



EAP WORKING GROUP 3

“Road Safety Engineering & Black Spot Management”

Meeting 1
(virtual kick-off)
December, 15th 2017

Summary

MEETING BACKGROUND

The first virtual Working Group 3 (WG 3) meeting took place on December, 15th 2017. The newly appointed Working Group 3 members were invited to have a joint discussion with their colleagues from all six EaP countries on development of the Working Group 3 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 3 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 3 representatives for a brief introduction and country presentations.

The Working Group 3 representatives have presented the current status of the road safety engineering and black spot management 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 3 meeting and brief countries' presentations are, as follows:

- Observations indicate that there is a strong need for implementation of EU Directive (96/2008) and foreseen procedures including of Road Safety Audit (RSA) which means an independent detailed systematic and technical safety check relating to the design characteristics of a road infrastructure project and covering all stages from planning to early operation.
- 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 basis for Black Spot identification is statistical data analysis of road crashes recordings and their mapping. Therefore, a good quality crash database is an essential tool for identification of Black Spots and proper infrastructure improvements, hence assuring good quality crash database system should be a high priority in the EaP region.

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

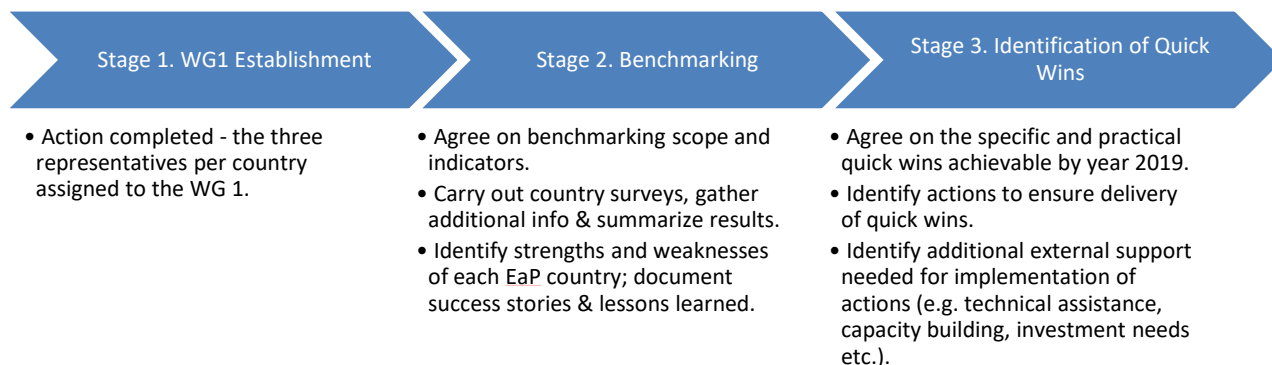
PROPOSED ACTION PLAN, OUTCOMES, MAIN RESULTS AND INDICATORS

The World Bank team has presented some of the Secretariat Support Team proposals regarding the Working Group 3 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 3 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 are as follows:

Benchmarking

- Verifying status on infra safety management in relation to EU directive 2008/96
- Sharing international good practices in infrastructure safety management.

Quick wins – Technical deliverables

- Promoting EU recommendations on infrastructure safety (Directive 2008/96) and guidance on its introduction in EaP countries.
- Developing safety engineering guidance note / practical toolkit for the EaP region.
- Initiating road safety inspections & Black Spot programs.
- Introducing WB Road Safety Impact Assessment tool for road investment projects – in synergy with priority investment planning component of EaP collaboration by using one of the priority projects from each country as real examples for application of the tool.
- Developing ToR for identifying legislative gaps related to infrastructure safety management (EU directive 2008/96, Black Spots treatment program, traffic calming, road design standards).

The proposed main results and monitoring indicators for the Working Group 3 work are, as follows:

Expected main results/objectives

- Status of directive 2008/96 implementation assessed and understood – implementation progressing.
- Black Spot treatment and audit/inspection programs initiated.

Monitoring indicators

- Introduction of key safety measures from Directive 2008/96 progressing in all EaP countries
- Top ten high-crash locations identified in each EaP country.
- Safety impacts identified (preferably quantified) for at least one priority road investment project in each EaP country.
- At least one specific Black Spot treatment project at one location initiated in each EaP country.

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 3 future work have been reached as an outcome of the meeting.

Action priorities and next steps

- The Working Group 3 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 3.
- The preliminary schedule of Working Group 3 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 3 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 3 members

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

Annex C - Guiding questions in preparation of the WG 3 meeting

Annex D – EaP countries status description

Annex E - World Bank Power Point presentation

Annex F - Preliminary schedule of Working Group 3 activities

KICK OFF VIRTUAL MEETING

WORKING GROUP 3

Road Safety Engineering and Black Spot Management

December 15th 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 3 members

Regional Working Group 3 – Safety Engineering and Black Spot Management						
No	Country	Name	Position	Organisation	Tel	E-mail
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List of the meeting participants

Regional Working Group 3 – Safety Engineering and Black Spot Management						
Nº	Country	Name	Position	Organisation	Tel	E-mail
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Guiding questions in preparation of the WG 3 meeting on December, 15th, 2017

- Is EU Directive 2008/96 expressly referred to in the country's road safety strategy & action plan?
- How far have the Directive's individual tools been introduced in the country?
 - Road safety impact assessment (RSIA) as part of the planning process for road projects
 - Road safety audit (RSA) for road projects: training curriculum / national certification / implementation (and at what stages)
 - Road safety inspections (RSI) for the existing network: systematic implementation
 - Road safety ranking and network management ("blackspots" and "RAP"-type assessments)
- How far have other best-practice safety infrastructure management techniques been applied?
 - Traffic calming
 - Revision of design standards by introduction of safety features
- Level of legislative formalization for all of the above measures (Directive & other best-practice)
- Scope of application for the above measures – only on roads managed by national road administration? Also on regional roads? In urban networks?
- IFI-funded road safety infrastructure projects per country (last five years + plan)
- Is there a black spot or other road safety treatment (sub) program implemented on national road network or being considered currently?
- How much funding was used for road safety infrastructure improvements in 2017 under black spot program or other instruments? Funded by own budget or IFIs.

EaP Countries Status Description**ARMENIA**

Obligatory parts/tools	Implementation
Safety Impact Assessment	yes/no
Road Safety Audits	yes/no
Road Safety Inspections	yes/no
High Risk Site Treatments	yes/no
Traffic Calming Measures	yes/no
Revision of Design Standards by Introduction of Safety Features	yes/no

AZERBAIJAN

Obligatory parts/tools	Implementation
Safety Impact Assessment	yes/no
Road Safety Audits	yes/no
Road Safety Inspections	yes/no
High Risk Site Treatments	yes/no
Traffic Calming Measures	yes/no
Revision of Design Standards by Introduction of Safety Features	yes/no

BELARUS

Obligatory parts/tools	Implementation
Safety Impact Assessment	yes/no
Road Safety Audits	yes/no
Road Safety Inspections	yes/no
High Risk Site Treatments	yes/no
Traffic Calming Measures	yes/no
Revision of Design Standards by Introduction of Safety Features	yes/no

GEORGIA

Obligatory parts/tools	Implementation
Safety Impact Assessment	yes/no
Road Safety Audits	yes/no
Road Safety Inspections	yes/no
High Risk Site Treatments	yes/no
Traffic Calming Measures	yes/no
Revision of Design Standards by Introduction of Safety Features	yes/no

MOLDOVA

Obligatory parts/tools	Implementation
Safety Impact Assessment	yes/no
Road Safety Audits	yes/no
Road Safety Inspections	yes/no
High Risk Site Treatments	yes/no
Traffic Calming Measures	yes/no
Revision of Design Standards by Introduction of Safety Features	yes/no

UKRAINE

Obligatory parts/tools	Implementation
Safety Impact Assessment	yes/no
Road Safety Audits	yes/no
Road Safety Inspections	yes/no
High Risk Site Treatments	yes/no
Traffic Calming Measures	yes/no
Revision of Design Standards by Introduction of Safety Features	yes/no

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