



EAP WORKING GROUP 1

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

Meeting 2
(workshop meeting in Tbilisi)

March, 5th 2018

Draft Summary

BACKGROUND

The second Working Group 1 (WG 1) meeting was hosted by the Ministry of Economy and Sustainable Development of Georgia and took place on March, 5th 2018 in Tbilisi, Georgia. The meeting has gathered delegates of each of the EaPCs, EU Delegation to Georgia and the World Bank representatives, in total around 20 participants. The list of the meeting participants is provided in Annex A.

The main objective of the meeting was to discuss and agree how to transform the overall 25% fatalities rate reduction target by 2020 in the EaP region into the more specific targets and focus areas identified for the WG 1 during the previous virtual meeting of December 2017 and concrete steps/actions with a proposed timeline for their implementation to on one hand guide short and medium-term national EaPCs action plans for improving road safety but also to support such actions by WG1 collaboration and joint projects to be coordinated by EaP Transport Panel Secretariat.

The idea of the action plans developed under the EaP road safety cooperation is to fit into the context of each of the EaPCs including plans/strategies that already exist at the national level and to tackle the road safety forward together as a region using exchange of global and regional EaP knowledge and good practice in specific road safety topics.

It was agreed that the outcomes of this technical discussion and the key targets/measures identified will be used as an important input for formulating the future agenda of the EaPCs and the EU cooperation on road safety. The high-level political commitment to improve road safety is planned to be confirmed by signing or adopting the Eastern Partnership Declaration on Road Safety during the next TEN-T Days in Ljubljana on April, 27th 2018 at the occasion of an EaP Transport Ministerial meeting.

INTRODUCTION

The crash data systems improvement and the role of road safety data in the effective road safety management has been a priority area for discussion with the WG 1 participants during the workshop meeting. The meeting agenda is attached as Annex B.

The key objectives of the meeting were, as follows:

- ✓ Understand the place and role of crash data in modern road safety management system
- ✓ Exchange international “good” practices in crash data systems and road safety observatories
- ✓ Understand EaP challenges and pre-requisites for establishment of a well-developed road safety database, important steps to be taken
- ✓ Benchmarking of EaP key road safety data and crash data systems
- ✓ Exchange practical examples and experience with development of crash data-bases and systems in EU and EaPCs
- ✓ Initiate action plans development for the road safety management and crash data system improvement in all EaPCs
- ✓ Discuss and confirm the need for Regional EaP Road Safety Observatory to be instituted as part of EaP collaboration in road safety

KNOWLEDGE EXCHANGE

The knowledge and experience exchange related part presented importance, key features and examples of crash and other road safety data-bases, particularly those using CADaS data structures, as this standard has been recommended for national data-bases in EaPCs and Regional Observatory.

All the presentations from the workshop are available for download at the dedicated website at: <https://collaboration.worldbank.org/docs/DOC-25812>.

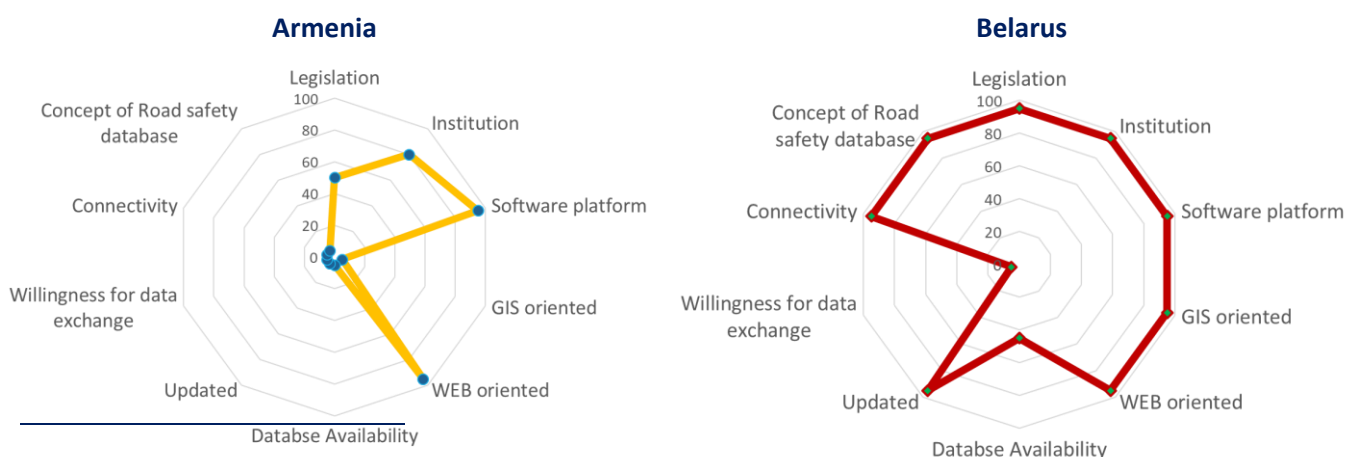
THE EaP COUNTRIES BENCHMARKING

The World Bank Secretariat Support Team has developed the questionnaire covering the key impact indicators related to the crash data system (see attached as Annex C) and has circulated it in advance of the workshop among the EaPCs to gather key information.

The benchmarking of crash data system was done against the following impact indicators:

(1) **Legislation** - Establishment and development of road accident database is recognized and defined by Legal act, (2) **Responsible institution** - Institution responsible for development of road accident database, (3) **Quality of the database software platform** – Quality and type of road accident database software platform, (4) **GIS oriented** - Road accident database software platform is related with GIS software platform and road accident software application is GIS oriented, (5) **Web oriented** - Road accident database platform is WEB oriented, (6) **Database availability** - Road accident database is available on Internet via software application, (7) **Regularly updated data** – updating the data on available road accident database or via reports, fact sheets, etc., (8) **Willingness to exchange data with the other institutions** - Systematic exchange of road accident data with other institutions/organizations and no need for official request for road accident data, (9) **Connectivity** – Existing connection with other road accident database and road safety data like as roads, road safety characteristics, black spots, traffic data, SPI, etc., (10) **Concept of road safety database** – importance of recognition of that kind of concept, especially if road safety database recognized by some legal act or by sub law.

Figure 1 provides an overview of the crash data system benchmarking assessment based on the results of the EaPCs self-reporting¹.



¹ The results of benchmarking exercise are based on the answers provided by the EaPCs to the World Bank Secretariat team. Some more in-depth analysis and status review of national crash data systems with the recommendations for improvement will be considered as a separate task/activity by the WB Secretariat Team.

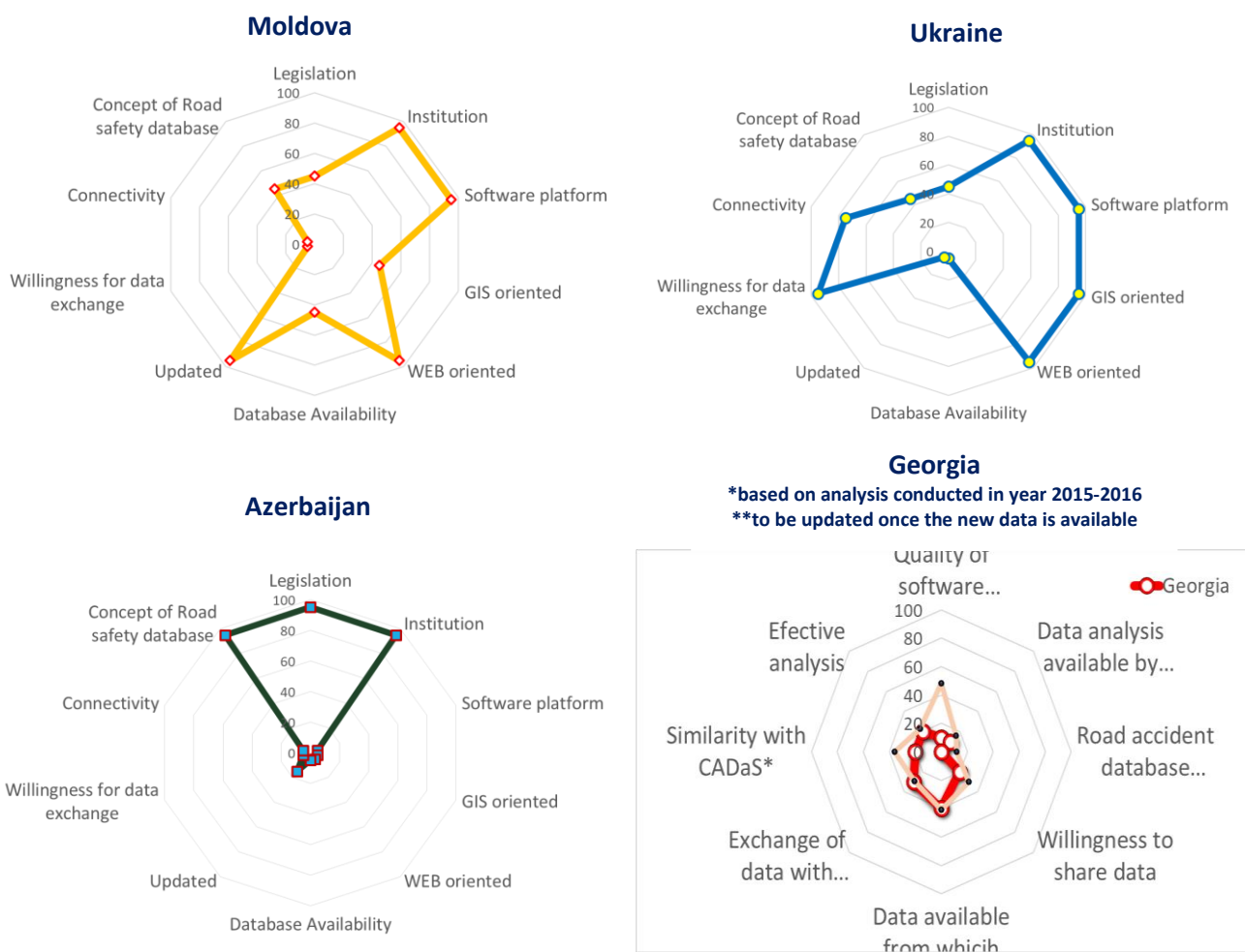


Figure 1. EaPCs Crash Data System Benchmarking

PROPOSED ACTION PLAN

The EaPCs were invited to work together on the development of the action plan under the EaP road safety cooperation as a case study during the workshop. This included identification of the concrete measures supporting the key targets that need to be adopted by all the EaPCs, realistic timeline for their implementation and supporting actions required from the World Bank Secretariat Team. The World Bank Secretariat Team (WBST) has prepared the initial list of measures for discussion with the EaPCs and has facilitated the discussion between the EaPCs.

Effectiveness of management and coordination at national and regional level

The following focus areas/targets were proposed and preliminary adopted for the cooperation and action plan development:

- ✓ Effective high-level coordination and operational Lead Entity structures are created and working in each EaP country; the latter in a form of an autonomous institution or a major unit/function within an established institution

The following supporting measures were identified in consultation with the EaPCs to achieve these priority targets:

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- Establish a high-level coordination structure (road safety council / committee) in each EaP country, to set strategic direction, coordinate policies and programs and monitor progress in engagement of the government administrations and other road safety stakeholders towards achievement of the national road safety goals.
 - Establish a full-time permanent executive Road Safety Lead Entity / Secretariat responsible for stimulating and supporting implementation of policies and programs, continuous detailed monitoring of progress, coordinating analytical work and necessary decision-making process.
 - Review of the national road safety policies and legislation to support implementation of the good practice road safety laws supporting the overall casualty reduction target of 25% by year 2020.
 - Establish Sustainable Funding Mechanisms to ensure provision of funding for road safety and that adequate resources are allocated to national road injury prevention programmes.

Improved management and access to reliable crash and other road safety data

The following focus areas/targets were proposed, discussed and adopted for further collaboration and action plan development:

- ✓ Reliable and accessible national crash data is available in each of the EaP countries (preferably in line with CADaS).
- ✓ Concept for EaP-EU Regional Road Safety Observatory developed and adopted by EaP countries and EC

The following supporting measures were identified in consultation with the EaPCs to achieve these priority targets:

- Develop and adopt detailed regulations in each EaPC on crash data-base including: CADaS-based data sets and structures required for stakeholders, access by stakeholders and general public (following open data principles) and collection procedure across the country
- Establish effective data analysis and management system to ensure usage of the crash data analysis in the determination of policy measures, allocation of resources and measuring the progress
- Adopt detailed concept and action plan for establishment of the EaP Regional Road Safety Observatory using CADaS standards to allow regular monitoring of EaPCs' road safety performance and cross-country comparisons

The Draft Framework for Eastern Partnership Road Safety Cooperation with the concrete measures and timeline for their implementation is attached as Annex D.

CONCLUSIONS AND NEXT STEPS

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

Action priorities and next steps

- The Framework for Eastern Partnership Road Safety Cooperation proposed by the WBST was adopted by the EaP countries delegates and will guide the future work of the Working Group 1.
- The main topics for consideration in the Eastern Partnership Declaration on Road Safety as proposed by WBST were presented to the delegates of EaPCs (attached as Annex E) with request for discussing and preparing the respective decision makers in EaPCs for discussion on the

Declaration, which could be used to confirm commitments and shape the agenda for cooperation between EaPCs and EU in road safety.

Project organization and communication

- The next WG1 virtual meeting will take place in June 2018. The precise date will be confirmed by the World Bank.
- The next WG1 workshop meeting will take place in October 2018. The precise date will be confirmed by the World Bank.

ANNEXES & PRESENTATIONS

List of Annexes and internet resources:

Annex A – List of the Meeting participants

Annex B – Meeting Agenda

Annex C – Basic benchmarking questionnaire on road accident database

Annex D – Draft Framework for Eastern Partnership Road Safety Cooperation

Annex E - Topics for consideration in the Eastern Partnership Declaration on Road Safety

Presentations – available at the EaP Collaboration website at:

<https://collaboration.worldbank.org/docs/DOC-25812>

Annex A

Nr.	Country	Surname	First Name	Institution / Organization	Position	E-mail	Contact Phone
EaPCs Delegates							
1	Armenia	SHAHINYAN	Poghos	National Road Safety Council	Head of Secretariat	poghos@roadsafety.am	+37455557755
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EU Delegation to Georgia							
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World Bank Secretariat Support Team							
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2nd Meeting of Working Group 1 / Road Safety Management, Coordination and Crash Data System Improvement - Knowledge Exchange Workshop

Tbilisi, Georgia - March 5th, 2018

Agenda

9:30	Registration
10:00-13:15	Morning session
10:00	<p><u>Welcome Statement by Host Government Representative(s) and EC</u></p> <p><i>Mr. Giorgi Cherkezishvili, Deputy Minister of Economy and Sustainable Development of Georgia.</i></p> <p><i>Jurate Juodsnukyte, Sector Manager for Transport, Delegation of the European Union to Georgia.</i></p>
10:15	<p><u>Introduction by WB Team</u> (Purpose of meeting: Framework of EaP cooperation / Focus areas / Intermediate targets / Commitments and national action plans)</p>
10:30	<p><u>Module 1: Crash data and road safety management</u></p>
	<ul style="list-style-type: none"> - Important role of road accident database in the effective road safety management (approx. 10 min). [Presentation by Radoslaw Czapski, the World Bank] - Key challenges in establishing a well-developed road safety database. Importance of effective partnerships and stakeholder coordination (approx. 15 min). [Presentation by Dragoslaw Kukic, Serbia] - Road accident database types and their functions. CADaS (Common Accident Data Set) (approx. 20 min). [Presentation by Dragoslaw Kukic, Serbia] - Current situation in the EaPCs/benchmarking and proposed way forward - development of an action plan (approx. 15 min). [Presentation by Dragoslaw Kukic, Serbia]
(~11:30)	Coffee break
11:45-13:30	<p><u>Module 2: Reliable crash data system and effectiveness of road safety management</u></p>
	<ul style="list-style-type: none"> - Road safety management and coordination. Crash data as a basis for determining effective policy measures, allocation of resources and measuring the progress (approx. 10 min). [Presentation by Mariya Ivchenko, the World Bank] - EU or European case study related to crash data system improvement. Key lessons learnt and what mistakes to avoid (approx. 30 min). [Presentation by Dragoslaw Kukic, Serbia] - Pre-requisites for establishment of a well-developed road safety database (approx. 15 min). [Presentation by Dragoslaw Kukic, Serbia] - EaPC case study related to establishment of coordinating agency (approx. 10 min). [Presentation by Erekle Kezherashvili, Georgia] - EaPC case study related to road safety funding mechanisms (approx. 10 min). [Presentation by Viktor Zagreba, Ukraine]

	<ul style="list-style-type: none"> - EaPC case study related to crash data system improvement (approx. 10 min). <i>[Presentation by Viorel Bulimaga, Moldova]</i>
13:30-14:30	Lunch break
14:30-16:30	Afternoon session
14:30-16:30	Module 3: Action plan development
	<ul style="list-style-type: none"> - Interactive case study 1: Establishment of a well-developed road safety database – necessary steps/action plan development – Definition of stakeholders, steps and timelines <i>[Participants to discuss in groups focusing on different infrastructure-related elements of the action plan]</i> - Interactive case study 2: Establishment of a well-functioning coordinating agency – necessary steps/action plan development – Definition of stakeholders, steps and timelines <i>[Participants to discuss in groups focusing on different infrastructure-related elements of the action plan]</i>
<i>(~15:00)</i>	<i>Coffee to be served during interactive case study</i>
	<ul style="list-style-type: none"> - Summaries by group rapporteurs
16:30	Project related discussion , moderated by the World Bank team
	<ul style="list-style-type: none"> - <i>Countries' commitments / declarations, intermediate targets / indicators, timelines, elements of regional and national action plans</i> - <i>Immediate next steps / next meetings (dates and venues)</i>
	<u>Any other business</u>
	<u>Concluding remarks</u>
17:30-18:00	Networking cocktail offered by the Ministry of Economy and Sustainable Development of Georgia

Road accident database – Basic benchmarking questionnaire for EaPCs

Dear,

Please read carefully questions listed below and try to give answer by choosing just one of possible options.

1. Establishing and developing of road accident database is recognized and defined by Legal act
a) Yes, directly with concrete article in the Law dedicated to traffic (road) safety
b) Yes, but no directly in legal act, but through internal act in in charge institution
c) No
2. Institution responsible for developing of road accident database is:
a) Ministry of Internal Affairs
b) Ministry in charge for Transport and Traffic
c) Independent institution in charge for road safety activities (works) e.g. Road Safety Agency
d) Some other institution/organization, name _____
3. National road accident database is established
a) Yes
b) No
4. Type of road accident database software platform is:
a) Oracle or MySQL
b) Other software platform, name _____
c) Unknown
5. Road accident database software platform is related with GIS software platform
a) Yes, relation between relational database software platform and GIS software is in function
b) Yes, but relation still not developed or still not in function
c) No
6. Road accident database platform is WEB oriented
a) Yes
b) No
7. Road accident database is available on Internet via software application
a) Yes, full access to general road accident data, filtering and analysing

b) Yes, limited access (restricted by password)
c) No
8. Road accident software application is GIS oriented
a) Yes
b) No
9. If road accident database available on Internet, then data updating is on:
a) Annual level (one time per year)
b) Two, three or more times per year
c) Less than one time per year
10. Road accident data available on internet
a) Yes, through annual reports
b) Yes, through WEB software application
c) Yes, monthly reports and analysis or fact sheets
d) No
11. General road accident data available on Internet from which year?
Year _____
12. Systematic exchange of road accident data with other institution
a) Exist between all institutions/organization in charge for road safety in Country
b) Exist just between road network authorities and road accident data collectors (e.g. Traffic police or Ministry of Interior and state road network authorities)
c) Without systematic exchange of data or just by official request
13. Official request is required for general road accident data
a) Yes
b) No
c) Yes, but just in special cases like as _____
14. Road accident database is connected with other road safety database or road safety data
a) Yes, with _____ (e.g. database or data related to national road network)
b) No
15. The concept of road safety database is well known in the Country
a) Yes, recognized by Legal act
b) Yes, but not recognized by Legal act or some sub Law documents
c) No

Framework for Eastern Partnership Road Safety Cooperation

Draft, Mar 13, 2018

<i>Specific objectives</i>	<i>Target</i>	<i>Supporting measures</i>	<i>Timeline</i>	<i>Identified supporting actions</i>
Working Group 1 - Road Safety Management, Coordination and Crash Data System Improvement				
1.1. Effective management and coordination at national and regional level.	Effective high-level coordination and operational Lead Entity structures are created and working in each EaP country; the latter in a form of an autonomous institution or a major unit/function within an established institution.	Establish a high-level coordination structure (road safety council / committee) in each EaP country, to set strategic direction, coordinate policies and programs and monitor progress in engagement of the government administrations and other road safety stakeholders towards achievement of the national road safety goals.	End of 2018	Transport Panel Secretariat (TPS) to verify the situation in EaP and share results EaPCs to assure the structures are in place and meeting regularly.
		Establish a full-time permanent executive Road Safety Lead Entity / Secretariat responsible for stimulating and supporting implementation of policies and programs, continuous detailed monitoring of progress, coordinating analytical work and necessary decision-making process.	End of 2019	TPS to check status in EaPCs, share the results TPS to develop standard scope of responsibility, functions and job profiles for core staff of Lead Entity EaPCs to assure the operational structures are in place and meeting regularly.
		Review of the national road safety policies and legislation to support implementation of the 'best' practice road safety laws supporting the general casualty reduction target of 25% by year 2020.	Mid-2019	TPS to verify general status of legislation in EaPCs and share the results via EaP website TPS to develop "standard" TOR for detailed review and improvements in legislation. EaPCs to undertake reviews with support from IFIs
		Establish Sustainable Funding Mechanisms to ensure provision of funding for road safety and that adequate resources are allocated to national road injury prevention programmes.	End of 2019	TPS to verify general status of financing in EaPCs and share the results via EaP website TPS to share international good practices and country case studies in funding road safety EaPCs to stabilize financing for road safety
1.2. Improved management and	Reliable and accessible national crash data is	Develop and adopt detailed regulations in each EaPC on crash data-base including: CADaS-based data sets and structures required for stakeholders, access by	End of 2018	TPS to share international good practices and country case studies of data-bases

access to reliable crash and other road safety data	available in each of the EaP countries (preferably in line with CADaS). Concept for EaP-EU Regional Road Safety Observatory developed and adopted by EaP countries and EC	stakeholders and general public (following open data principles) and collection procedure across the country		<p>TPS to verify status of crash and other databases and publish the results via EaP website</p> <p>TPS to support development of action plans in all EaPCs</p> <p>TPS to organize study trip to 1-2 countries to support transfer of knowledge and experience</p> <p>EaPCs to initiate implementation of action plans</p>
		Establish effective data analysis and management system to ensure usage of the crash data analysis in the determination of policy measures, allocation of resources and measuring the progress	Mid-2019	<p>TPS to share international good practices and country case studies on use of data analysis and management systems.</p> <p>TPS to verify status of data management and analysis systems and publish the results via EaP website</p> <p>EaPCs to assure regular analysis and management of data.</p>
		Adopt detailed concept and action plan for establishment of the EaP Regional Road Safety Observatory using CADaS standards to allow regular monitoring of EaPCs' road safety performance and cross-country comparisons	Mid-2019	<p>TPS to support development of concept and action plan for EaP Observatory.</p> <p>TPS to share international good practices in establishing Regional Road Safety Observatories.</p> <p>EaPCs to decide on establishment of EaP Observatory and initiate preparatory works (with IFIs support)</p>

Topics for consideration in the context of Transport Panel Meeting considering Eastern Partnership Declaration on Road Safety

The representatives of the EaP governments, are very concerned about the urgent and growing problem of road safety in EaP region which resulted in 134,630 road crashes where 7,193 people died and 56,865 were injured in 2016.

The representatives of the EaP governments recognize that adopting a consistent approach in tackling road safety will benefit all countries in the EaP region. The local and national efforts being taken in each country can be enhanced by adopting region-wide approaches.

The representatives of the EaP governments take note of and support the recent adoption of a target to reduce road casualties and fatalities by 25% by 2020 compared to the 2016 figure in the EaP region. The representatives of the EaP governments understand that strong political commitment at both national and regional levels and application of a safe systems approach is a prerequisite for effective action in road safety.

The representatives of the EaP governments call upon respective governments, the International Financial Institutions (IFIs) and Donors to assist and support us in EaP countries efforts to reduce deaths and injuries on EaP countries roads and The representatives of the EaP governments jointly make the following commitment in XXXX on XX March 2018.

i. **Adoption of national road safety action plans** – The representatives of the EaP governments commit to adopt national road safety action plans in the respective EaP countries within the year 2018, aligned with the target of reducing road casualties and fatalities by at least 25% between 2016 and 2020 and, moreover, defining quantified targets of further reduction for the additional time horizons of 2024 and 2028. EaP countries national action plans will be endorsed at government level and will contain measures covering all areas relevant to road safety, including as a minimum: legislation, infrastructure; speed and other traffic laws enforcement; vehicle technical inspection; crash and other road safety data collection and reporting; safety system management and coordination; safety communication and education; emergency response and post trauma care.

ii. **Institutional and Capacity Development** - The representatives of the EaP governments commit to designate a lead entity or agency within the year 2018 to manage and coordinate road safety with adequate human and financial resources to perform effective management of road safety at national and local levels. Sustainable funding mechanisms and appropriate coordination mechanisms will also be established at national and local levels.

iii. **Data Collection and Reporting** - The representatives of the EaP governments commit to improve the quality of and accessibility (by stakeholders) to the national crash database, and to share and ensure international comparability of crash collision data collected for improving data systems at national level so that crash data from different sources (e.g. road police, health sector, insurance companies, etc.) are brought together and analysed more effectively. The representatives of the EaP governments commit to contribute by the end of 2018 to a regional EaP Road Safety Observatory containing a summary of national crash data with the support of the EaP Secretariat so that joint progress in road safety can be actively monitored at country and regional levels.

iv. **Traffic Safety Laws and Enforcement** - The representatives of the EaP governments commit to strengthen road safety laws and their enforcement in targeted areas with emphasis on safe speeds, to monitor the impact of

speed related and other enforcement activities on safety and to initiate regular speed enforcement programs and relevant reporting regarding enforcement by the end of 2018. Police enforcement will be intelligence-led and efforts will be made to perform risk factors identification and mapping so that staff are deployed and resources are targeted at the highest risk behaviours and at risk locations. Efforts will be directed at aligning public education campaigns with enforcement to increase awareness and enforcement of road safety related traffic rules and regulations (e.g. speeding, overloading, wearing of helmets and seat belts, driver work and rest times, and driving under the influence of alcohol or drugs). Special community programmes will be implemented to improve communication with road users and to enhance the image/ public perception of the police officers with road users (e.g. working with schools, young offenders, etc.).

v. **Awareness and Education** - The representatives of the EaP governments commit to initiate combined enforcement and communications campaigns by the end of 2018, as part of a partnership approach bringing together the government, private sector and civil society with the purpose of raising awareness of road safety and promoting through targeted road safety advocacy, activities focusing on vulnerable road users, and ensuring that all the road users in the countries are appropriately trained and informed. Particular focus will be given on the dangers of excessive speed and not wearing seat-belts in front and rear seats.

vi. **Road Infrastructure** - The representatives of the EaP governments commit to adopt EU Directive 96/2008 on road safety by the end of 2019 through a gradual introduction of its key safety measures, such as road safety impact assessments for priority road investment projects, so that roads will be designed and managed with the highest road safety standards to reduce both the likelihood and severity of collisions, raise safety standards and ensure proper provision of facilities on these roads. Road authorities at every level will have a statutory obligation to improve road safety of their respective networks and to ensure safe design, construction and operation of roads. Road authorities will adopt and comply with relevant international conventions relating to road safety, conduct road safety audits on all new and rehabilitated roads and promote good practices on road safety engineering aiming in particular at reducing the risk to vulnerable road users.

vii. **Regionally Shared Approach** - The representatives of the EaP governments commit to work together throughout the time horizons of the national road safety action plans, to promote and establish Regional Working Groups to share knowledge and experience in order to establish a common shared approach on road safety. This can best be done by the development, implementation and monitoring of the EaP regional objectives supported by the relevant national actions of each of the EaP countries.