



# EAP WORKING GROUP 1

## “Road Safety Management, Coordination and Crash Data System Improvement”

Meeting 1  
(virtual kick-off)  
December, 13<sup>th</sup> 2017

Summary

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## MEETING BACKGROUND

The first virtual Working Group 1 (WG 1) meeting took place on December, 13th 2017. The newly appointed Working Group 1 members were invited to have a joint discussion with their colleagues from all six EaP countries on development of the WG 1 next steps to deliver the established 25% fatalities rate reduction target by 2020 in the EaP region<sup>1</sup>.

The meeting was initiated and coordinated by the core World Bank Secretariat Support Team with some support of the local World Bank offices in the six EaP countries. The list of Working Group 1 members assigned by the EaP states to represent their countries in the EaP road safety regional activity is given in Annex B.1. The list of the first virtual meeting participants is provided in Annex B.2.

## INTRODUCTION

The World Bank has opened a meeting with a short overview presentation of the EaP regional cooperation context and has then given the floor to the Working Group 1 representatives for a brief introduction and country presentations.

The Working Group 1 representatives have presented the current status of the road safety management and crash data-base system in each of the EaP countries. In order to facilitate a constructive dialogue the World Bank has provided some guidance in the preparation of country status presentations by drafting the list of guiding questions and presentation templates (attached as Annex C).

## STATUS AND CHALLENGES IN THE EAP COUNTRIES

The key common features of the road safety circumstances in the EaP countries that have been identified during the Working Group 1 meeting and brief countries' presentations are, as follows:

- Effective road safety delivery requires leadership, funding, and management. The functional development of the Lead Agency with a full time Secretariat is a critical step for consistent road safety improvement in the EaP countries.
- The crash data system improvement in each EaP country, preferably in line with CADaS data requirements<sup>2</sup> and making the data available to the other stakeholders is an important step.
- Pedestrians are a large percentage of the deaths in EaP countries. This number is much higher than international expectations even as a proportion.
- The WHO estimate of deaths in some cases is considerably higher than the official figure suggesting that revision of the crash data collection system may be of value.

The detailed countries' status description is included as Annex D.

## PROPOSED ACTION PLAN, OUTCOMES, MAIN RESULTS AND INDICATORS

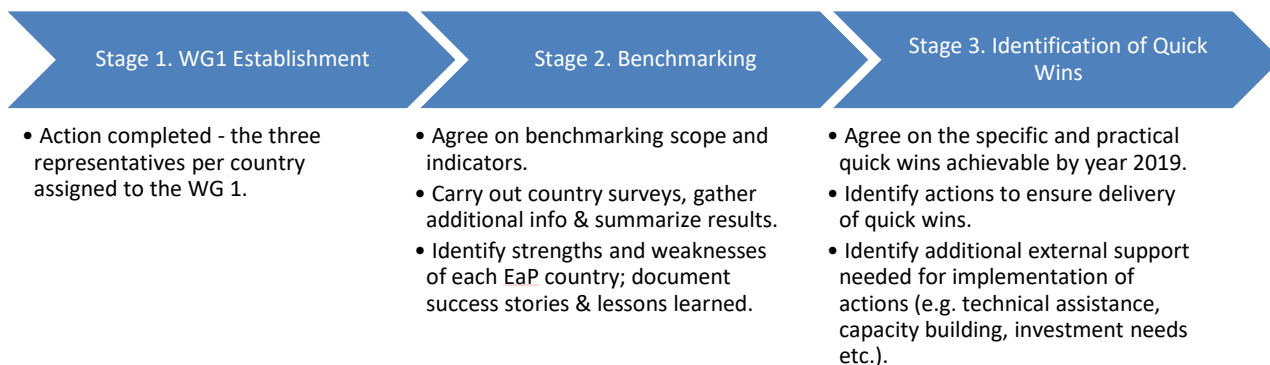
The World Bank team has presented some of the Secretariat Support Team proposals on the Working Group 1 scope of work, expected outcomes, results and indicators to monitor the progress. The detailed World Bank team presentation is included as Annex E.

The Working Group 1 scope of work will include the following steps/stages:

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<sup>1</sup> The 25% fatalities rate reduction target by 2020 in the EaP region based on the numbers of deaths in 2016 was agreed at the first EaP workshop on road safety in June, 2017.

<sup>2</sup> CADaS is the Common Accident Data Set as agreed and implemented by EU countries defining the minimum items of crash data that should be collected at crash sites to give adequate data to enable effective analyses and development of interventions. Countries can and do collect additional items if they wish but this basic core data set enables effective work on road safety and permits easier cross country comparisons using Common Accident Data Set.



The proposed outcomes at each of the stages are, as follows:

#### Benchmarking

- Verifying status of Lead Agencies and national crash data systems – recommending improvements and areas for EaP cooperation.
- Explanation of CADaS and examples of regional Safety Observatories (EU Observatory, OISEVI – South-America).
- Sharing international good practices in Lead Agencies and crash-data systems.

#### Quick wins – Technical deliverables

- Developing note(s)/manual(s) promoting good practices in managing road safety and road safety data systems.
- Collecting and sharing international good practices in financing road safety.
- Developing cooperation with specialized international partners (for example: ETSC, IRTAD).

The proposed main results and monitoring indicators for the Working Group 1 work are, as follows:

#### Expected main results/objectives

- Management and coordination improved at national and regional level.
- Management of crash and other data improved.

#### Monitoring indicators

- Lead Entity clearly designated/created in each EaP country.
- Improved and accessible national crash data systems fully operational (preferably in line with CADaS).
- Regional EaP Safety Observatory agreed and development initiated.

### CONCLUSIONS AND NEXT STEPS

The EaP countries did not have any major objections or comments to the proposals of the World Bank Secretariat Support Team presented during the meeting.

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The following agreements regarding the substance and organization of Working Group 1 future work have been reached as an outcome of the meeting.

#### *Action priorities and next steps*

- The Working Group 1 scope of work, expected outcomes, results and indicators to monitor the progress proposed by the World Bank team were adopted by the EaP countries and will guide the future work of the Working Group 1.
- The preliminary schedule of Working Group 1 activities with the specific actions and expected timeline for their implementation proposed by the World Bank team is adopted by the EaP countries (attached as Annex F).

#### *Project organization and communication*

- The WG1 physical meetings will take place every 6 months. The first physical meeting is preliminary planned to take place around Feb - Mar 2018.
- The virtual meetings will take place between the physical meetings (twice a year).
- The EaP road safety web-page as an important knowledge sharing platform will be further developed with some input of the EaP countries.

#### **ANNEXES**

List of Annexes:

**Annex A** - Meeting Agenda

**Annex B.1** - List of Working Group 1 members

**Annex B.2** - List of the Meeting no.1 participants

**Annex C** - Guiding questions in preparation of the WG 1 meeting

**Annex D** – EaP countries status description

**Annex E** - World Bank Power Point presentation

**Annex F** - Preliminary schedule of Working Group 1 activities

**KICK OFF VIRTUAL MEETING**

**WORKING GROUP 1**

**Institutional Management, Coordination and Data Systems**

**December 13<sup>th</sup> 2017**

**AGENDA**

1. Brief Intro by WB – EaP cooperation context and scope.
2. Introduction of the WG participants.
3. Presentations about status and challenges in EaP countries based on the list of questions/template circulated in advance.
4. WB presentation of the list of objectives, potential topics for cooperation and development.
5. Discussion on work program and deliverables expected – based on the WB presentation and suggested by participants.
6. WB presentation of project organization and communication.
7. Conclusions & next steps
  - a. Benchmarking data collection
  - b. Next meeting(s) – when? where?
  - c. Priority actions/topics identified

## Annex B.1

### List of Working Group 1 members

Regional Working Group 1 – Road Safety Management, Coordination and Crash Data System Improvement						
No	Country	Name	Position	Organisation	Tel	E-mail
1	Armenia	Poghos Shahinyan	Executive Director & Head	Secretariat of National Road Safety Council of Armenia	Tel: +37455557755	poghos@roadsafety.am
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12	Moldova	Viorel BULIMAGA	Executive Secretary of the National Council for Road Traffic Safety within the National Patrol Inspectorate of the General Police Inspectorate	Ministry of Internal Affairs	37 369 455 000	E-mail: viorel.bulimaga@igp.gov.md
13	Moldova	Ion COTRUȚĂ	Main Consultant, Service for Road Safety	Ministry of Economy and Infrastructure of the Republic of Moldova	37 368 101 309	E-mail: ion.cotruta@mec.gov.md
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15	Ukraine	Igor Didenko	MP, Head of the Road Safety Subcommittee of Transport Committee of Parliament Of Ukraine	Parliament Of Ukraine	Tel: +380674660917	E-mail: Didenko.lhor@rada.gov.ua
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## Annex B.2

### List of the meeting participants

Regional Working Group 1 – Road Safety Management, Coordination and Crash Data System Improvement						
No	Country	Name	Position	Organisation	Tel	E-mail
<b>EaP Countries</b>						
1	Armenia	Aram Vardanyan	Consultant	"Transport PIO" SNCO	Tel: +37491427541	aram.vardanyan@tpio.am
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16	Moldova	Radu ROGOVEI	Head of Direction for Road Infrastructure	Ministry of Economy and Infrastructure of the Republic of Moldova	Tel: +373 69 330 922	radu.rogovei@mec.gov.md
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18	Moldova	Ion COTRUȚĂ	Main Consultant, Service for Road Safety	Ministry of Economy and Infrastructure of the Republic of Moldova	Tel: +373 68 101 309	ion.cotruta@mec.gov.md
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***Guiding questions in preparation of the WG 1 meeting on December, 13<sup>th</sup>, 2017***

***Institutions***

- Is there a safety legislation in place that designates a permanent Lead Agency in charge of improving road safety and roles of other governmental partners?
- Which organization plays a 'de facto' role of a Lead Agency responsible for road safety management in the country?
- What is the number of permanent full time staff of the Lead Agency?
- Is there a high level multi sector coordinating body dealing with road safety in the country? Council?
- How often does it meet 'de jure'/'de facto'?

***Funding***

- Is there an annual budget dedicated to the national road safety/Lead Agency activities? What was approximate amount spent on road safety improvements in 2016?
- What are the main sources of revenues/funding used for road safety?

***Data***

- Does crash data-base exist? Is it compliant with minimum scope/data required by CADaS?
- How location of crashes is registered? Are GPS coordinates used?
- Is crash-data collected regularly by police? Using paper or electronic forms?
- Is crash data shared/made available to other stakeholders? Automatically/online or upon request?
- Is other than crash data used for road safety analysis?
- Is crash data available publicly? Raw data tables or just reports?
- What organization is analyzing road crash data in the country?



***EaP Countries Status Description***

**ARMENIA**

► Institutional aspects

- The National Road Safety Council (NRSC) under the Prime Minister office plays a role of the coordinating body. The last meeting of the NRSC took place in 2012. The full functional development of the National Road Safety Council (NRSC) within Government is a critical step.
- There is no permanent Secretariat to support/implement decisions of the coordinating body.
- There is a Road Safety 5 Year (2017-2021) National Program currently under development.

► Funding

- There is no sustainable funding allocated to road safety activities.

► Crash Data-Base System

- There is a crash data-base system in place. The traffic police is in charge of data collection.
- Pedestrians are a large percentage of the deaths - 36%, based on police data, from the World Health Organization (WHO) Report<sup>3</sup>, which is higher than international expectations even as a proportion.

**AZERBAIJAN**

► Institutional aspects

- The National Road Safety Commission (NRSC) under the Cabinet of Ministers plays a role of the coordinating body. The Head of Commission is Deputy Prime Minister.
- There is no permanent Secretariat to support/implement decisions of the coordinating body.
- The Ministry of Internal Affairs, Ministry of Transport, Communications and High Technologies and Azeravtoyol OSC (Road Agency) are the main government agencies in charge of coordinating and developing road safety programmes and strategies. The State Traffic Police Department (under the MIA) is the main enforcement agency implementing these programmes.
- The State Program on Road Safety (2012-2016) is awaiting Government approval since 2012.

► Funding

- There is no sustainable funding allocated to road safety activities.

► Crash Data-base System

- There is the crash data-base system in place. The traffic police is in charge of data collection.
- The data is published on the traffic police website so the other stakeholders can get access to data.
- The key problem are pedestrians - more than 50% of the road crashes are related to pedestrians. In the capital of Baku this proportion is around 65%.

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<sup>3</sup> WHO (2015). Global Status Report on Road Safety. Geneva: WHO

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## BELARUS

### ► Institutional aspects

- Since 2007 the functions of the coordinating body are carried out by the Permanent Commission on Road Safety under the Council of Ministers of the Republic of Belarus. The Commission meets at least twice a year at the parliament level and not less than four times a year at the regional level. In reality the meetings tend to take place even more often.
- There is no permanent Secretariat to support/implement decisions of the coordinating body.
- National Concept on Road Safety Improvement was approved by the Council of Ministers (Decree № 757 dated 14.06.2006). Associated regional road safety programs have been developed to ensure implementation of the Concept.

### ► Funding

- There is no separate line in the state budget on financing the road safety activities.
- Some of the road safety preventive measures are funded from the compulsory insurance schemes.

### ► Crash Data-base System

- There is the crash data-base system in place. The compliance of collected data with the requirements of CADaS system has not been yet reviewed.
- Traffic police is responsible for crash data collection and is the holder of the crash data.

## GEORGIA

### ► Institutional aspects

- The inter-agency Road Safety Commission and National Working Group were created for the implementation of the National Road Safety Strategy and the Action Plan. The members of Road Safety Commission are Deputy Ministers and the members of Working Group are representatives of the relevant departments.
- The meetings of the Road Safety Commission are held on a quarterly basis. The Working Group are held on a monthly basis.
- According to the Government Decree №1389 dated 11 July 2016 the National Road Safety Strategy was approved and the Ministry of Economy and Sustainable Development of Georgia was defined as a Lead Agency for the implementation of the measures considered by the National Road Safety Strategy and Action Plan.
- The National Road Safety Action Plan 2017 was approved in December 2016. The action plan involves 8 purposes and 27 activities.

### ► Funding

- There is no special fund for financing Lead Agency and staff. Only two people work on the road safety issues at the Ministry of Economy and Sustainable Development of Georgia. The funding for the National Road Safety Action Plan 2017 was provided from the state budget, budget of the local municipality and international financial organizations.

### ► Crash Data-base System

- The main data elements to be filled in the road accident register form includes the data envisaged by CaDaS.

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- Software demo version is launched and the specific approach is being developed for a more sophisticated analysis of the data (e-policing).
  - Non-confidential data is accessible for every stakeholder at police.ge or can be requested from the relevant unit of Ministry of Internal Affairs. The work on improving the data accessibility to the other stakeholders is ongoing.

## MOLDOVA

### ► Institutional aspects

- The National Council for Road Traffic Safety is established by the Government of the Republic of Moldova and is the key advisory body for the promotion and direction of the state policy in the field of road safety. The meetings take place "de jure" - every six months, "de facto" - the last meeting took place four years ago (August, 15<sup>th</sup> 2013).
- The Permanent Secretariat ensures the current activity of the National Council for Road Traffic Safety. The Secretariat comprises four staff members: the Executive Secretary of the Council (within the Road Police Department of the Ministry of Internal Affairs), representative of the Ministry of Education and the two representatives of the Ministry of Transport and Road Infrastructure. The Permanent Secretariat as executive body is inactive due to lack of resources and operational capacity.
- The Strategy for Transport and Logistics, including road safety relevant aspects, and the dedicated National Strategy for Road Safety (NRSC).

### ► Funding

- There is the Road Fund that includes some funding of road safety measures (i.e. road marking, metallic parapet, replacement and repair of traffic signs).
- The money are allocated by the Road Fund Council and managed by the State Road Administration and the local public authorities.

### ► Crash Data-base System

- Crash data-base exists and is largely compliant with the data required by CADaS, but some of the key elements are not included (i.e. GPS coordinates of the crashes).
- The collected data corresponds mainly to the needs of the police analysis/decision making. In some cases the collected data is not sufficient for more in-depth analysis and development of road safety engineering solutions.

## UKRAINE

### ► Institutional aspects

- Interagency Working Group on reforming state road safety management system in Ukraine was established by the Decree of the Cabinet of Ministers № 938 dated 09.11.2016.
- The Nation Road Safety Strategy till 2020 was adopted by the Government (Decree № 481 dated 14.06.17). The Road Safety Action Plan till 2020 is currently under development by the interim coordination body, but is more in the nature of a road safety programme with a number of activities identified for action.

### ► Funding

- In 2018 5% of the Road Fund will be allocated to road safety. The amount of 2.3 bln hryvnas will be made available for safety in 2018.

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#### ► Crash Data-base System

- The earlier police crash data base system and a historic data stored electronically on it was effectively lost during the police reforms in 2015. Since then, crash data collection has been erratic and inconsistent with data not being collected at all in some cities or only collected intermittently leaving unreliable data and under reported statistics for the years 2015 and 2016. The new patrol police have now started collecting data across the country and data from 2017 when it becomes available, may be more reliable.
- A particularly concerning aspect of the road safety situation in Ukraine is that the proportion of vulnerable road user (cyclist and pedestrian) deaths is at around 44%.

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***Annex E***

World Bank Power Point presentation.

***Preliminary schedule of Working Group 1 activities***

	<b>Action</b>	<b>Target time</b>
1	Definition of key stakeholders for dialogue & decisions	by Jan 2018
2	Preparation of preliminary data, knowledge briefs, guidelines and/or tools for priority topics	by Mar 2018
3	Fine-tuning with EaP partners/ steering with EU	by Jun 2018
4	Presenting and discussing with EaP stakeholders: priority topics, revised knowledge briefs/guidelines/tools	by Sep 2018
5	Additional fine-tuning with EaP partners/steering with EU	by Dec 2018
6	Finalization of WG deliverables (revised knowledge briefs/guidelines/tools)	by Mar 2019
7	Dissemination of deliverables & policy/implementation decisions at national, regional and EU level	by Jun 2019