



National Strategic Developments in Road Safety

Ministry of Economy and Sustainable Development of Georgia

October 5, 2022

Tbilisi

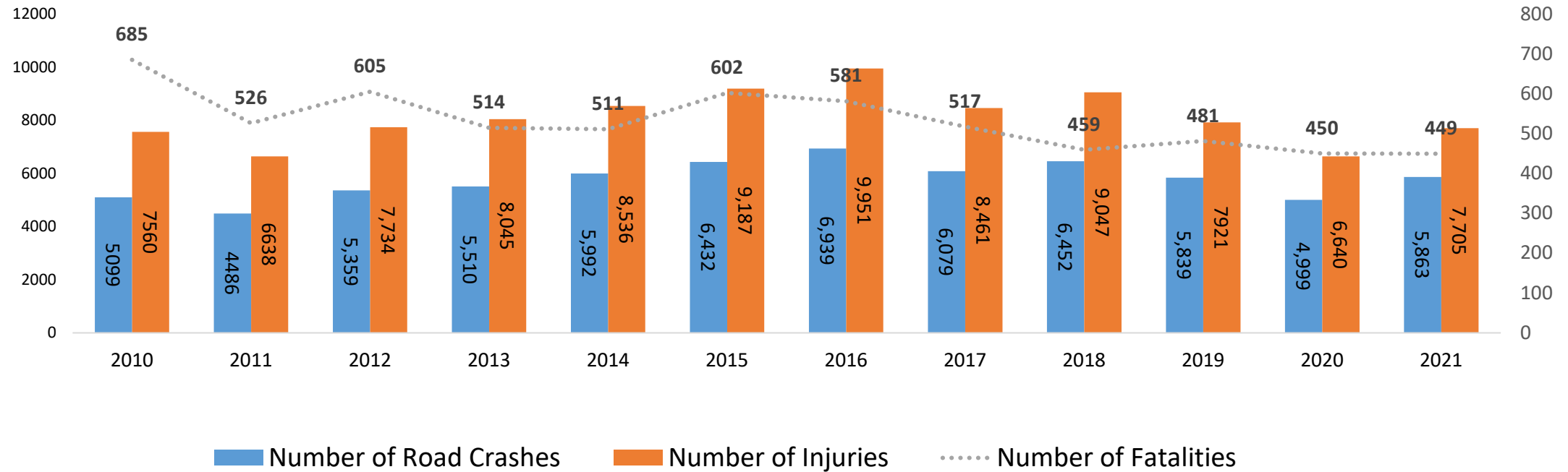
- Link to UN development goals(SDGs): 3.6; 11.2
- Compliance with international standards and best practices:
 - Safe System Approach
 - Common responsibility
 - Vision Zero principles are also embedded in the strategy





State of play – Data analysis

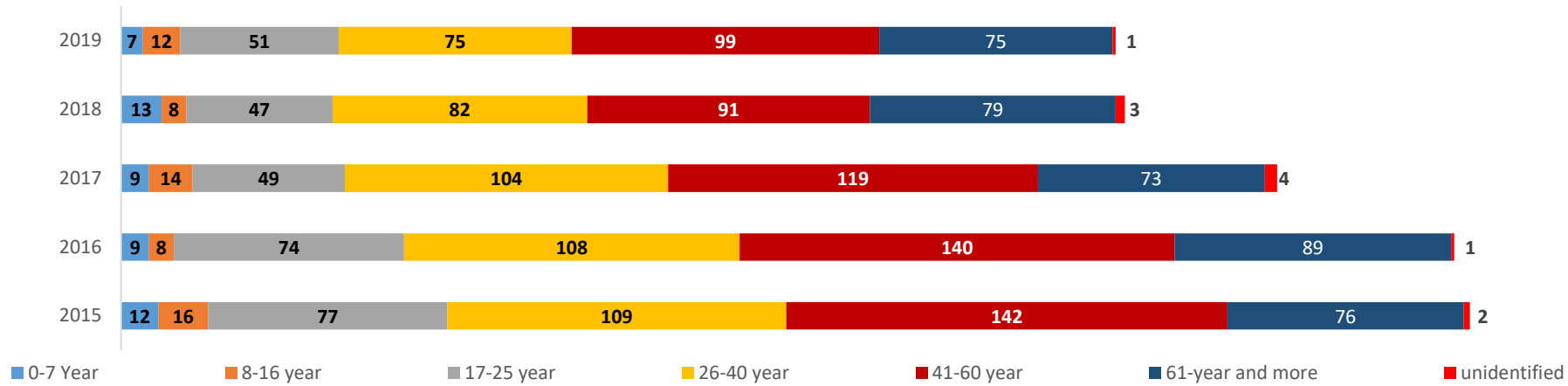
Number of road crashes in Georgia in 2010-2021



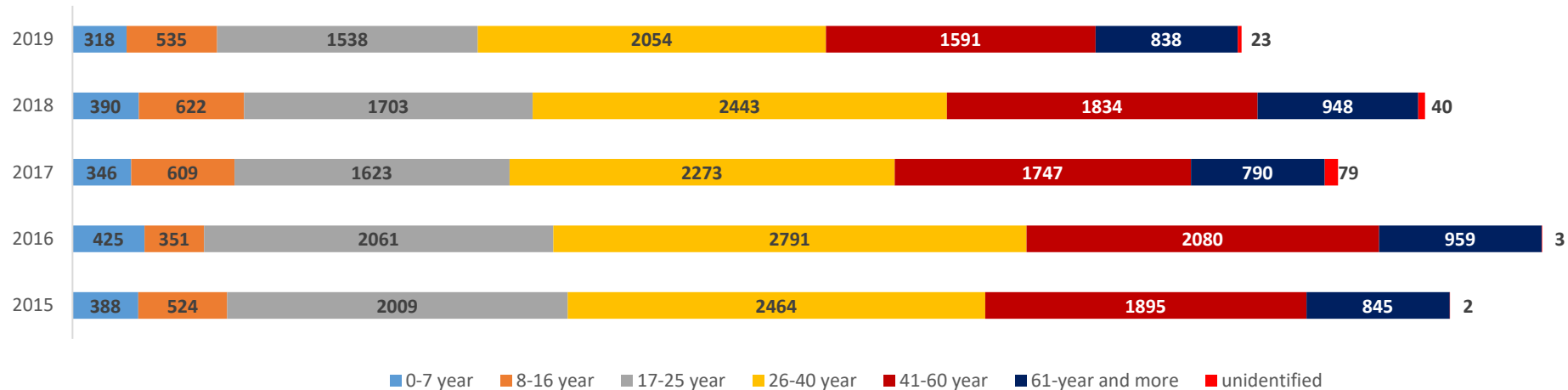
- According to the analysis carried out based on the methodology of the World Bank, taking into account the total number of fatalities and injuries caused by road accidents in 2019, the socio-economic expenditure amounted to 4.1% of GDP.

Number of deaths and injuries in road accidents in Georgia by age

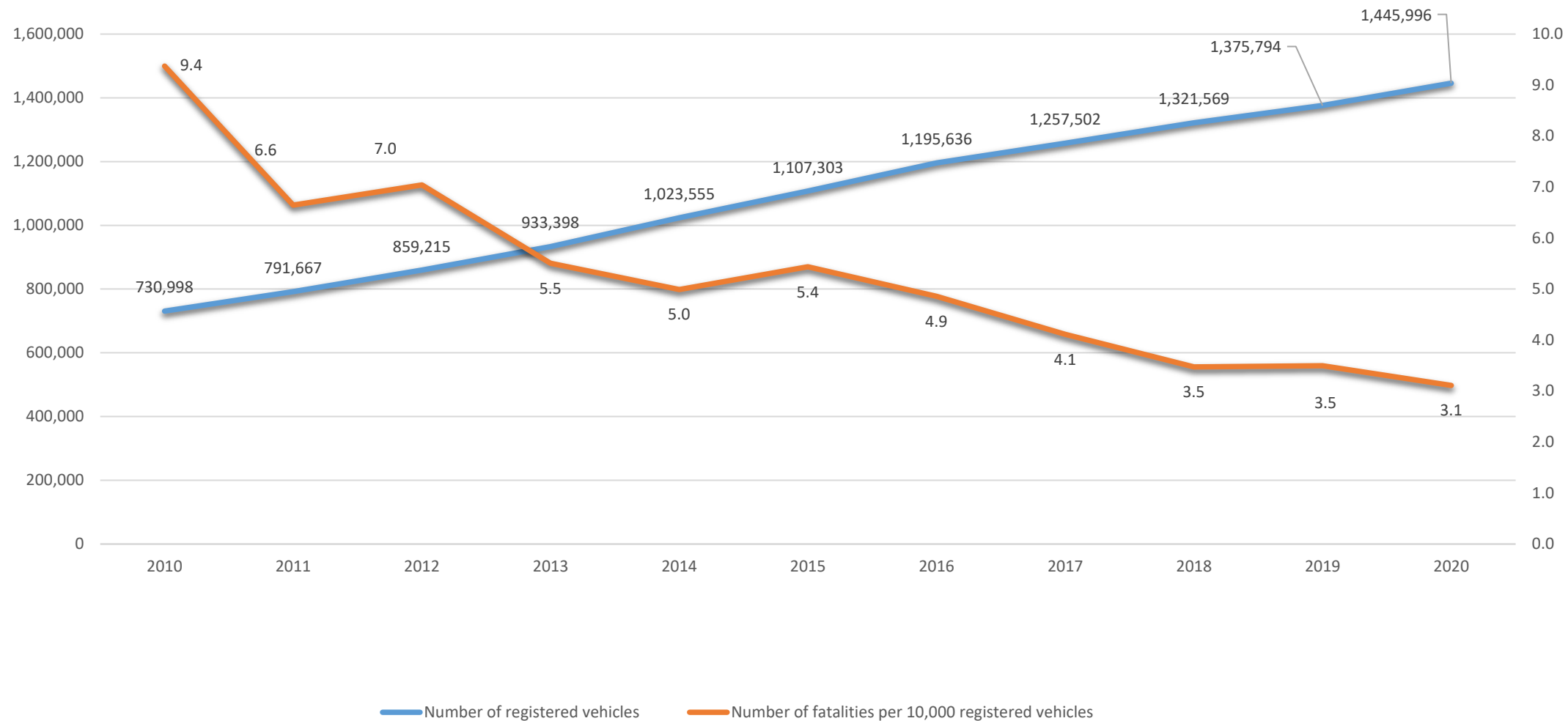
Number of deaths in road accidents by age



Number of injuries in road accidents by age



Fatality rate on the roads of Georgia and Registered Vehicles: 2010-2020



- ❖ Challenges **in the direction of institutional management** of road safety
 - Leading agency;
 - The role of the Ministry of Economy and Sustainable Development of Georgia.

- ❖ Lack of detailed information on traffic accidents
 - **Electronic database;**
 - Lack or absence of information;
 - The problem of implementing analysis-based approach.

- ❖ **Speeding**

- ❖ **Drunk driving** and/or driving while intoxicated

- ❖ Challenges in the use of **seat belts** and other protective devices
 - Effect: risk reduced by 40-50% for the passengers in the front seat and by 25-75% for the rear seat passenger

- ❖ **The risk of inexperienced driver** and the challenges in the system for obtaining a driver's license
 - A problem related to 'driving schools'

- ❖ **Vulnerable groups**
 - Pedestrians - 36% share in the number of casualties
 - Two-wheeled vehicles

- ❖ **Distracted Driving**
 - The driver's reaction is 50% lower when using the phone while driving.

- ❖ **Quality of road network safety**
 - Improperly arranged road infrastructure and roadsides are the cause of more than 30% of road traffic accidents

- ❖ Challenges related **to vehicle safety**
 - Problem of old car fleet

- ❖ **Emergency medical service system**
 - Unified Trauma Registry



ONE UN VISION FOR ROAD SAFETY



Safer journeys begin with us



**Pillar 1
Road Safety
Management**



**Pillar 2
Safer
Vehicles**



**Pillar 3
Safer Road
Users**



**Pillar 4
Post-Crash
Response**



**Pillar 5
Safer Driving
Environment**

Actions

- Encourage investment in fleet management
- Encourage the acquisition and use of safer vehicles

Actions

- Develop standard training and awareness-raising methods and materials
- Develop driver-authorization standards
- Develop an enforcement mechanism

Actions

- Increase responsiveness to post-crash emergencies

Actions

- Promote safe operation, maintenance and improvement of roads in local communities
- Improve driving conditions in areas under the control of the UN

New National Strategy

THE UN VISION FOR ROAD SAFETY STRATEGY

VISION

No road users, including pedestrians, are killed or seriously injured in road crashes involving UN vehicles.

ROADMAP

The action plan is built on five road safety pillars, derived from the Decade of Action for Road Safety Global Plan, and supported by 12 actions to achieve our goals.

Vision - Roads without deaths and severe health injuries in Georgia (VISION ZERO)

Goal - The goal of the strategy is to reduce the number of fatalities and injuries by 25% by 2025 (25 by 25)

This ambitious goal can be achieved if it is not only declarative in nature, but also actually supported by state bodies, civil society and Georgian citizens

❖ 5 key objectives:

- Improving the efficiency of road safety management
- Improving behavior of road users
- Safe road infrastructure
- Safe vehicles
- Post-crash Response



1.1 Defining a leading agency

The process of improving road safety in the country is ensured and defined by the following three closely related elements:

- I. Effective functioning of institutional management
- II. Interventions / Events / Activities
- III. Evaluation of the results

In line with best practice, such a leading agency should be operational and provided with appropriate independent administrative and operational resources to be able to fully perform all of the functions listed below.

- Coordination
- Improvement of legislation
- Mobilization and distribution of resources and finances
- Communicating with the public and conducting social campaigns
- Analysis of road safety data and performance indicators
- Defining road safety policies and making recommendations
- Monitoring and evaluation
- Research, development and knowledge transfer.



1.2 Establishment of a stable road safety funding system

Insufficient and unstable funding for road safety is one of the main challenges in Georgia.

One of the sources of resource mobilization can be considered the money generated as a result of administrative offenses. Financial resources shall be allocated by the leading agency - the Road Safety Agency.

1.3 Electronic database on road safety

It is necessary to continue further development and refinement of the traffic data collection system by the agencies responsible for data generation and processing (Ministry of Internal Affairs of Georgia and the Ministry of Internally Displaced Persons from the Occupied Territories, Labor, Health and Social Affairs).

Further forms for filling in road accident forms will be developed and refined based on the CADaS (Common Accident Data Set) standard.

2.1 Speeding



According to statistics, the main cause of traffic accidents (about one third of all fatalities) is inadequate and excessive speed.

- **Speed control** (upgrading video surveillance system and installing new equipment across the country)
- Preventive and educational **media campaigns**
- Exploring best practices to reduce so-called established tolerance speed limit

2.2 Drunk driving and/or driving while intoxicated

Despite tougher sanctions, drunk driving and while intoxicated driving is still one of the main causes of traffic accidents in Georgia. An international study shows that 25% of fatal road accidents are related to drunk driving.

- It is important to continue and improve the detection of the drivers violating the law and impose appropriate sanctions as well as to raise the awareness of drivers regarding drunk driving.



2.3 Use of seat belts and other safety devices

The use of seat belts reduces the risk of death from road accidents for drivers and front seat passengers by 40-50%, and for rear seat passengers by 25 to 75%.

- Increase the use of seat belts in the back seat

2.4 Preparation for driving license and examination system

- Aligning the driver training and examination system for obtaining a driver's license with the best European experience and EU regulations.
- It is necessary to activate quality assurance systems of training services provided by driver training and retraining centers so-called 'driving Schools' in Georgia.
- A state-recognized certificate issued by driving schools should be a prerequisite for passing the driving test.

2.5 Vulnerable groups of road users

The most vulnerable groups of road users are pedestrians, children, the elderly, persons driving a two-wheeled vehicle (motorcycle, moped, etc.) and people with disabilities

- It is important that the existing road infrastructure and future infrastructure works be focused and adapted to better protect vulnerable groups.

2.6 Distracted Driving

According to a report from the US Department of Transportation, cell phone use (texting) increases the number of traffic accidents by 23 times.

- In Georgia, a special study needs to be conducted at pre-selected sites on an international basis to measure the percentage of drivers using phones while driving

Improperly arranged road infrastructure and roadsides are the cause of more than 30% of road traffic accidents.

Roads must be arranged and designed in such a way:

- To prevent a road traffic accident, on the one hand; and
- To avoid the death or injury of a person as a result of a traffic accident, on the other hand (forgiving roads).



It is necessary to determine the quality of road safety and existing risks (Risk Mapping and Safety Rating) on a regular basis, carry out reactive analysis of high concentrations of traffic accidents (black spots)

Multimodal transport and spatial planning

- Affordable and attractive public transport
- Safe alternative mobility infrastructure
- Development of railway transport



About 90% of the vehicles registered in Georgia are over 10 years old, and about 46% are over 20 years old.



In the framework of this objective it is important to:

- Further improve and develop periodic technical inspections system, including the addition of Category L (motorcycles)
- Promoting the replacement of old cars registered in Georgia with new ones
- Introduction of international and European standards in Georgia related to the technical maintenance and safety of vehicles and their parts
- Introduction and development of so-called roadside inspection system based on EU and international best practices
- Implementation of regulations governing commercial transport (dangerous goods, AETR, speed limitation devices)



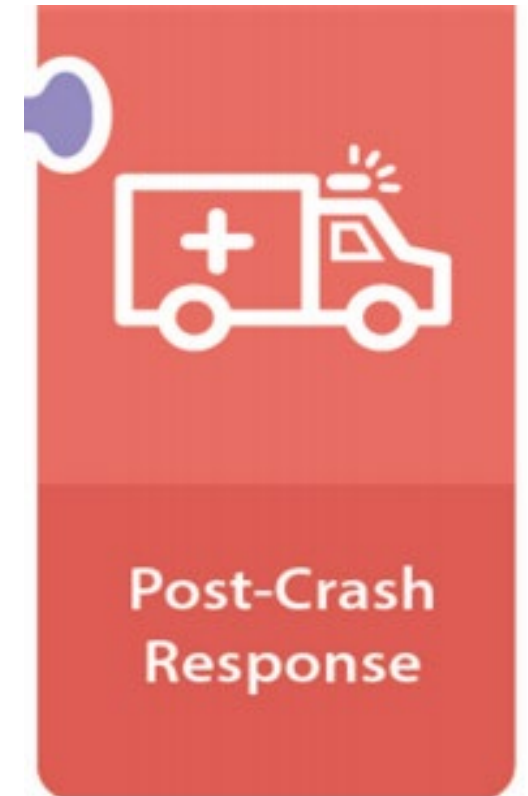
Objective 5. Effective Post-crash response

Reducing the time of arrival of the medical aid group from 25 to 15 minutes reduces the death statistics by 1/3

After the injured are taken to the hospital as a result of the traffic accident, 15% of the deaths occur within 4 hours after the traffic accident, and 35% - after 4 hours.

In order to accomplish this objective, it is important to:

- Train medical staff, patrol police, fire and rescue services
- Facilitate the increase of traffic participants' knowledge about both first aid and other necessary measures for post-crash response;
- Optimize the arrival time of specialized medical teams at the scene of a traffic accident, including by increasing their technical capabilities;
- Improve the quality of medical care and treatment for people injured in road accidents at medical points and hospitals, etc.



- **Strategy implementation, monitoring, evaluation**
 - Interagency Commission and a working group
 - Commission Meetings and Reports (Progress Report, Annual Report and Final Report)
- **Funding** - The budget of the action plan for 2022-2023 is 89,682,248 GEL
- International Cooperation (Donors)
- Stakeholder Involvement - "Consultation Format"

Thank you for your attention!

