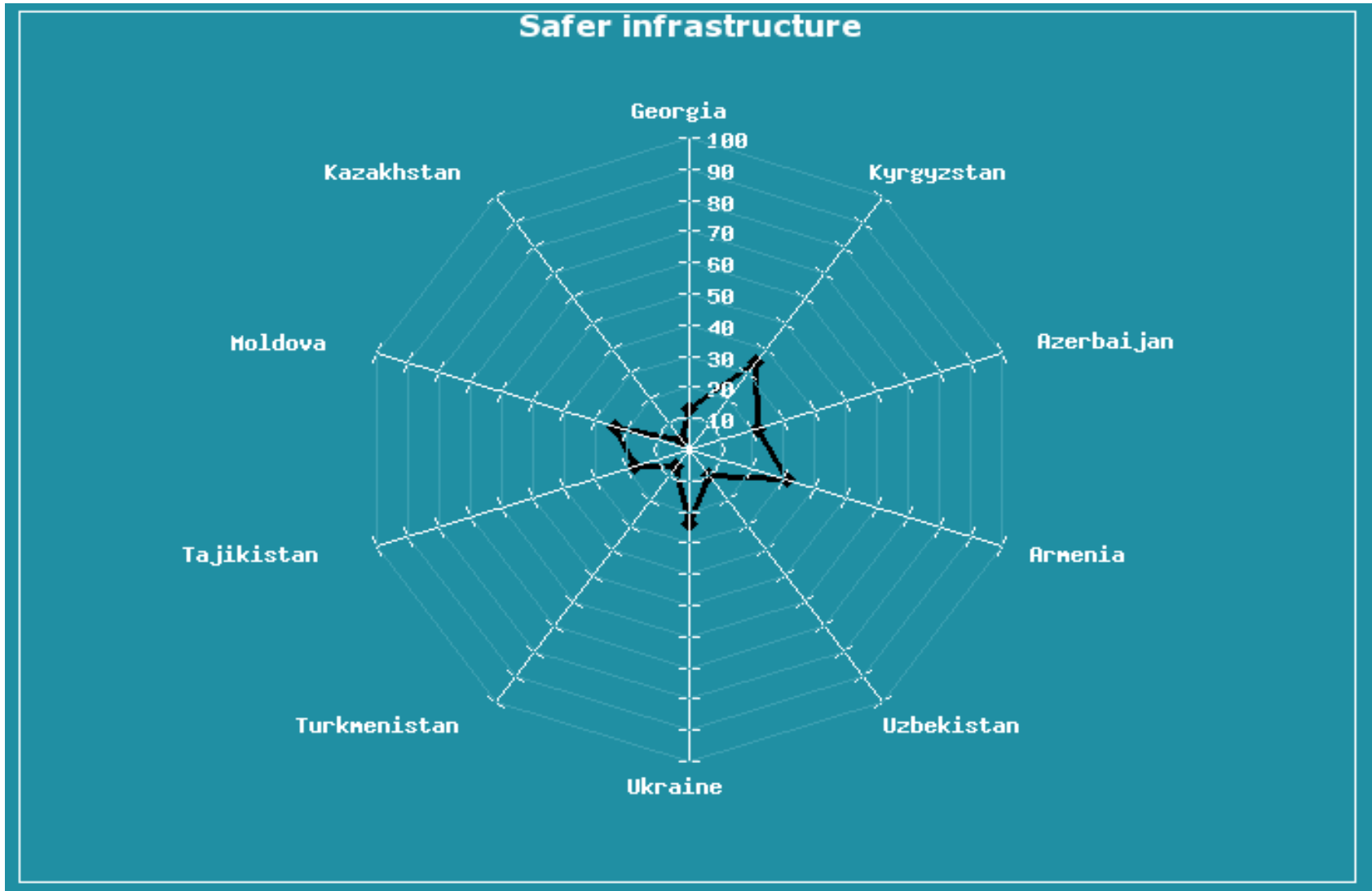


# Institutional improvements



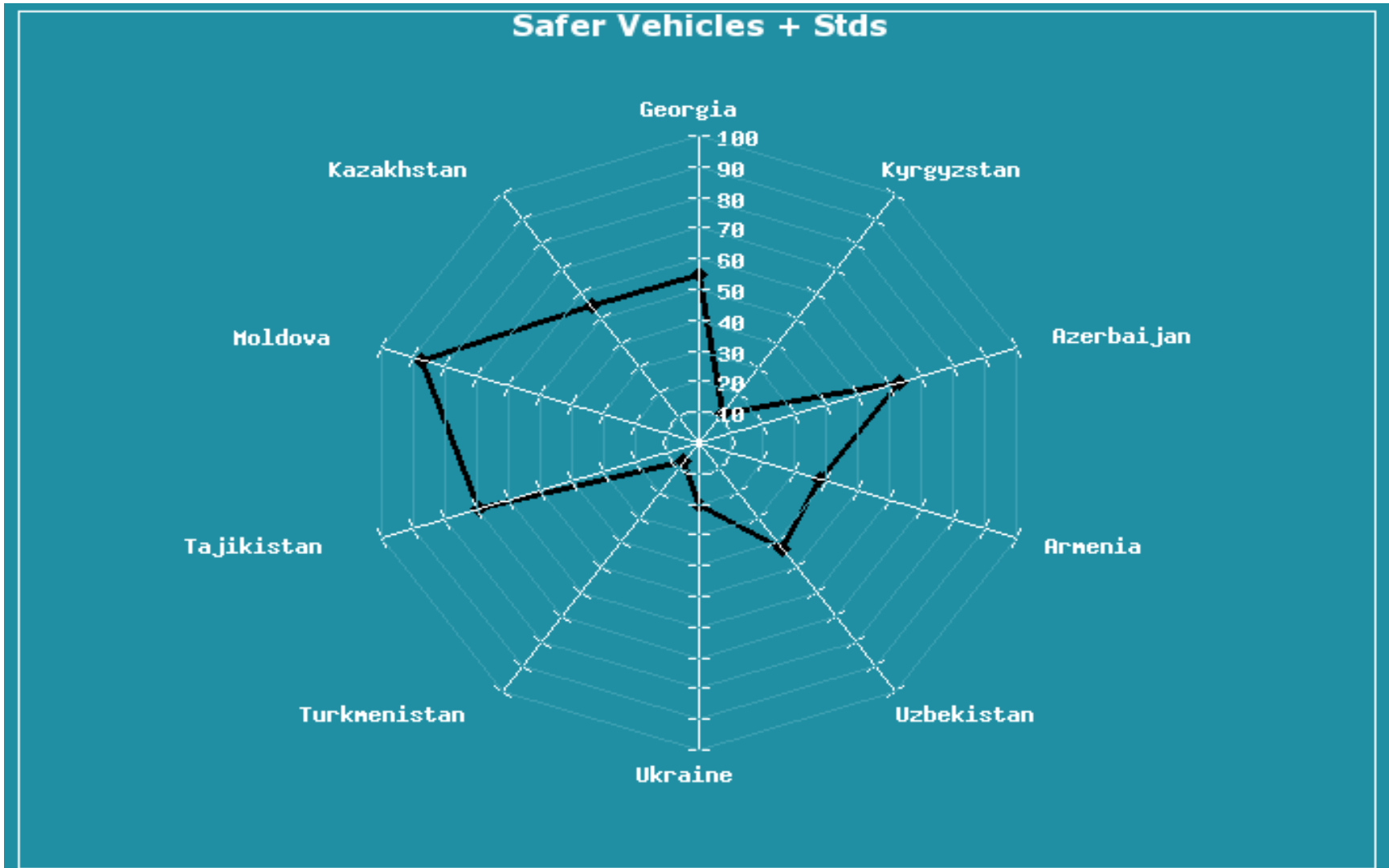


# Safe Road Infrastructure



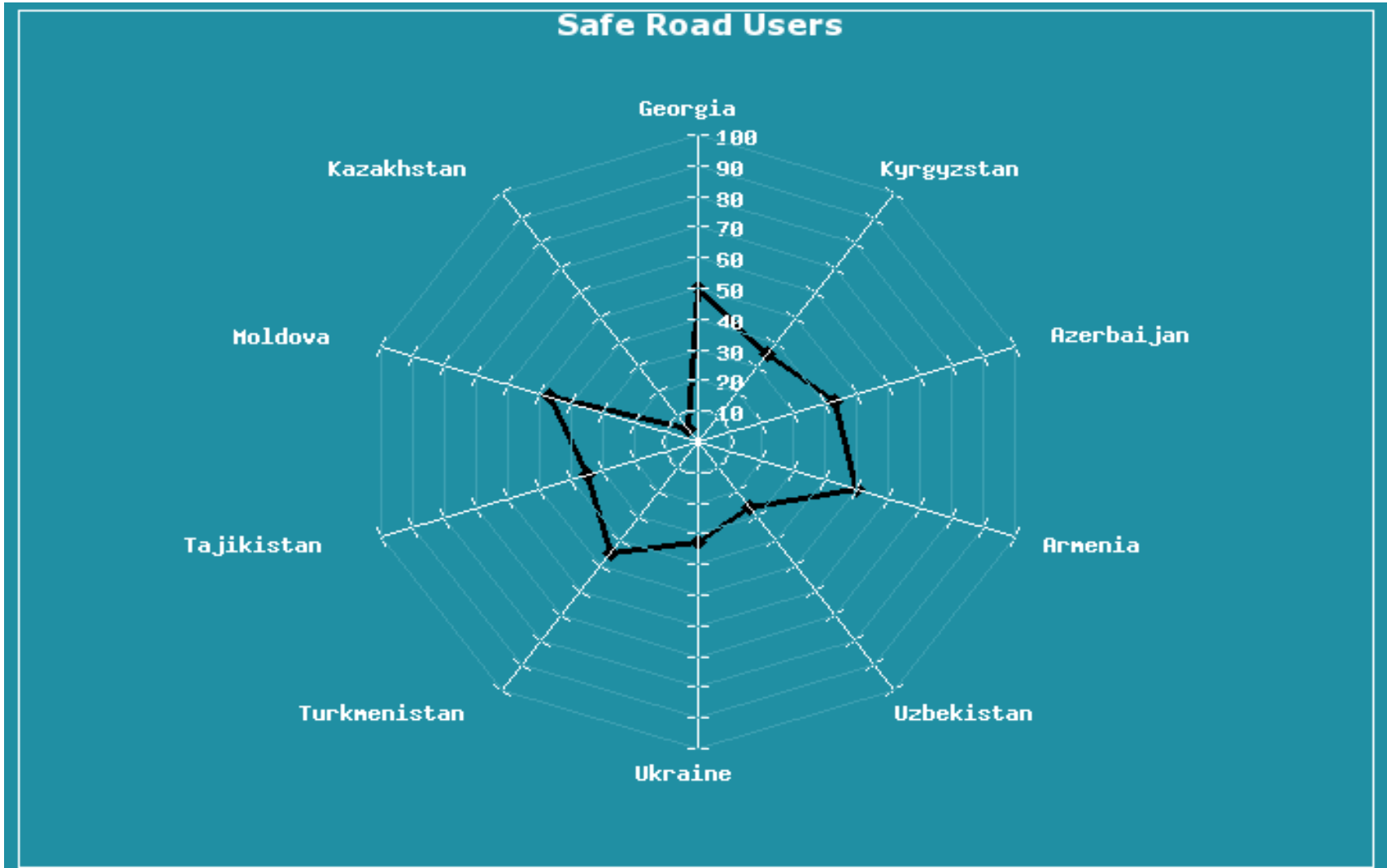


# Safer Vehicles and Standards





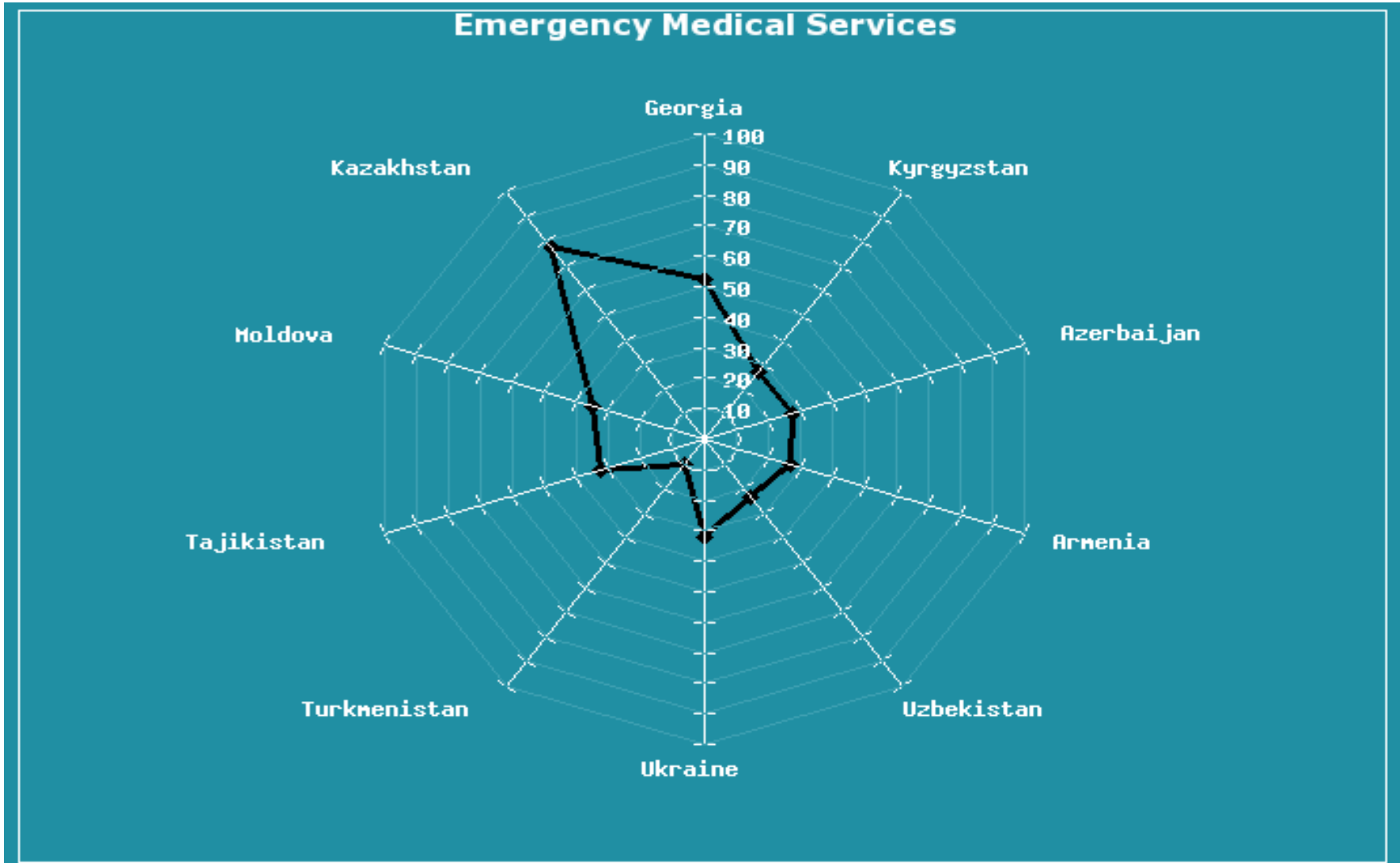
# Safer Road Users





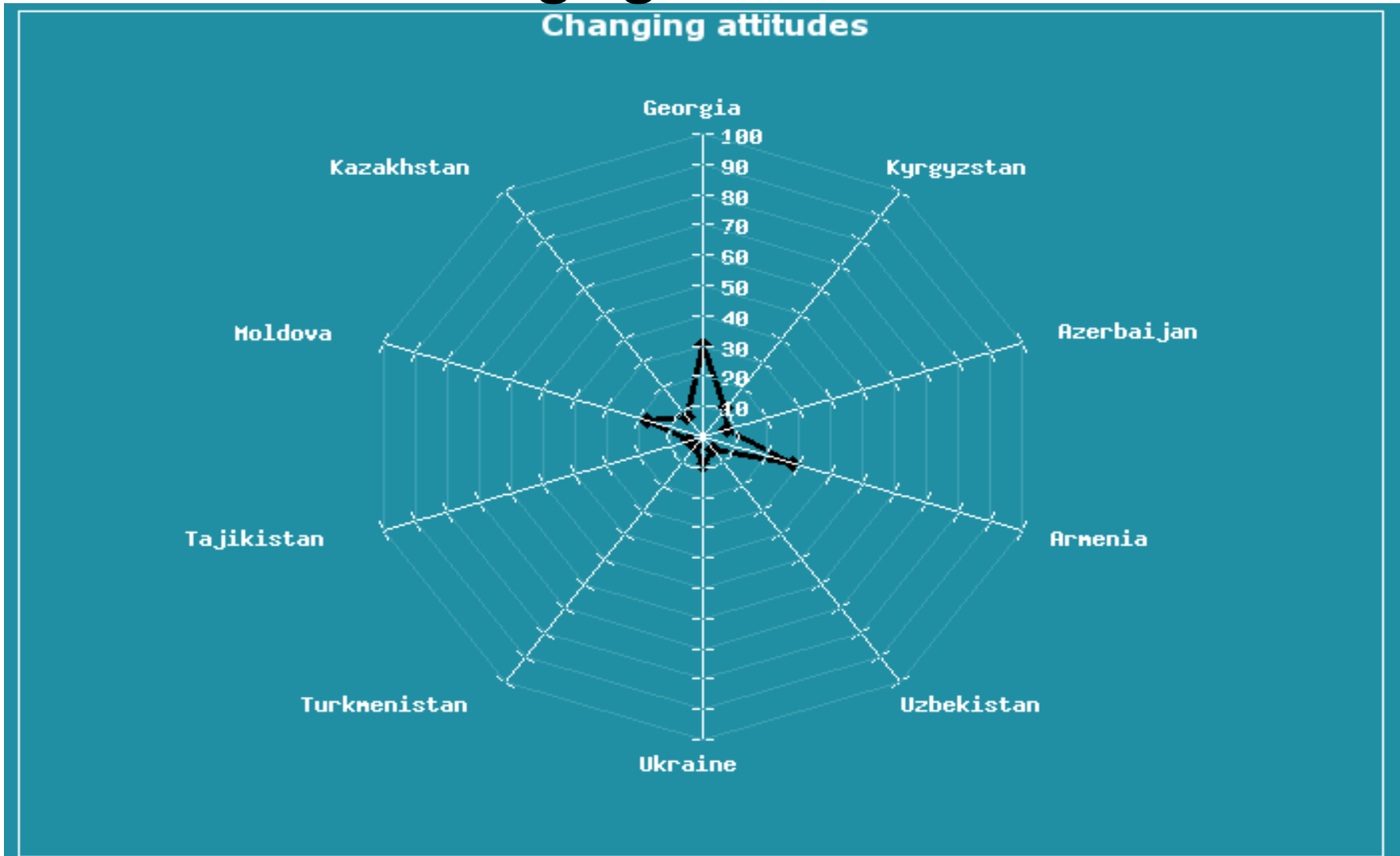


# Emergency Medical Services





# Changing attitudes





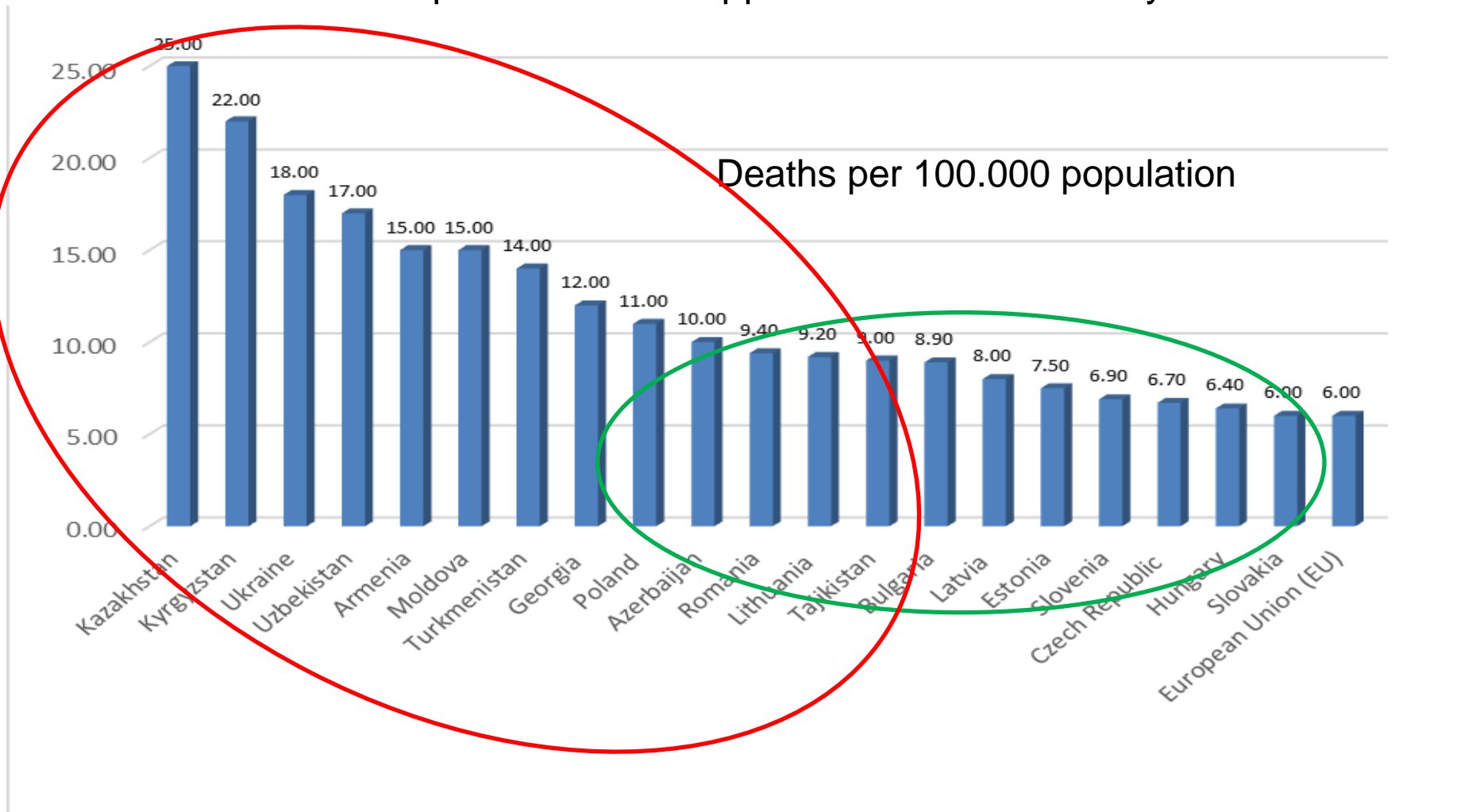
# TRACECA ROAD SAFETY PROJECT II

**Now**  
 19,000 deaths / year  
 190,000 injuries / year  
 \$17billion losses/year  
 (4% of annual regional GDP)

**The Future ?**  
 Huge increases in Traffic  
 Building roads that are unsafe  
 Killing the young most productive  
 Likely serious Impact on economies



## Comparison against other ex soviet countries who have implemented EU approaches to road safety



# Can we do what other ex soviet countries have done?

Country	Road deaths		%Change 2001-2011	Deaths /100.000 population	
	2001	2011		2001	2011
<b>Bulgaria</b>	1011	755	-34.9	12.4	8.9
<b>Czech Republic</b>	1334	802	-47.0	13.0	6.7
<b>Estonia</b>	199	101	-49.2	14.6	7.5
<b>Hungary</b>	1239	638	-48.5	12.1	6.4
<b>Latvia</b>	558	179	-67.9	23.6	8.0
<b>Lithuania</b>	706	297	-57.9	20.2	9.2
<b>Poland</b>	5534	4189	-24.3	14.5	11.0
<b>Romania</b>	2461	2018	-18.0	10.9	9.4
<b>Slovakia</b>	814	324	-47.2	11.6	6.0
<b>Slovenia</b>	278	141	-49.2	14.0	6.9
<b>Serbia</b>	1275	728	-42.9%	16.99	10.06
<b>European Union ((EU)</b>	54302	30108	-44.6	11.3	6.0

# Implementation Strategy designed to deliver impacts and outcomes

- **Year 1 Focus** Awareness raising , general capacity building and understanding strengths weaknesses and needs of individual countries (Regional , sub regional and national activities)
- **Year 2 Focus** Institutionalizing road safety activity and making it sustainable . Regional and National coordination and national level Institutional strengthening and follow up capacity building



## **Year 1**

Awareness raising , general capacity building and understanding strengths weaknesses and needs of individual countries (Regional , sub regional and national activities)



## Regulatory and institutional reforms ( work completed under phase 2 )

COMPONENT 2 TASKS:	STATUS
Inputs to GRSP sub regional workshops	Participation in 3 GRSP Regional Workshops
National action planning workshops + countries implementation support	<p>Eight of 10 National Action Planning Workshops already implemented working groups established and 3 year priority action plans being prepared for each country - removing obstacles/ impediments to safety effectiveness</p> <p>40-50 participants per country ( around 400 participants to date) scores typically around 4.6</p>
EU agreements/ UNECE conventions	Regional UNECE Workshop implemented in Kiev from 10-13 March 2015. - 8 countries around 24 experts trained





## COMPONENT 3: Safer infrastructure and vehicles (work completed )

### DESIGN STANDARDS

### WS 3-W001 (1-3)

Three regional WS (two days):

- Kiev 18-19. September 2014**  
 (12 representatives from:  
 UKR 6 & MD 6)  
 Evaluation mark: 4.77
- Tbilisi 16-17 October 2014**  
 (18 representatives from:  
 ARM 6, AZE 6 & GEO 6)  
 Evaluation mark: 4.52
- Astana 20-21 November 2014**  
 (17 representatives from:  
 KAZ 2, KGZ 6, TAJ 6 & UZB3)  
 Evaluation mark: 4.67





## COMPONENT 3: Safer infrastructure and vehicles ( work completed )

EU DIRECTIVE ON SAFETY IN ROAD TUNNELS	WS 3-W002
<p><b>ONE regional WS (two days):</b></p> <p><b>1. Kyrgyzstan 30-31 October 2014</b>            (14 representatives from:            ARM 2, AZE 2, GEO 2, KGZ 2, MOL            2, TAJ 2 &amp; UKR 2)            Evaluation mark: 4.68</p>	



# COMPONENT 3: Safer infrastructure and vehicles (Work completed )

## SAFETY AUDIT TRAINERS AND TEMPLATE ON ROAD SAFETY AUDIT POLICY/LEGISLATION

**TWO regional WS (five days):**

- 1. Tbilisi 20-24 October 2014**  
 (9 representatives from:  
 GEO 3, MD 3 & UKR 3)  
 Evaluation mark: 4.68
- 2. Astana on 24-28 November 2014.**  
 (13 representatives from:  
 KAZ 2, KGZ 3, TAJ 3 & UZB 3)  
 Evaluation mark: 4.76







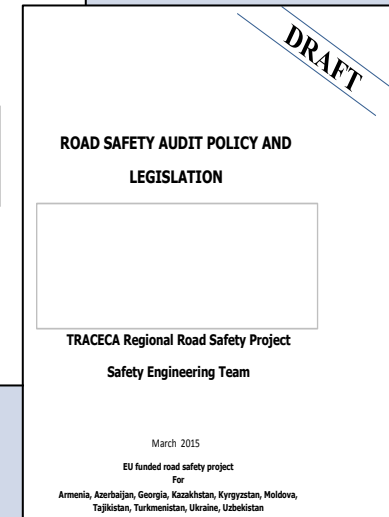
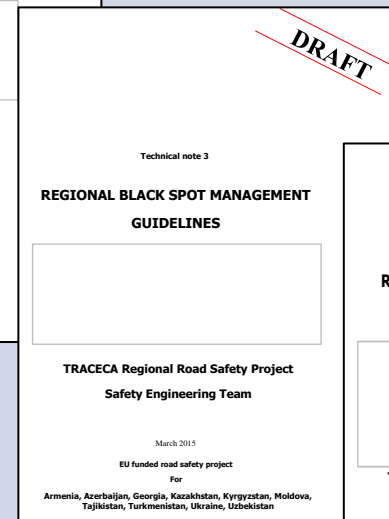
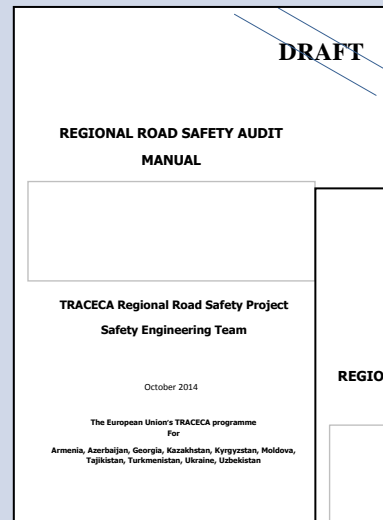
# COMPONENT 3: Safer infrastructure and vehicles (work completed )

## Guidelines

## WS 3-W001 (1-3)

### Technical Notes and documents:

1. Regional Road Safety Audit Manual
2. Regional Black Spot Management Guidelines
3. Simple template on Road Safety Audit Policy and proposal of legal changes to make RSA mandatory at national level







## COMPONENT 4: **Communication and visibility** **( work completed )**

- **Communication strategy**

Agreed with EC and EU Delegation in each country...  
8 countries completed

- **Visibility activities**  
**(website , logos, events, press articles)**

Web presence at TRACECA site,  
logos used, flag also, press material  
prepared and shared, TV + press  
coverage, etc.



## **Year 2**

Institutionalizing road safety activity and making it sustainable . Regional and National coordination and national level Institutional strengthening and follow up capacity building



## **COMPONENT 2:      Regulatory and institutional reforms ( institutionalizing road safety for sustainability )**

COMPONENT 2 TASKS:	STATUS
Crash data base systems	Team to visit each country to review systems , provide training and explore establishment of a regional crash database ( TRACECA Secretariat ? )
Socio -Economic costing of road crashes	Economic institutes in all 10 countries to do research on costs of crashes to allow cost benefit analyses ( CBA) of interventions and to quantify annual economic losses
Study tours/training (SERBIA)	Deputy heads of police , ministry of transport , roads administrations have completed a 1 week study tour to Serbia for training and site visits 3 regional working Groups established
Introducing safety into relevant university courses	Team to visit each country and to discuss with university professors, introduction of road safety module ( 10-12 lectures ) into final year of relevant university courses ( eg road engineering )



## **COMPONENT 2: Regulatory and institutional reforms ( institutionalizing road safety for sustainability )**

<b>COMPONENT 2 TASKS:</b>	<b>STATUS</b>
<b>Developing road safety research capacity in universities and research institutes</b>	<b>Universities and research institutes to be assisted to develop road safety research programmes and to initiate collaborative research with technical support / advice from a foreign university</b>
<b>Effective implementation of country priority road safety action plans</b>	<b>Interim working groups in each country to be introduced to best international practices in implementation of action plans</b>
<b>EU agreements and UNECE conventions related to road safety</b>	<b>Relevant experts to visit each country according to agreed needs to provide advice training and guidance on conventions . Countries to be assisted to attend UNECE working parties</b>
<b>Harmonizing safety related activities across the region In 3 key sectors</b>	<b>The project team will work with, develop and support the 3 regional working groups ( traffic police , Ministries of Transport and roads administrations) to harmonize activities</b>



# COMPONENT 3: Safer Infrastructure and Vehicles ( institutionalizing road safety for sustainability )

COMPONENT 3 TASKS:	STATUS
<p><b>Heavy Goods vehicle routes to avoid residential areas and parking provision on major routes</b></p>	<p><b>Report to be prepared reviewing current needs and practices in TRACECA countries and making recommendations for improvement</b></p>
<p><b>Vehicle periodic technical inspections and safety standards</b></p>	<p><b>Expert to visit each country to assess needs , train local experts as needed and to prepare road map for each country to implement improvements</b></p>
<p><b>Assisting establishment of road safety audit courses and blackspot management courses in each country</b></p>	<p><b>The safety engineering team who trained the road engineers on safety audit and blackspot management will visit each country to do follow up training and to assist in establishing an annual course at a suitable institution . Courses to be presented by the local safety engineers trained under TRACECA regional road safety project</b></p>



## COMPONENT 4: **Communication and visibility ( institutionalizing road safety for sustainability )**

### End of project event .

- 1 Possible shared 2 day Seminar with GRSP to present project results to around 100 participants from TRACECA countries , Project teams , WHO ,UNECE Development banks and EU . Will show impacts and progress against benchmarked status at start
- 2 If additional funding provided , the first annual 3 day TRACECA road safety conference with several streams of presentations and discussions . To become an annual event with 300 or so participants similar to annual road safety conferences in Asia and Africa . This encourages local professionals to exchange information , present research etc







**Thank you for your attention!**