



Road Safety Performance Review

DR Gela Kvashilava,

**The United Nations Economic Commission for
Europe,
Lead National Consultant, Project Team Leader**

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Goals for Georgia's Road Safety

- Enhance National Capacity for Assessment
- Update Legal and Regulatory Framework
- Improve Management and Coordination amongst stakeholders



Road Safety Performance Review

1

Analyze statistical data from 2005-2016



2

Assessment of institutional and legislative framework

3

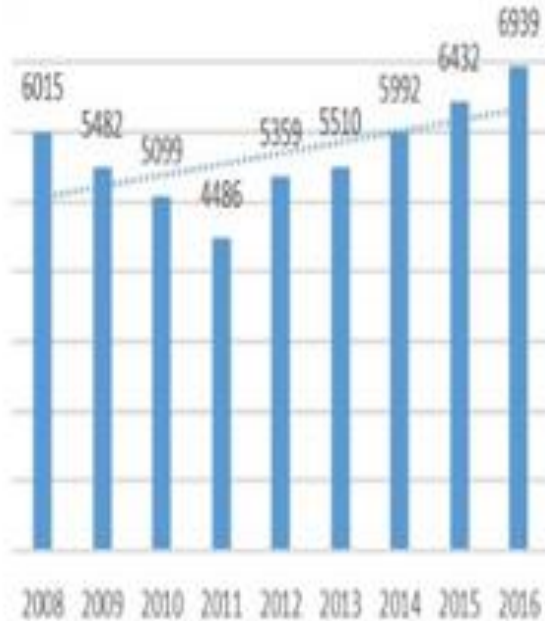
Determining the existence of sufficient human and financial resources

4

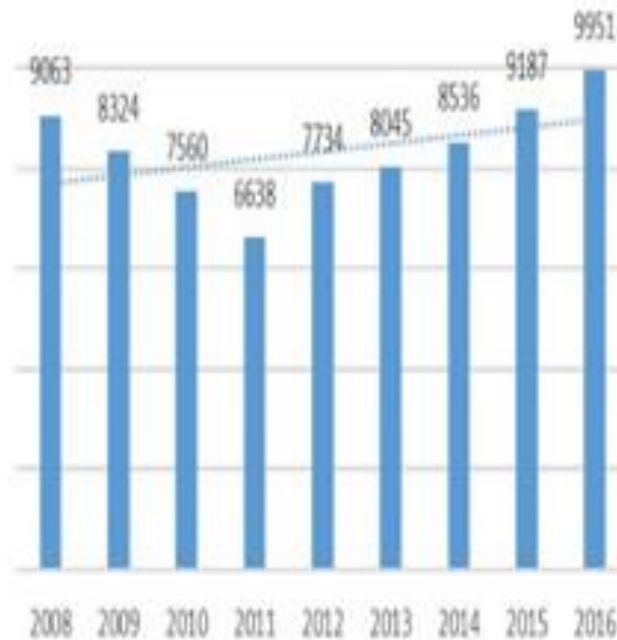
Revealing the most acute issues and priorities in road safety field

Road Traffic Crashes 2008-2016

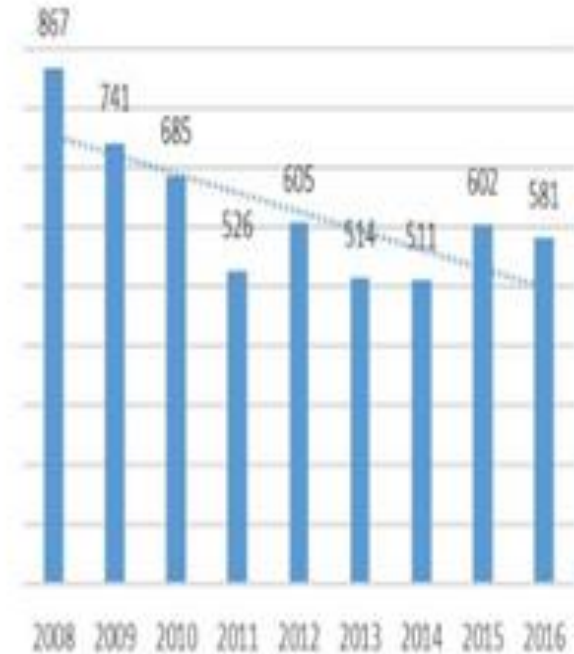
Road crashes



Persons injured

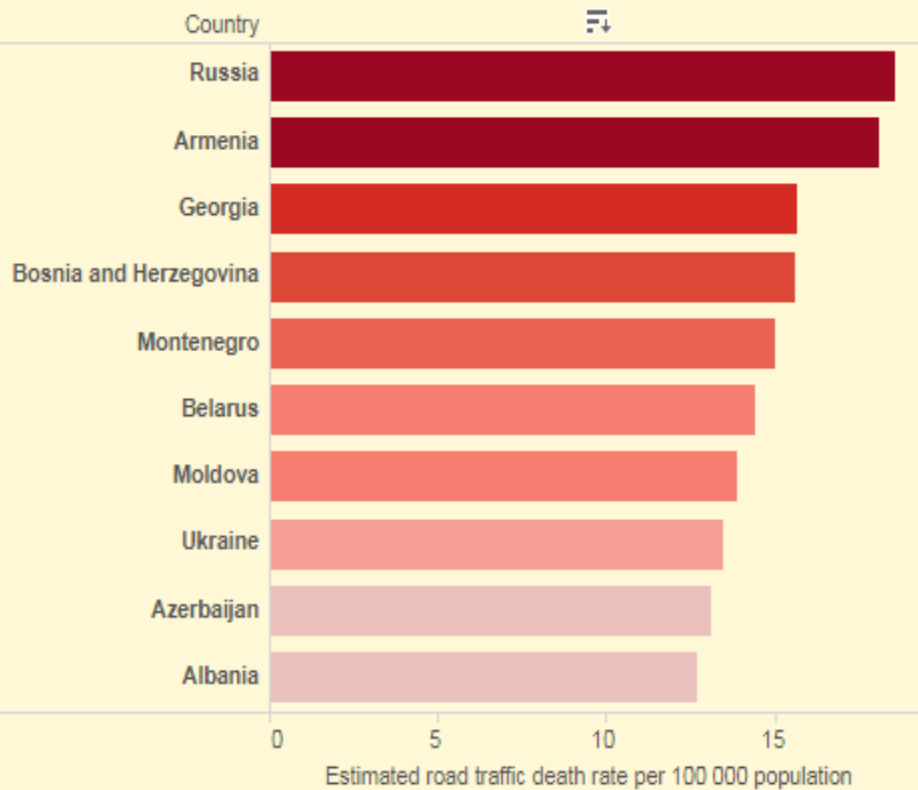


Persons killed

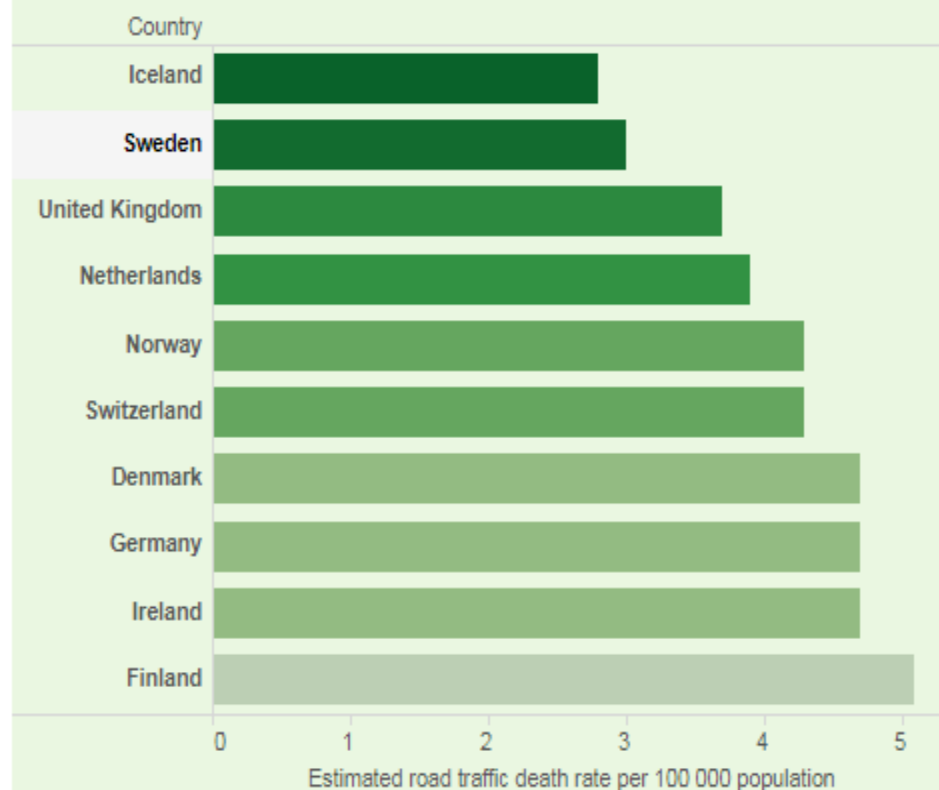


TOP 10 most dangerous and safest countries

Top 10 most dangerous European countries by traffic-related death rate



Top 10 most safest European countries by traffic-related death rate

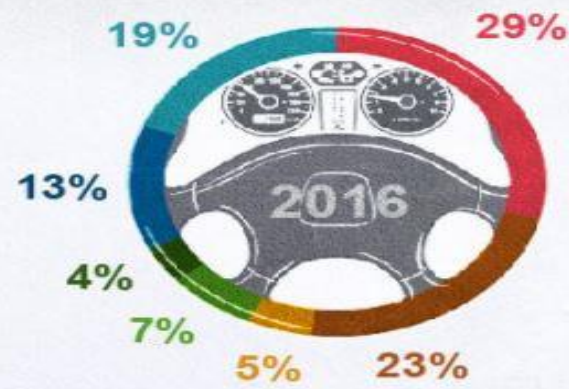
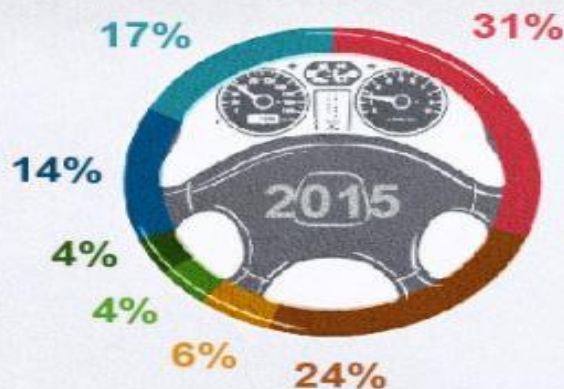
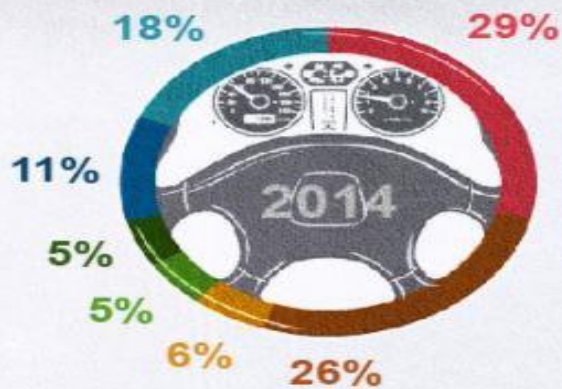


Designed by RFE/RL

Source: WHO, World Bank



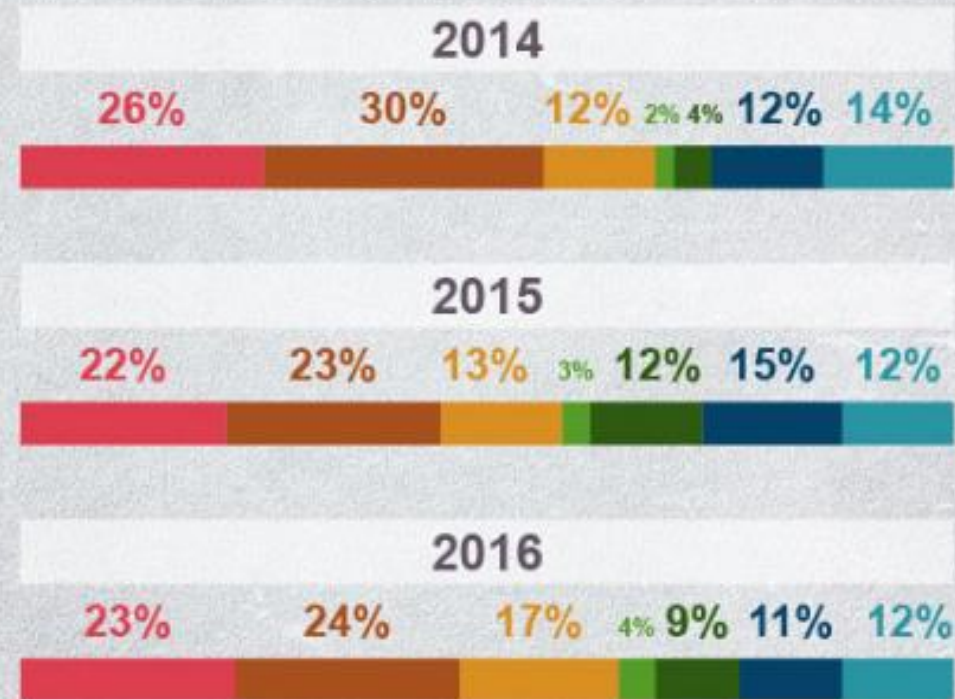
Causes of Road Accidents



- Violation of Maneuvering Rules
- Drunk Driving
- Speeding
- Other
- Wrong-way Driving
- Unknown
- Tailgating

Reasons for Deaths during Road Accident

- Violation of Maneuvering Rules
- Speeding
- Wrong-way Driving
- Tailgating
- Drunk Driving
- Other
- Unknown



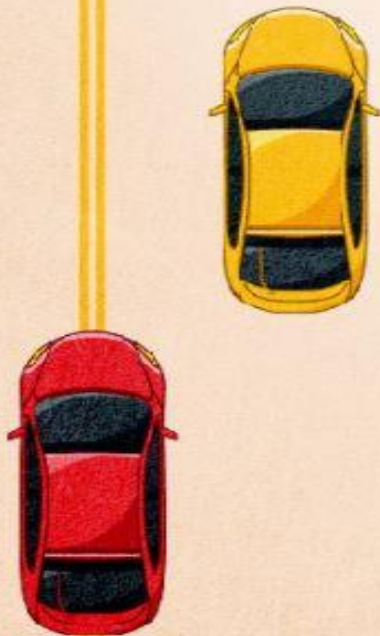
Speeding

- Number of Drivers Fined
- Including via CCTV



Crossing Double Lines

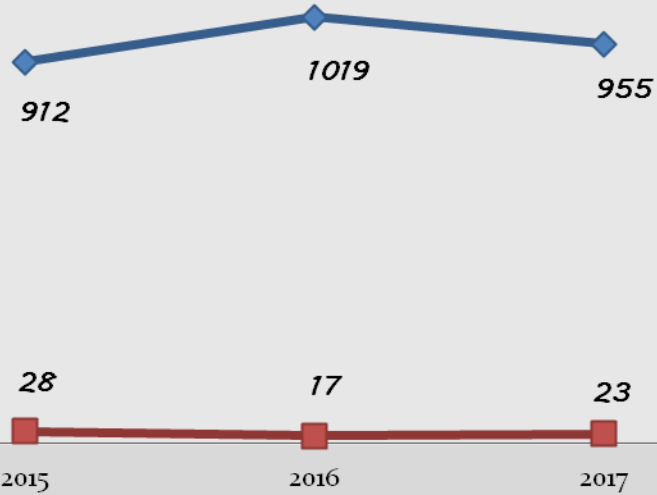
- Number of Drivers Fined
- Including via CCTV
- Repeated Violations
- Including via CCTV (Repeated)



Child and Pedestrian safety

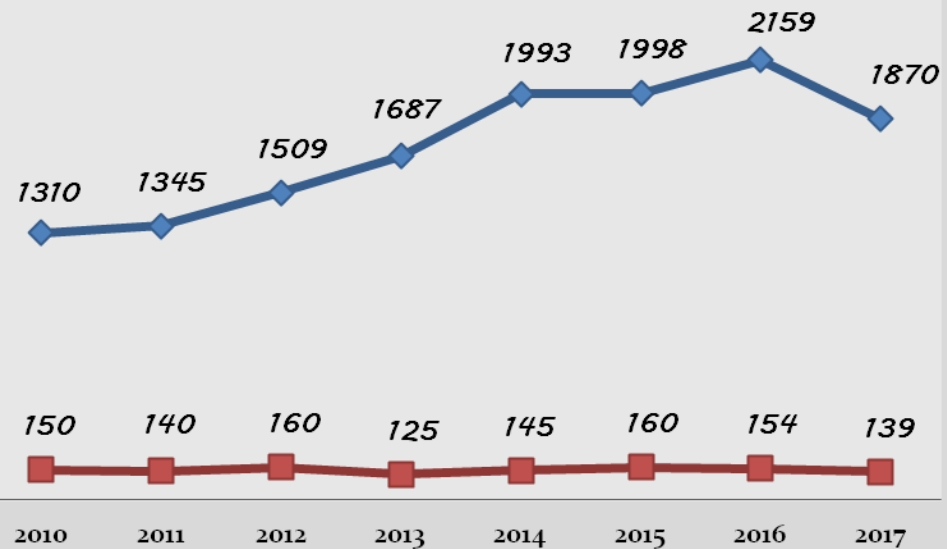
Children

◆ Injured ■ Killed



Pedestrians

◆ Injured ■ Killed



Human Tolerance

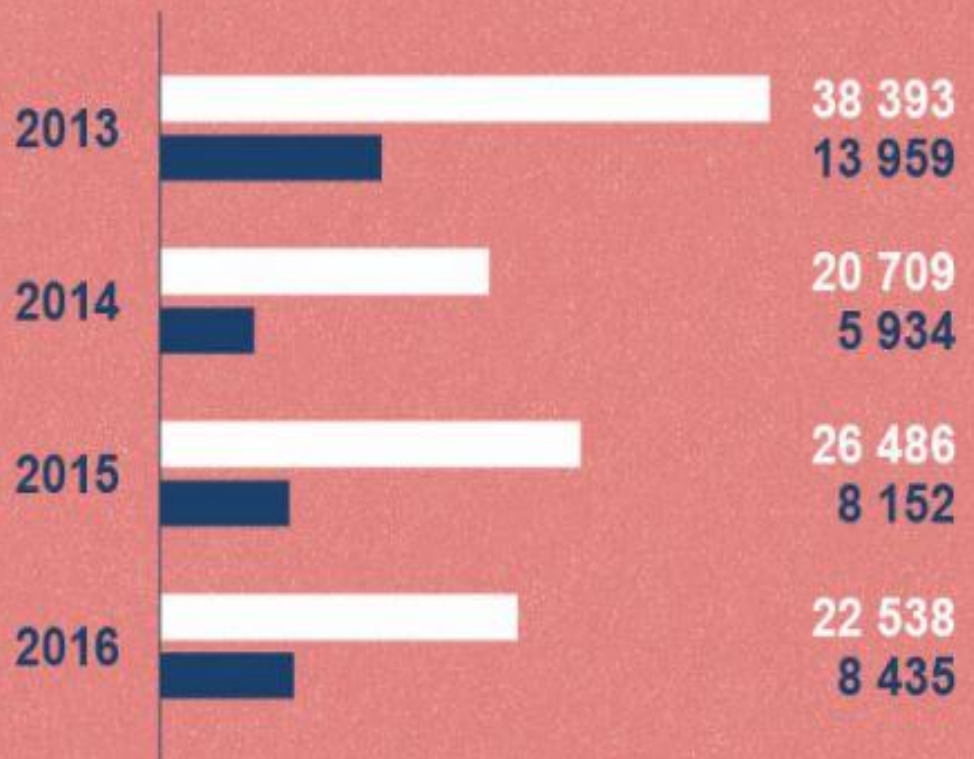
- ◆ Road deaths happen at speeds above:
 - ◆ 30 km/h pedestrians and 2-wheelers
 - ◆ 50 km/h passengers in side impact crashes
 - ◆ 70-80 km/h vehicle occupants in head on crashes



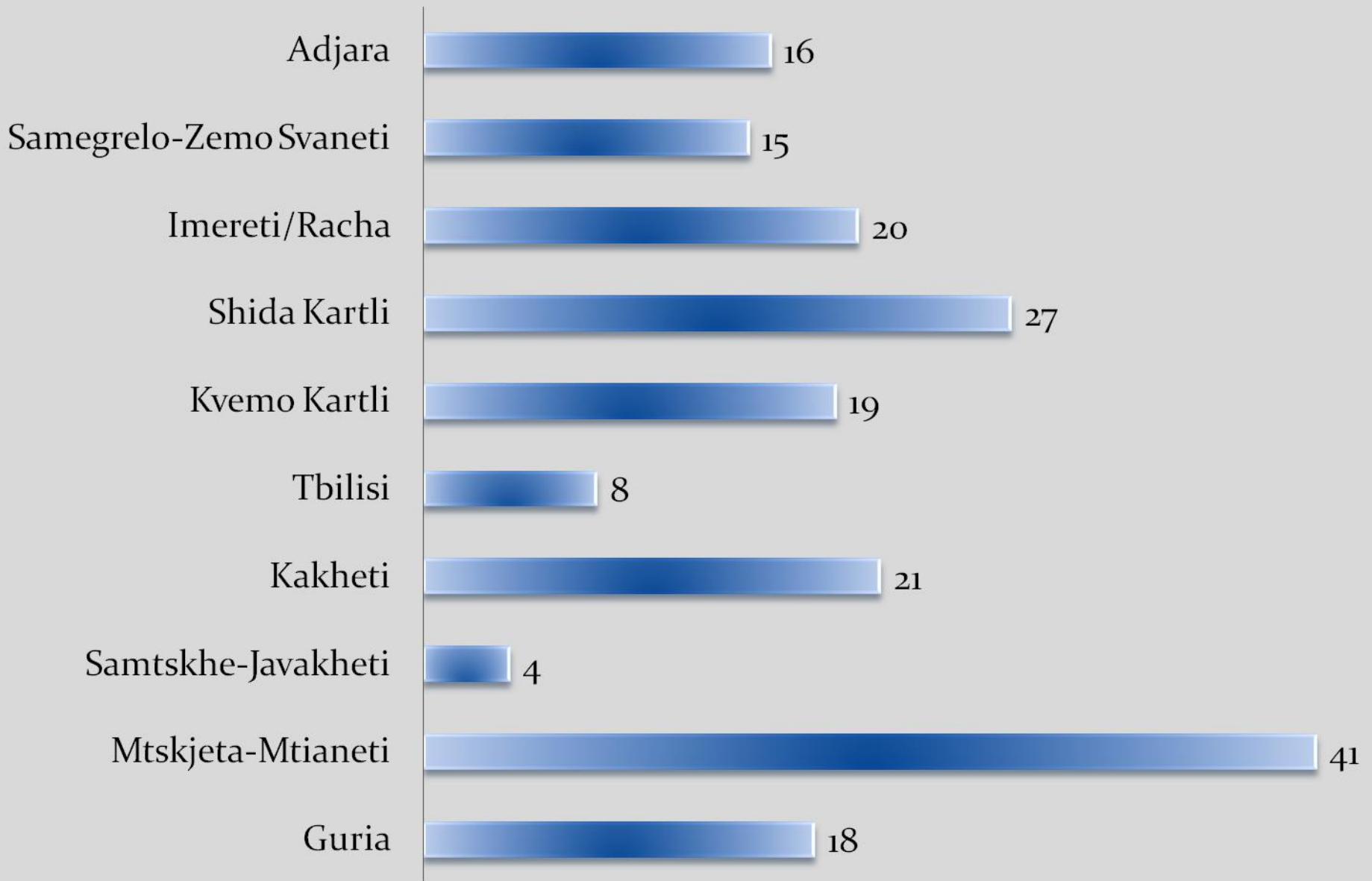
Drunk Driving

■ Number of Drivers Fined

■ Including in Tbilisi



Person killed per 100,000 population in regions



National Strategy Framework

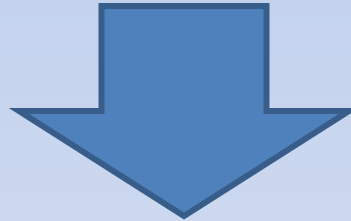


Figure 31. National Road Safety Inter-Agency Commission and National Road Safety Working Group

Safe Mobility in Cities

Challenges

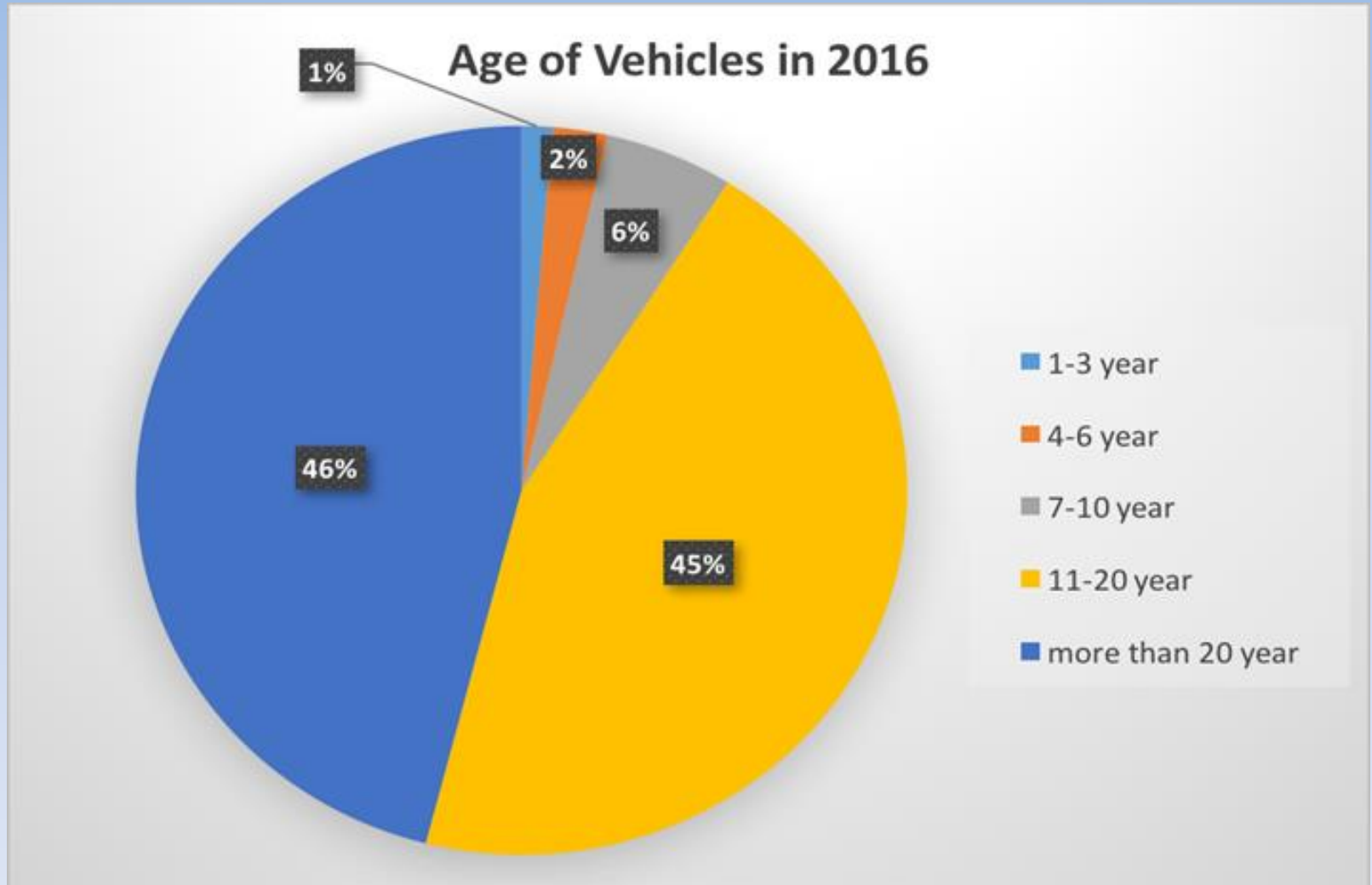
Old municipal transport fleet
Chaotic growth of minibuses and taxis
Lack of a parking system
Poor road infrastructure
Lack of interventions and human and financial resources



Consequences

Unsafe Roads
Increased travel time
High transportation costs
Environmental pollution
Limited mobility and economic activity
Loss of revenue for the government

Aging Vehicle Fleet



Inter-City Passenger Services

Policy of Deregulation

Poor monitoring and execution, gaps in legislation

The existence of unregistered carriers



Legislation and Enforcement

Seat Belts rear seats ●

Child restraints ●

Mobile phone use ●

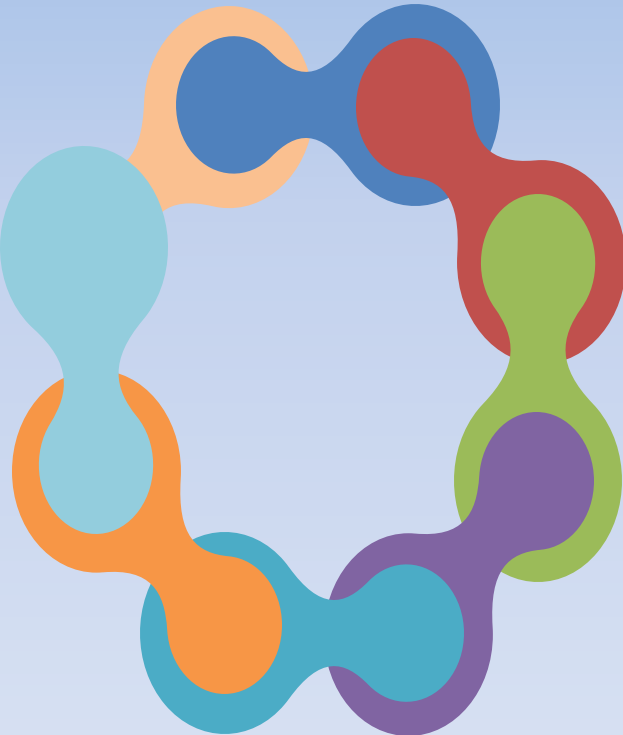
Speed management ●

● Drunk Driving

● Drugs

● Motorcycle helmets

● Develop capacity of police with respect to enforcing and increased application of technology



Challenges:

Weak human and financial capacity

Stakeholders accountability

Measurable targets in action plans



Hazardous infrastructure

Incomplete system of drivers testing

Weak enforcement of the main risk factors: speed control, using safety belts, control of drivers', pedestrian drunkenness

Ownership, Engagement and Accountability



- Strengthen capacity of Transport and Logistics Development Policy Department with human resources.
- Improve National legal frameworks for road safety, and distribute the responsibility more clearly among the central and local level.
- Set concrete and measurable targets in future road safety action plans.
- Improve data gathering of road crash information and integrate the data retrieved from government and private sectors in a single data base.

Support for local governments

Provide coordination and technical support for developing safe and accessible infrastructure at local level.

Develop sustainable domestic funding sources for road safety, including from Insurance companies.

Set up national system to measure and monitor the economic impact of road traffic crashes



Focus on “Low Hanging Fruits”



- Focus on speed management
- Current speed limit in urban areas 60 km/h. The permissible speed limit in many roads in cities - 60 + 15 km / h. Focus on high risk road sections.
- Reduction of the permissible speed limit in urban areas and in front of schools. Creation of school zones.

Adopt 30-day definition of road fatalities



STEP FOUR

Improve the capacity of government agencies to effectively collect and analyse crash data and provide all stakeholders with access to the national crash data online

Encourage research and development, as well as knowledge transfer in road safety.

Improving sharing road crash data with stakeholders outside of government and provide road safety crash data to the public on weekly basis

Adopt Unified National Roads Design standard


Improve road design standards and adopt unified national standards for all roads.

Set up engineering and speed enforcement programs on secondary and local roads.

Introduce road safety training program in low-cost safety engineering, safety auditing and road assessment for local municipalities.




Effective Periodical Technical Inspection system



Ensure that all vehicles are tested regularly to check they conform to safety standards. Improve laws and regulation on import of second hand vehicles.



Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements



Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all imported vehicles.

Create Sustainable, Transparent and Traceable Operational system!



UNECE

Standards of Vehicles and Parts

Catalytic Converters, Used Tires

Catalytic Converters

- ▶ The main source of air pollution are car emissions (up to 71%)
- ▶ Non-functional or removed catalytic converters

Used Tires

- ▶ in 2015, approximately 1 in 10 tires were new. The rest were used. 30% to 40% of imported used tires are in very poor condition according to UNECE standards



Harmonization and Implementation of the UNECE regulations and the EU directives

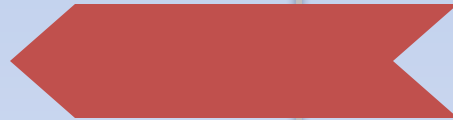
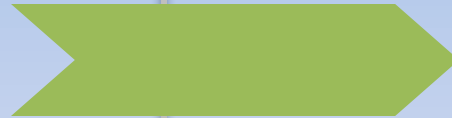
After Georgia signed the ADR Agreement on October 19, 2016, the Government of Georgia has to decide about the competent authority to implement the obligations as per ADR.

Usage of Tachograph: Driver's working hours, resting time, and speeding – President Decree No. 187, 7 April 2011. MIA should develop a system to check these on the roads.



Improve Drivers Testing Standards

Fully Implementation of AETR agreement and introduce the UN regulations of driving hours and rest breaks for drivers and fleet operators, maintenance of vehicles and driver training procedures.



Improve practical testing standards and set up special monitoring system for novice drivers for first 2 years.

Conduct driving practical test in real road conditions.



Safe System Approach to Road Safety

PRINCIPLES

- Humans Make Errors
- Humans Are Vulnerable to Injury
- Responsibility Is Shared
- No Death or Serious Injury is Acceptable
- Proactive vs. Reactive

CORE ELEMENTS

- Economic Analysis
- Priorities and Planning
- Monitoring and Evaluation
- Comprehensive Governance and Management
- Strong Targets and Data

ACTION AREAS

- Land Use Planning
- Street Design and Engineering
- Improved Mobility Options
- Speed Management
- Enforcement, Laws and Regulation
- Education and Capacity Building
- Vehicle Design and Technology
- Post-crash Emergency Response and Care

Note: Principles are multicolored, core elements are in grey, and action areas are in orange.

Thank You!

