

Wrap-up Session

General recommendations

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The importance of solid road safety data

- **Road safety can be managed like any other good or service.**
- You can't manage what you can't measure.
- Robust, consistent and reliable data is extremely important.
- To determine if Georgia's road safety are successful, success needs to be defined and tracked.
- Define who collects, manages and shares which data, in what intervals.
- **Without clear objectives and measurable results, Georgia's road safety work is stuck in a constant state of guessing.**



General recommendations

- Establish **concrete measurable national road safety goals** (e.g., -50% fatalities by 2030 based on the numbers from 2020) as well as mechanisms to ensure stakeholder accountability for the results.
- In the next Road Safety Action Plan define **concrete activities in the fields of legal changes, enforcement as well as information/education campaigns** including **responsibilities** and **time frames** as well as **performance indicators** as a basis for measuring the actual road safety impact of the single activities.
- **Earmark funds for road safety projects** and the implementation of the Road Safety Action Plan in the general budget or a dedicated road safety fund.
- Exploit the possibility of **funding alternatives, e.g., through personalized licence plates** (where the additional fee for the plate is earmarked to a “national road safety fund”) or installing a **third-party insurance system** where surcharges on compulsory vehicle insurance fees could be added to finance road safety projects, such as speed camera programs or child restraint programs for low-income families.

General recommendations

- Empower **national lead agency for road safety and provide sufficient resources (budget and personnel)** to guide, coordinate and monitor the national road safety effort and fully implement the Safe System approach in Georgia's road safety management.
- Base **all road safety work and interventions on evidence**, which means improving partnerships between key stakeholders to provide consistent and more reliable data.
- **Combine different sources for road safety data** and clearly agree on who collects which data, in what intervals, and how data are managed and shared with different road safety stakeholders (including road safety policymakers and practitioners, the police, traffic engineers, public health specialists, academia and NGOs).
- Prioritize the **adoption of the standard definition of death caused by road trauma** (30 days from crash to death) as well as the **definition of serious and light injuries according** to the MAIS scale (Maximum Abbreviated Injury Score) in accordance with the **EU framework**.

**We look forward to your questions
and a fruitful discussion.**

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