



EAP WORKING GROUP 2

“Speed Management & Enforcement”

Meeting 1
(virtual kick-off)
December, 13th 2017

Summary

MEETING BACKGROUND

The first virtual Working Group 2 (WG 2) meeting took place on December, 13th 2017. The newly appointed Working Group 2 members were invited to have a joint discussion with their colleagues from all six EaP countries on development of the Working Group 2 next steps to deliver the established 25% fatalities rate reduction target by 2020 in the EaP region¹.

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 2 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 2 representatives for a brief introduction and country presentations.

The Working Group 2 representatives have presented briefly current status of speed management and enforcement systems in each of the EaP countries. In order to facilitate constructive dialogue the World Bank has provided some guidance in the preparation of country status presentations by drafting the list of guiding questions (attached as Annex C) and presentation templates.

STATUS AND CHALLENGES IN THE EAP COUNTRIES

Key common features of the road safety circumstances in the EaP countries that have been identified during the Working Group 2 meeting following brief countries' presentations are, as follows:

- Speeding (driving above the speed limit) is common in many EaP countries.
- Speeding is a core road safety risk, which adds greatly to deaths and serious injuries in EaP region.
- Speed limits are in many places too high for the safety reasons. The most common speed limits in EaP countries are: 60 km/h for urban/inhabited areas and 90 km/h on inter-urban roads. The urban speed limits of 60km/h is too high due to high risk for pedestrians and the scale of pedestrian fatalities in EaP countries. Systems used for enforcing speed limits and the intensity of other traffic law enforcement measures vary significantly among EaP countries.
- Some engineering treatments are quite effective in managing speeds² and more extensive use of them would be of benefit in the EaP countries in addition to speed enforcement activities.

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

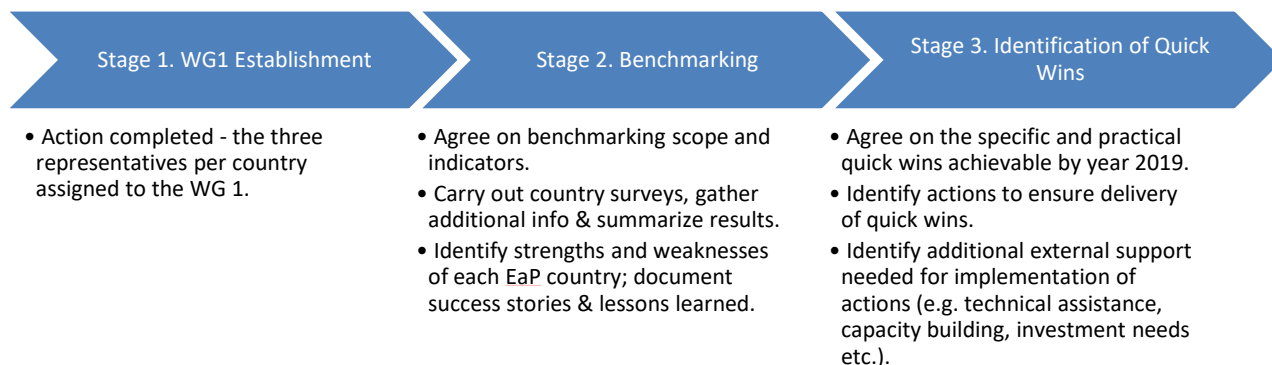
PROPOSED ACTION PLAN, OUTCOMES, MAIN RESULTS AND INDICATORS

The World Bank team has presented some of the Secretariat Support Team proposals on the Working Group 2 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 2 scope of work will include the following steps/stages:

¹ 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.

² Well-designed roundabouts, gateway treatments, chicanes etc.



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

Benchmarking

- Verifying status of speed enforcement for benchmarking.
- Sharing international good practices in speed.
- Making enforcement data available in EaPCs and for benchmarking.

Quick wins – Technical deliverables

- Reviewing and updating status of speed enforcement systems and identifying challenges in EaP region.
- Promoting international good practices and cooperation in speed and other enforcement.
- Developing guidance on coordinating communication and enforcement.
- Guidance note on traffic behavioral surveys.

The proposed main results and monitoring indicators for the Working Group 2 work are, as follows:

Expected main results/objectives

- More effective speed enforcement.
- Public campaigns are coordinated with enforcement activities.

Monitoring indicators

- Regular reports introduced in all EaPCs on enforcement activities and their impact on safety.
- Instituting at least mobile/random regular speed enforcement in EaPCs, but preferably also automatic systems – increasing number of speed controls.
- Undertaking at least one combined enforcement and communications campaign in each EaPC.

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.

The following agreements related to the substance and organization of Working Group 2 future work have been reached as an outcome of the meeting.

Action priorities and next steps

- The Working Group 2 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 2.
- The preliminary schedule of Working Group 2 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 Working Group 2 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 2 members

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

Annex C - Guiding questions in preparation of the WG 2 meeting

Annex D – EaP countries status description

Annex E - World Bank Power Point presentation

Annex F - Preliminary schedule of Working Group 2 activities

KICK OFF VIRTUAL MEETING

WORKING GROUP 2

Speed Management and Enforcement

December 13th 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 2 members

Regional Working Group 2 – Speed Management and Enforcement						
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List of the meeting participants

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EaP Countries						
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Guiding questions in preparation of the WG 2 meeting on December, 13th, 2017

Traffic rules and enforcement

- Is there legislation covering the following areas: seat belts, speed, alcohol, drugs, motorcycle helmets, child restraints, mobile phone use?
- What % of police staff is dedicated traffic police?
- How many traffic fines were collected in 2016? What was the total amount of such fines in 2016?
- Are there campaigns related to traffic rules and enforcement? Who is in charge of them? How many of them were run in 2016?

Speed management

- What are current speed limits on the roads in your country?
- Is there Automated Speed Enforcement system in place? How many cameras have been installed so far? What institution operates them?
- Is there a system of mobile speed controls? How many speed cameras are used? What institution controls speed?
- What is the allowable tolerance level or speed measurement – in km/h above the speed limit?
- What is fine for speeding 10 km/h above the limit and 30 km/h above the limit? In local currency and EUR
- Are there any infrastructure solutions reducing speed implemented in technical standards regulations or in practice?

EaP Countries Status Description

ARMENIA

The status description is not available for Armenia since there were no participants from the Working Group 2 at the first virtual meeting.

AZERBAIJAN

► Traffic rules and enforcement

Table 1: Road categories and their speed characteristics in Azerbaijan

Road type	General speed limits (km/h)
Urban roads	60
Rural roads	90
Motorways	110
Speed tolerance limit	9

Table 2: Speeding fine system in Azerbaijan

Speed over limit	Fine, EUR
10-20 km/h	5
21-40 km/h	25
41-60 km/h	75
> 60 km/h	125

Table 3: Speeding points system in Azerbaijan

Speed over limit	Number of points
21-40 km/h	2
41-60 km/h	3
> 60 km/h	4

The driving licence is withdrawn for a period of 6 months if more than 20 penalty points are accumulated within a year.

► Speed management

- Automated enforcement of speed is under development with around 616 speed cameras established at 417 locations in Azerbaijan.
- There are also around 392 mobile radars (iPatrol system).

BELARUS

► Traffic rules and enforcement

Table 1: Road categories and their speed characteristics in Belarus

Road type	General speed limits (km/h)
Urban roads	60
Rural roads	90
Motorways	110
Speed tolerance limit	10

Table 2: Speeding fine system in Belarus

Speed over limit	Fine, EUR
10-20 km/h	10
21-30 km/h	10-30
> 30 km/h	30-100

There is no speeding penalty point system in Belarus.

► Speed management

- There are around 300 speed cameras (mobile and stationary) in use.

GEORGIA

► Traffic rules and enforcement

Table 1: Road categories and their speed characteristics in Georgia

Road type	General speed limits (km/h)
Urban roads	50/60/70/80 ³
Rural roads	90
Motorways	110
Speed tolerance limit	15

Table 2: Speeding fine system in Georgia

Speed over limit	Fine, EUR
15-40 km/h	16
> 40 km/h	35-40

There is no speeding penalty point system in Georgia.

► Speed management

³ The speed limit depends on the road function.

- Automated enforcement of speed is under development with around 38 speed cameras established in Georgia.

MOLDOVA

► Traffic rules and enforcement

Table 1: Road categories and their speed characteristics in Moldova

Road type	General speed limits (km/h)
Urban roads	50
Rural roads	90
Motorways	110
Speed tolerance limit	10

Table 2: Speeding fine system in Moldova

Speed over limit	Fine, EUR
10-20 km/h	15-30
20-40 km/h	30-45
40 km/h	60-75

Table 3: Speeding points system in Moldova

Speed over limit	Number of points
10-20 km/h	3
20-40 km/h	4
> 40 km/h	5

The driving licence is withdrawn for a period of 6-12 months if more than 15 penalty points are accumulated within a year.

► Speed management

- Automated enforcement of speed is under development with 7 speed cameras established in Chisinau and 21 mobile speed radars operated by the traffic police officers.

UKRAINE

► Traffic rules and enforcement

Table 1: Road categories and their speed characteristics in Ukraine

Road type	General speed limits (km/h)
Urban roads	50
Rural roads	90
Motorways	110
Speed tolerance limit	20

Table 2: Speeding fine system in Ukraine

Speed over limit	Fine, EUR
10-50 km/h	8
> 50 km/h	16

There is no speeding point system in Ukraine.

► Speed management

- The World Bank is providing support to Ukraine on development of automatic speed enforcement (ASE) system and it's implementation at least on the roads foreseen for WB support.

World Bank Power Point presentation.

Preliminary schedule of Working Group 2 activities

	Action	Target time
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