



# EAP WORKING GROUP 3

## “Road Safety Engineering & Black Spot Management”

Meeting 2  
(workshop meeting in Tbilisi)

March 7<sup>th</sup>, 2018

Draft Summary

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## MEETING BACKGROUND

The second virtual Working Group 3 (WG 3) meeting was hosted by the Ministry of Economy and Sustainable Development of Georgia and took place on March 7<sup>th</sup>, 2018 in Tbilisi, Georgia. The meeting has gathered delegates of each of the EaPCs and the World Bank representative plus invited speakers, in total around 25 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 3 during the previous virtual meeting of December 2017 and concrete steps/actions with a proposed timeline for their implementation to guide, on the one hand, short and medium-term national EaPCs action plans for improving road safety, but also to support such actions by WG3 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, 27<sup>th</sup> 2018 on the occasion of an EaP Transport Ministerial meeting.

## INTRODUCTION

The workshop meeting for WG3 was intended to confirm the group's common understanding of road infrastructure safety concepts and established good practices, to conclude the regional benchmarking on current infrastructure measures' implementation and to discuss immediate and medium-term actions that would contribute to meeting the broader EaP road safety objectives

The meeting agenda is attached as Annex B.

Main elements of the meeting were:

- Presentation of the safe systems approach, of which road infrastructure is one key component
- Reviews of good practices on road infrastructure safety measures and related policy
- The EU 2008/96 road safety Directive and practical experience from its implementation both within and outside the EU
- Practical examples of road infrastructure safety measures from EaP countries
- Review and final confirmation of EaP countries' benchmarking on road infrastructure safety
- Discussion of specific objectives, indicators and actions for EaP countries related to road infrastructure safety

## KNOWLEDGE EXCHANGE

The safe systems approach, a common element of all three working groups, served to remind of the interaction of infrastructure with the other factors affecting safety.

Good practices on road infrastructure safety were presented and explained. They included all measures identified in the EU 2008/96 road safety Directive, such as road safety impact assessments, audits, inspections, blackspots and network assessment; as well as other related practices. Conditions for implementation (such as legal matters, training and certification) as well as benefits thereof (incl. inputs to cost-benefit evaluations) were also discussed.

Finally, examples from European countries (EU, EaP and other non-EU) were presented in detail, with emphasis on implementation challenges as well as success areas.

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 road safety infrastructure (see attached as Annex C) and has circulated it in advance of the workshop among the EaPCs to gather key information.

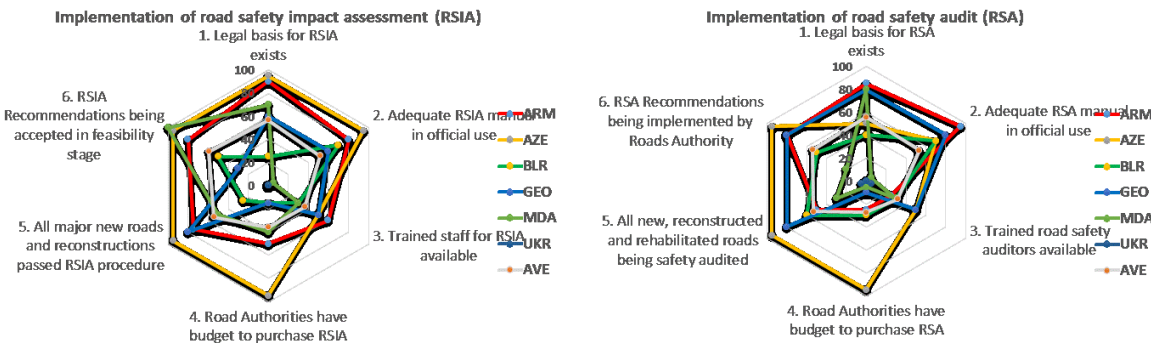
The benchmarking of road infrastructure measures was done against the following impact indicators:

- (1) **Legislation.** Existence of legal basis for the measure
- (2) **Procedures.** Official use of adequate manual for the measure
- (3) **Capacity.** Availability of trained staff (or experts) of the measure
- (4) **Financing.** Budget available in road managers (authorities) for the measure
- (5) **Compulsory implementation** (to a significant extent, but beyond pilots)
- (6) **Use of recommendations** (whether requirements should at least be considered)

These indicators were adapted as necessary for the measures examined (impact assessment, audits, inspections, blackspots, RAPs, traffic calming, design standards’ revision). A separate set of indicators concerned general capacity-building.

During the workshop meeting, the World Bank team conducted an additional survey of countries, so that the content of the knowledge exchange would be taken into account before concluding EaP countries’ self-reporting responses.

The scores of individual countries are summarized in Figure 1 hereafter<sup>1</sup>.



<sup>1</sup> 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 road infrastructure safety measures with the recommendations for improvement will be considered as a separate task/activity by the WB Secretariat Team.

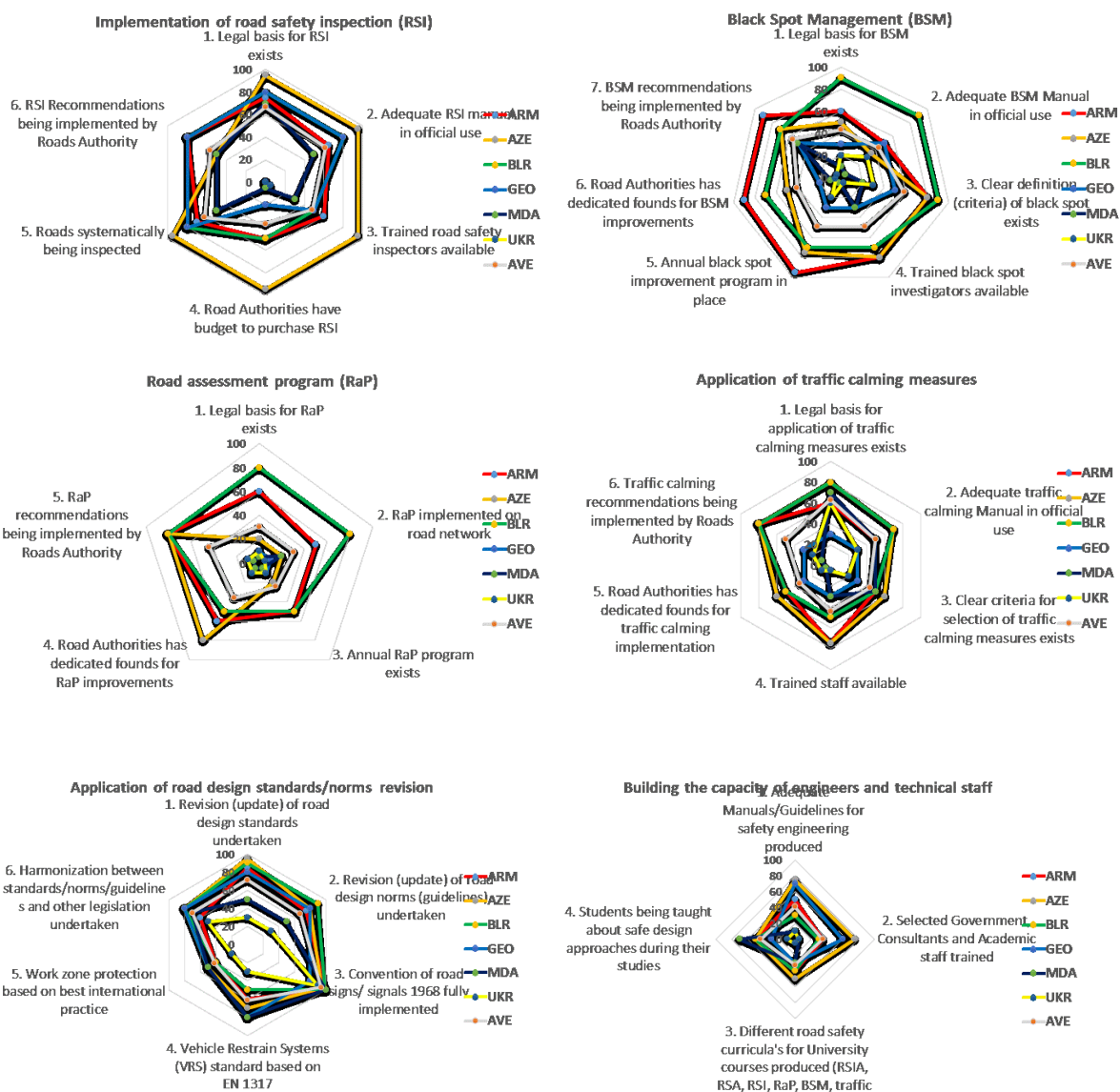


Figure 1. EaPCs Road Infrastructure Safety Measures Benchmarking

### 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.

### Implementation of EU Directive 2008/96

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

- **Practice of safety impacts identification (preferably quantified following the Directive 2008/96) for at least one priority road investment project in each EaP country**

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

- (1) Identifying which road infra procedures from the Directive 2008/96 are used in EaPCs (and how effectively they are used)
- (2) Assuring that key procedures of the Directive EC 96/2008 are formally introduced in the country with emphasis on: Road Safety Audit, Road Safety Impact Assessment and Road Safety Inspection
- (3) System for professional training and certification for road safety auditors/inspectors established in all EaPCs.
- (4) At least one group of professional auditors and inspectors trained, from among designers and road administration employees
- (5) Safety impact identified (preferably quantified) for at least one priority road investment project per each EaPC country
- (6) Road safety infrastructure management techniques promoted for use on secondary and urban road networks.

#### *Black spot treatment and audit/inspection programs initiated*

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

- **Definition of Black Spots (high-crash locations) and at least top ten Black Spot locations identified in each EaP country.**
- **At least one specific Black Spot treatment project at one location initiated in each EaP country.**

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

- (1) Identifying the degree of preparation, implementation and sustainability of Black Spot type programs in EaPCs
- (2) Accessibility of non-confidential crash data to the road administrations assured
- (3) Identification of at least top ten blackspot locations in each EaP country
- (4) Initiating regular road infrastructure safety improvements on national road network to address key black spots in the country, through procurement of relevant work projects.
- (5) Road safety criteria used by road administrations in all EaPCs for road maintenance and investments projects prioritizing resulting in dedicated Black Spot treatment programs and/or regular maintenance programs.

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.

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### *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 3.
- 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  | Coordinates                   | Contact Phone                        |
|--|------------|-----------------|-----------------|---|---|-------------------------------|--------------------------------------|
| <b>EaPCs Delegates</b>                     |            |                 |                 |   |   |                               |                                      |
| 1  | Armenia    | SHAHINYAN       | Poghos          | National Road Safety Council                                | Head of Secretariat   | poghos@roadsafety.am          | +37455557755                         |
| 2  | Armenia    | TADEVOSYAN      | Gurgen          | Armenian Roads Directorate                                  | Deputy General Director   | ardgurgen@mail.ru             | +37477003334                         |
| 3  | Azerbaijan | SADIKHOV        | Anar            | State Agency of Azerbaijan Automobile Roads                 | Specialist  | info@azeravtoyol.gov.az       | +994 50 340 77 07                    |
| 4  | Azerbaijan | SEFEROV         | Rauf            | Ministry of Transport, Communications and High Technologies | Advisor of the Department for Regulation of Transport Sector                  | rauf.seferov.1988@mail.ru     | mob: +9945055 632 44 22              |
| 5  | Belarus    | ASIPUK          | Anatoli         | Beldorcentr   | Head of Department of Road and Bridge Diagnostics                             | osipuk.a@beldor.cent.by       | +37533337608                         |
| 6  | Georgia    | JINCHARADZE     | Guram           | MRDI Roads Department Of Georgia                            | Main Specialist   | Guram_jincharadze@yahoo.com   | +995 577 77 22 99                    |
| 7  | Georgia    | KEZHERASHVILI   | Erekle          | Ministry Of Economy And Sustainable Development             | Acting Deputy Head of Transport and Logistics Development Policy Department   | ekezherashvili@moesd.gov.ge   | +995595459955                        |
| 8  | Georgia    | MZEVAR GOGILAVA | Mzevar Gogilava | Tbilisi Municipality City Hall Department Of Transport      | Chief Specialist Traffic Organisation Division                                | m.gogilava@tbilisi.gov.ge     | +995577155556                        |
| 9  | Georgia    | PATASHURI       | Mamuka          | MRDI Road Department Of Georgia                             | Head of Traffic Organization and Safety Division                              | m.patashuri@yahoo.com         | +995 595 21 91 12                    |
| 10   | Moldova    | BRINISTER       | Valentin        | Ministry of Economy And Infrastructure of Moldova           | Chief Security Transport Service  | valentin.brinister@mei.gov.md | +37322233267                         |
| 11   | Moldova    | COCIUG          | Victor          | Ministry of Economy And Infrastructure                      | Leading Consultant  | victor.cociug@mei.gov.md      | +37379959674                         |
| 12   | Moldova    | SCURTU          | Nicolae         | National Patrol Inspectorate                                | Main Specialist of the Road Traffic Systematization Section                   | nicolae.scurtu@igp.gov.md     | +37369243200                         |
| 13   | Ukraine    | BRIANTSEV       | Vasyl           | National Police of Ukraine                                  | Advisor to the Head of National Police of Ukraine                             | Vvb@police.gov.ua             | +38067 232 2581                      |
| 14   | Ukraine    | MOHYLA          | Ihor            | Lviv Municipal Enterprise "Lvivelectrotrans"                | Head of Department of Delevopement  | ihor.mohyla@gmail.com         | +380633946094                        |
| 15   | Ukraine    | PROKHORENKO     | Ivan            | National Police Of Ukraine                                  | Deputy Head of Department of Ativity Provision of the Head of National Police | pim@police.gov.ua             | +38067 410 1392                      |
| 16   | Ukraine    | SYRVATKA        | Pavlo           | LCE "Lvivavtodor"   | Head of Investment Projects Division  | pavlo.syrvatka@ukr.net        | +380671781983                        |
| <b>World Bank Secretariat Support Team</b> |            |                 |                 |   |   |                               |                                      |
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| 5  |            | JOVANOV         | Dejan           | WB Team (STC)   | Road Safety Specialist  | dejan.jovanov68@gmail.com     | +381 63 246810                       |
| 6  |            | HALLEMAN        | Brendan         | WB Team (STC)   | Road Safety Specialist  | bhalleman@irf.global          |                                      |

2<sup>nd</sup> Meeting of Working Group 3 Safe Road Infrastructure - Knowledge Exchange WorkshopTbilisi, Georgia - March 7<sup>th</sup>, 2018

## Agenda

|             |   |
|-------------|---|
| 9:30        | <b>Registration</b>   |
| 10:00-13:30 | <b>Morning session</b>  |
| 10:00       | <b><u>Welcome Statement</u></b><br><i>Nino Javakhadze, Deputy Minister of Regional Development and Infrastructure of Georgia</i>  |
| 10:15       | <b><u>Introduction by WB Team</u></b> (Purpose of meeting: Framework of EaP cooperation / Focus areas / Intermediate targets / Commitments and national action plans)   |
| 10:30       | <b><u>Module 1: Safe systems approach and road infrastructure safety</u></b>  |
|             | <ul style="list-style-type: none"> <li>- <b>Safe systems approach – modern multidisciplinary, holistic approach to road safety</b> with emphasis on road infrastructure safety [<i>Presentation by the World Bank team – Radek Czapski</i>].</li> <li>- <b>International good practices on road infrastructure safety measures</b> [<i>Presentation by external technical expert – Dejan Jovanov</i>]</li> <li>- <b>Assessing Road Risk &amp; Designing Safety Investment Programs</b> [<i>Presentation by IRF – Brendan Halleman</i>]</li> </ul>             |
| (~11:45)    | <i>Coffee break</i>   |
| 12:15       | <b><u>Module 2: EU – EaP cooperation and good practices in road infrastructure safety</u></b>   |
|             | <ul style="list-style-type: none"> <li>- <b>Main concepts of EU Directive 2008/96</b> [<i>Presentation by the World Bank team – Ioannis Dimitropoulos</i>]</li> <li>- <b>Experience in implementation of the Directive – EU &amp; non-EU Country case studies</b> [<i>Presentation by external technical expert – Dejan Jovanov</i>]</li> <li>- <b>Discussion</b></li> </ul>  |
| 13:30-14:30 | <b>Lunch break</b>  |
| 14:30-17:30 | <b>Afternoon session</b>  |
| 14:30       | <b><u>Module 3: Road infrastructure safety elements in EaP national action plans</u></b>  |
|             | <ul style="list-style-type: none"> <li>- <b>Benchmarking of road infrastructure tools usage in the EaP countries</b> [<i>Presentation by external technical expert – Dejan Jovanov, followed by discussion</i>] (about 45 min.)</li> <li>- <b>Interactive case study: Inclusion of road infrastructure safety elements in regional and national road safety action plans – Definition of stakeholders, steps and timelines</b> [<i>Participants to discuss in groups focusing on different infrastructure-related elements of the action plan</i>]</li> </ul> |
| (~15:30)    | <i>Coffee to be served during interactive case study</i>  |
|             | <ul style="list-style-type: none"> <li>- <b>Summaries by group rapporteurs</b></li> </ul>   |



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|-------------|--|
| 16:30       | <b>Project related discussion</b> , moderated by the World Bank team   |
|             | <ul style="list-style-type: none"> <li>- <i>Countries' commitments / declarations, intermediate targets / indicators, timelines, elements of regional and national action plans</i></li> <li>- <i>Immediate next steps / next meetings (dates and venues)</i></li> </ul> |
|             | <u>Any other business</u>  |
|             | <b><u>Concluding remarks</u></b>   |
| 17:30-18:00 | <b>Networking cocktail offered by the World Bank.</b>  |

**QUESTIONNAIRE ON ROAD INFRASTRUCTURE SAFETY MEASURES**

|  |   |
|--|---|
| <b>1. Implementation of road safety impact assessment (RSIA)</b> | <b>1. Legal basis for RSIA exists</b>   |
|  | <b>2. Adequate RSIA manual in official use</b>                                |
|  | <b>3. Trained staff for RSIA available</b>                                    |
|  | <b>4. Road Authorities have budget to purchase RSIA</b>                       |
|  | <b>5. All major new roads and reconstructions passed RSIA procedure</b>       |
|  | <b>6. RSIA Recommendations being accepted in feasibility stage</b>            |
| <b>2. Implementation of road safety audit (RSA)</b>              | <b>1. Legal basis for RSA exists</b>  |
|  | <b>2. Adequate RSA manual in official use</b>                                 |
|  | <b>3. Trained road safety auditors available</b>                              |
|  | <b>4. Road Authorities have budget to purchase RSA</b>                        |
|  | <b>5. All new, reconstructed and rehabilitated roads being safety audited</b> |
|  | <b>6. RSA Recommendations being implemented by Roads Authority</b>            |
| <b>3. Implementation of road safety inspection (RSI)</b>         | <b>1. Legal basis for RSI exists</b>  |
|  | <b>2. Adequate RSI manual in official use</b>                                 |
|  | <b>3. Trained road safety inspectors available</b>                            |
|  | <b>4. Road Authorities have budget to purchase RSI</b>                        |
|  | <b>5. Roads systematically being inspected</b>                                |
|  | <b>6. RSI Recommendations being implemented by Roads Authority</b>            |
| <b>4. Black spot treatment (Black Spot Management) - BSM</b>     | <b>1. Legal basis for BSM exists</b>  |
|  | <b>2. Adequate BSM Manual in official use</b>                                 |
|  | <b>3. Clear definition (criteria) of black spot exists</b>                    |
|  | <b>4. Trained black spot investigators available</b>                          |
|  | <b>5. Annual black spot improvement program in place</b>                      |
|  | <b>6. Road Authorities has dedicated funds for BSM improvements</b>           |
|  | <b>7. BSM recommendations being implemented by Roads Authority</b>            |
|  | <b>1. Legal basis for RaP exists</b>  |

|   |  |
|---|--|
| <b>5. Road Assessment Program (RaP)<br/>(E.g. iRAP)</b>                   | <b>2. RaP implemented on road network</b>  |
|   | <b>3. Annual RaP program exists</b>  |
|   | <b>4. Road Authorities has dedicated funds for RaP improvements</b>  |
|   | <b>5. RaP recommendations being implemented by Roads Authority</b>   |
| <b>6. Application of traffic calming measures</b>                         | <b>1. Legal basis for application of traffic calming measures exists</b>                                       |
|   | <b>2. Adequate traffic calming Manual in official use</b>  |
|   | <b>3. Clear criteria for selection of traffic calming measures exists</b>                                      |
|   | <b>4. Trained staff available</b>  |
|   | <b>5. Road Authorities has dedicated funds for traffic calming implementation</b>                              |
|   | <b>6. Traffic calming recommendations being implemented by Roads Authority</b>                                 |
| <b>7. Application of road design standard/norms (guidelines) revision</b> | <b>1. Revision (update) of road design standards undertaken</b>  |
|   | <b>2. Revision (update) of road design norms (guidelines) undertaken</b>                                       |
|   | <b>3. Convention of road signs/ signals 1968 fully implemented</b>   |
|   | <b>4. Vehicle Restrain Systems (VRS) standard based on EN 1317</b>   |
|   | <b>5. Work zone protection based on best international practice</b>  |
|   | <b>6. Harmonization between standards/norms/guidelines and other legislation undertaken</b>                    |
| <b>8. Building the capacity of engineers and technical staff</b>          | <b>1. Adequate Manuals/Guidelines for safety engineering produced</b>  |
|   | <b>2. Selected Government, Consultants and Academic staff trained</b>  |
|   | <b>3. Different road safety curricula's for University courses produced (RSIA, RSA, RSI, RaP, BSM, TC,...)</b> |
|   | <b>4. Students being taught about safe design approaches during their studies</b>                              |

### Framework for Eastern Partnership Road Safety Cooperation

Draft, Mar 13, 2018

| <i>Main objectives</i>   | <i>Target</i>  | <i>Supporting measures</i>  | <i>Timeline</i> | <i>Identified supporting actions</i>  |
|--|--|---|-----------------|---|
| <b>Working Group 3 – Road Safety Engineering &amp; Black Spot Management</b> |  |   |                 |   |
| 3.1. Implementation of the Directive 2008/96.                                | Practice of safety impacts identification following the Directive 2008/96 for at least one priority road investment project in each EaP country. | Identify which road infra procedures from the Directive 2008/96 and how effectively are used in EaPCs   | End of 2018     | <p>TPS to share international good practices and country case studies in implementation of the Directive 2008/96</p> <p>TPS to verify status of implementation of the Directive 2008/96 in EaPCs and publish the results via EaP website</p> <p>EaPCs to commit and begin introduction of the Directive 2008/96 into their legislation and practice</p>   |
|  |  | Assuring that key procedures of the Directive EC 96/2008 are formally introduced in the country with emphasis on: Road Safety Audit, Road Safety Impact Assessment and Road Safety Inspection | Mid-2019        | <p>TPS to support development of general action plans for introducing at least audits and inspections as per the Directive 2008/96 in all EaPCs</p> <p>TPS to organize study trip to 1-2 countries to support transfer of knowledge and experience in implementation of the Directive 2008/96 and system approach in road infrastructure safety improvement</p> <p>EaPCs to introduce (with IFIs support) at least Road Safety Audit, Road Safety Impact Assessment and Road Safety Inspection into their national systems.</p> |

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|  |  | The system for professional training and certification for road safety auditors/inspectors established in all EaPCs.                        | End of-2019 | TPS to share international good practices in and country case studies in certification for road safety auditors/inspectors, including during the study trip.<br><br>Each EaPC to decide on and introduce certification for road safety auditors/inspectors in line with the Directive 2008/96 into their legislation and practice.                |
|  |  | At least one group of professional auditors and inspectors from among designers and road administration employees trained                   | End of 2019 | TPS to organize a dedicated training for EaPCs road professionals (designers and road engineers) in auditing and inspections (at least 3 representatives from each EaPC)<br><br>Each EaPC to organize (with IFIs support) at least one training for a group of designers and road engineers   |
|  |  | Safety impact identified (preferably quantified) for at least one priority road investment project per each EaPC country.                   | End of 2018 | TPS to prepare a workshop module presenting WB tool for early road safety impact assessment of road investment project and training in its use.<br><br>Each EaPC to analyse safety impact assessment for at least one of the priority project from extension of TEN-T network in their respective countries as identified jointly with EC and TPS |
|  |  | Road safety infrastructure management techniques are promoted for use on the secondary road networks i.e. beyond just core national network | End of 2019 | Each EaPC to organize at least one event (with IFIs support) for road infrastructure professionals promoting use of road infrastructure safety measures on other than just core national network.   |

|  |  |   |             |  |
|--|--|---|-------------|--|
| 3.2. Black spot treatment and audit/inspection programs initiated. | Definition of Black Spots (high-crash locations) and at least top ten Black Spot locations identified in each EaP country. | Identifying the degree of preparation, implementation and sustainability of Black Spot type programs in EaPCs   | Mid-2018    | TPS to verify status of black spot treatment programs in all EaPCs and publish the results via EaP website<br><br>EaPCs to commit to institute at least medium-term Black Spot type programs.  |
|  | At least one specific Black Spot treatment project at one location initiated in each EaP country.                          | Accessibility of non-confidential crash data to the road administrations assured  | End of 2018 | Each EaPC to assure efficient exchange of crash data between crash data-base holder and road administration (with IFIs support), with emphasis on assuring reliable data on crash locations  |
|  |  | Identification of at least top ten blackspot locations in each EaP country  | End of 2018 | TPS to share general good practices on defining black spots and selecting priority locations for treatment.<br><br>Each EaPC to adopt definitions and identify at least top ten black spot locations for improving safety in short to medium-term.   |
|  |  | Initiating Black Spot type programs i.e. regular road infrastructure safety improvements on national road network to address key black spots in the country, through procurement of relevant work projects. | Mid-2019    | TPS to share international good practices and country case studies in instituting black spot programs.<br><br>TPS to support development of action plans in all EaPCs<br><br>TPS to organize study trip to 1-2 countries to support transfer of knowledge and experience in Black Spot type programs or equivalent actions aimed at improving safety of road infrastructure.<br><br>TPS to develop and share manual of international good practices in infrastructure traffic calming measures for EaPCs use (in coordination with WG2). |

|  |  |   |          |   |
|--|--|---|----------|---|
|  |  |   |          | <p>EaPCs to initiate regular monitoring and publication of crash statistics on at least core national road network.</p> <p>Each EaPC to initiate implementation of action plans for instituting Black Spot type program.</p>                    |
|  |  | Road safety criteria used by road administrations in all EaPCs for road maintenance and investments projects prioritizing resulting in dedicated Black Spot treatment programs and/or regular maintenance programs. | Mid-2019 | Each EaPC to assure that road safety is taken into account when prioritizing investments and maintenance activities on the national road network by including road safety criteria in their internal needs assessment practices and procedures. |

## **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



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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.