



# EAP WORKING GROUP 1

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

Meeting 3  
(virtual)  
June 6<sup>th</sup>, 2018

Summary

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## INTRODUCTION

The virtual Working Group 1 (WG 1) meeting took place on June 6<sup>th</sup>, 2018. The meeting aimed to follow up on the EaP Declaration on Road Safety endorsement by the Ministers of Transport of the six EaP countries that took place at the EaP Transport Ministerial meeting on April 27<sup>th</sup>, 2018 in Ljubljana, Slovenia. The full text of the Declaration presented to the meeting participants by Veronika Liskova, DG MOVE, European Commission is attached as Annex C.

By signing the Declaration, the Ministers of Transport have committed to adopting an aspirational target for reducing road fatalities by 25% between 2016 and 2020 and adopting the necessary measures to reach this objective.

In relation to the WG 1 specific objectives the following political commitments have been made:

- **Strengthening road safety management**
  - ✓ Define a leading operational entity responsible for fully implementing road safety policies in each of the Eastern Partnership countries.
- **Developing targeted road safety measures**
  - ✓ Commit to improving the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with 'best' EU and international practices, and to reporting this data to the future Regional Road Safety Observatory.

The objective of the virtual discussion was to agree with the WG 1 participants on the timeline for implementation of the supporting measures identified in the Framework for EaP Road Safety Cooperation to ensure delivery of the WG 1 specific objectives and selection of priority road safety projects for further development and implementation.

## FRAMEWORK FOR EAP ROAD SAFETY COOPERATION

The Framework for EaP Road Safety Cooperation that has been developed in consultation with the WG 1 participants includes the following specific objectives and expected results to be delivered by the end of 2019.

### Specific Objectives/Focus Areas:

- Effective management and coordination of road safety at national and regional level.
- Improved management and access to reliable crash and other road safety data.

### Expected Results:

- Effective high-level coordination and operational Lead Entity structures are created and working in each EaP country.
- 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 have been identified to ensure delivery of the expected results.

### Till end of 2018:

- Ensure high-level coordination structures established and functioning in the EaP countries.
- Develop and adopt detailed regulations in each EaPC on crash data-base.

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**Till mid-2019:**

- Review of the national road safety policies and legislation to support implementation of the 'best' practice road safety laws.
- 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.

**Till end of 2019:**

- Establish a full-time permanent executive Road Safety Lead Entity / Secretariat.
- Establish Sustainable Funding Mechanisms to ensure provision of funding for road safety.

**STATUS OF CRASH DATA SYSTEM IMPROVEMENT IN THE EAP COUNTRIES**

The crash data systems improvement and the role of road safety data in the effective road safety management have been priority areas of discussion with the WG 1 participants during the workshop meeting on March 5<sup>th</sup>, 2018 in Tbilisi, Georgia. The meeting participants agreed to enhance work on improved collection, central storage and analysis of non-confidential crash and other data including safety performance indicators (SPI) in the EaP countries. It was also agreed to initiate the development of the regional EaP Road Safety Observatory.

Following the agreed timeline the Secretariat is currently providing technical assistance in improving crash data systems in all EaP countries and in improving access to and analysis of crash data plus recommendations for establishment of EaP-EU Regional Road Safety Observatory to permit inter country comparisons.

During this virtual meeting the Secretariat has presented the key activities, implementation timeline and expected outputs of the Consultancy assignment related to crash data system improvement in the EaP countries. More detailed information on the outcomes of Inception Phase and next stage of activities presented by Dragoslav Kukic, Crash Data Systems Expert, is given in Annex E.

**DISCUSSION OF PROJECT CONCEPTS**

To provide support to the EaP countries in developing road safety projects that are aimed to ensure practical implementation of the priorities identified by the EaP Road Safety Cooperation Framework the Secretariat has developed four proposed project concepts for consideration by the WG 1 participants. The detailed project concepts are included as Annex D. An overview of the proposed projects' objectives and expected outcomes is provided below.

***Project 1: Project on crash data collection in accordance with CADaS*****Objective:**

The proposed project is aimed to implement data collection procedure in line with CADaS-based data sets and structures in one of the municipalities in the EaPC. The project targets at least one municipality (police station and police officers in-charge for crash data collection in the chosen administrative unit: municipality or city) in each of the EaPCs. If successful in achieving the project objectives, it is possible that the project may be extended to additional cities in further phases.

**Expected Outcomes:**

- Crash data collection in accordance with CADaS in the selected administrative unit (municipality or city).

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- Training of police officials to use new Crash Data Form and to collect crash data in accordance with CADaS.
  - Improved coordination and exchange of data with the local road administrations to carry out road safety analysis and better understanding the road safety problems at the municipal level including development of enforcement and other activities based on data.
  - Improved access to non-confidential police crash data by the other stakeholders.

#### *Project 2: Project on road safety performance indicators collection*

##### **Objective:**

The proposed project is aimed to introduce the usage of RSPIs to track the development of road safety in the EaPCs and better understanding the factors causing road crashes. The project targets at least one municipality in each of the EaPCs. If successful in achieving the project objectives, it is possible that the project may be extended to additional cities in further phases.

##### **Expected Outcomes:**

- Collection of some RSPIs in the selected administrative unit (municipality or city).
- Training of research institute or other responsible organization to collect RSPIs.
- Improved coordination and exchange of data with the police to better understanding the road safety problems at the municipal level including development of enforcement and other activities based on data.

#### *Project 3: Project on defining black spots and selecting priority locations for treatment (to be implemented in coordination with the WG 3)*

##### **Objective:**

The proposed project is aimed to introduce the analysis of crash data and identification of at least ten top blackspot locations in each EaP country for improving safety in the short / medium term.

##### **Expected Outcomes:**

- Adoption of definitions for accident blackspots by all EaP countries.
- Development of action plans in all EaP countries for blackspot improvement programs.
- Initiation of implementation of blackspot programs through procurement of relevant works.

#### *Project 4: Accessibility of non-confidential crash data to road administrations, for effective usage of analysis in road safety management (to be implemented in coordination with the WG 3)*

##### **Objective:**

The proposed project is aimed to assist the EaP countries in assuring efficient exchange of crash data between the crash database holders and the road administrations, with emphasis on assuring reliable data on crash locations. An effective data analysis and management system will ensure usage of the crash data analysis in the determination of policy measures, allocation of resources and measuring of progress.

##### **Expected Outcomes:**

- Improved coordination and exchange of data with the local road administrations to carry out road safety analysis and better understanding the road safety problems at the municipal level including development of road safety activities based on data.
- Improved access to non-confidential police crash data by the other stakeholders.

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## MODERNIZATION OF THE EAP TRANSPORT PANEL PLATFORM

In April 2018 the World Bank have launched process of the EaP Transport Panel modernization into a more flexible, mobile-friendly solution to better serve the needs of the users' community.

Since April 2018 most of all EaP related information has been successfully migrated. Some of data may still be in the transition and thus may not be temporarily visible to the users. You can visit new portal by clicking here: <https://bit.ly/2JKZFjD>.

## CONCLUSIONS AND NEXT STEPS

The following points regarding scope and organization of WG 1 future work have been agreed as the results of of the meeting.

### *Action priorities and next steps*

- The timeline for implementation of supporting measures proposed by the Secretariat and reflected in the EaP Road Safety Cooperation Framework document was presented to the EaP countries delegates and will guide future work of the WG 1.
- The four project concepts as proposed by the Secretariat were presented to the WG 1 participants (detailed projects' description is attached as Annex D) with a kind request for having a wider discussion of the project concepts with the respective colleagues and decision makers back in the EaPCs.
- Based on the outcomes of internal discussion, the WG 1 participants should select up to two priority projects in the order of priority, that are relevant for their respective countries for implementation and inform the Secretariat accordingly by **June 30<sup>th</sup>, 2018**.
- The Secretariat will provide support in identifying and mobilizing the necessary resources for preparation of high quality detailed specifications/ToR for at least one priority project and later in mobilizing the necessary financial resources for implementation of the priority projects, by countries using internal or external resources.

### *Project organization and communication*

- The next WG 1 virtual meeting is planned to take place in December 2018. The precise date will be confirmed by the Secretariat.
- The next WG 1 face-to-face workshop meeting is planned in October 2018. The precise date and place will be confirmed by the World Bank.

## ANNEXES

List of Annexes:

**Annex A** - Meeting Agenda

**Annex B** - List of meeting participants

**Annex C** - EaP Declaration on Road Safety

**Annex D** – Project Concepts

**Annex E** - World Bank Power Point presentations - – available at the EaP Collaboration website at: <https://bit.ly/2JKZFjD>.

**WORKING GROUP 1**

**Road Safety Management and Crash Data System Improvement**

**June 6<sup>th</sup> 2018, 10 a.m. Kyiv time**

**DRAFT AGENDA**

1. Outcomes of the EaP Transport Ministerial meeting: key commitments of the Road Safety Declaration that received political endorsement (*introduction by Veronika Liskova, DG MOVE, EC*)
2. Presentation and adoption of general roadmap for improving Crash Data System in EaP countries
  - a. Inception phase and next upcoming activities (*presentation by Dragoslav Kukic*)
  - b. Commitments related to WG1 (as per EaP Cooperation Framework)
  - c. Timeline of measures and actions (as per EaP Cooperation Framework)
  - d. Proposals of relevant TA projects – Discussion
    - i. Project 1: Pilot project on crash data collection in accordance with CADaS.
    - ii. Project 2: Pilot project on road safety performance indicators collection.
    - iii. Project 3: Pilot project on defining black spots and selecting priority locations for treatment (to be implemented in accordance with CADaS).
    - iv. Project 4: Accessibility of non-confidential crash data to road administrations, for effective usage of analysis in road safety management.
    - v. Proposals by EaP countries
3. Presentation of the modernized EaP Transport Panel web-site
4. Conclusions & next steps
  - a. Summary of the outcomes of the discussion
  - b. Next meeting(s) – when? where?

## List of the meeting participants

Regional Working Group 1 – Road Safety Management and Crash Data System Improvement						
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<b>EU Delegations to EaP Countries</b>						
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**Eastern Partnership Declaration on Road Safety endorsed by the Ministers of Transport and representatives of the Republic of Armenia, the Republic of Azerbaijan, Belarus, Georgia, the Republic of Moldova and Ukraine, meeting in Ljubljana on 27 April 2018,**

*Recognizing* the right of all citizens to accessible and safe mobility and the importance of promoting sustainable modes of transport;

*Concerned* that the high number of fatal and serious road traffic injuries is a major problem in our societies causing unacceptable human suffering and significant economic loss;

*Acknowledging* the efforts of the Eastern Partnership countries and the European Union in enhancing road safety, and expressing the wish to strengthen cooperation in the framework of the Eastern Partnership road safety cooperation;

*Affirming* our willingness to intensify national and, where appropriate, regional action as well as European cooperation with a view to implement effective road safety policies and measures in order to reduce the number of killed and seriously injured on our roads;

*Reaffirming* that road safety is a shared responsibility, and that concrete and joint action is required by the national and local authorities, as well as by the industry and civil society, each in their areas of competences;

Expressing our commitment to reduce the number of those killed and seriously injured on the roads, and more generally, to strongly improve road safety across the Eastern Partnership countries, wherever possible, we will:

***Strengthening road safety management***

- Put road safety high on the political agenda and take steps to strengthen the coordinated planning and implementation of road safety policies in our countries, as well as the collaboration between governments, the civil society and the private sector;
- Define a leading operational entity responsible for fully implementing road safety policies in each of the Eastern Partnership countries;
- Recognise that developing national road safety strategies and action plans is an effective tool for improving road safety management, and invite those countries that have not yet done so to develop, implement and share information and good practices on national road safety plans and strategies;
- Provide sufficient resources to implement road safety policies and programmes, including cooperation and innovation in enforcement, accident investigation, information and awareness-raising and other dedicated road safety initiatives;

***Developing targeted road safety measures***

- Adopt the Vision Zero perspective and the Safe System approach when developing road safety strategies and policies, with a view in particular to preventing severe crash outcomes when inevitable human errors on the roads occur;



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- Commit to adopting an aspirational target for reducing road fatalities by 25% between 2016 and 2020, and adopt the necessary measures to reach this objective;
  - Commit to further reducing the number of fatal and serious road traffic injuries by 50% from 2020 to 2030, in line with the targets applied in the EU and at the UN level;
  - Commit to improving the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with best EU and international practices, and to reporting this data to the future Regional Road Safety Observatory;

#### ***Promoting safer infrastructure***

- Mainstream road safety in national and regional road projects, also beyond those benefiting from EU financing or receiving support from international financial institutions, and also beyond the TEN-T network;
- Apply the EU road infrastructure safety management principles on the Eastern Partnership road network through a combination of proper planning and safety assessment, design, building and maintenance of roads, and in particular through the identification of the most dangerous portions and their improvement in terms of road safety;
- Establish and enforce adequate speed limits supported by appropriate safety measures such as road signs, speed cameras, and other speed restricting mechanisms, to ensure the safety of all road users;
- Improve the safety of vulnerable road users, and develop specific measures for their protection, in particular the safety of pedestrians, cyclists and motorcyclists by appropriate infrastructure design and speed management;

#### ***Protecting road users***

- Develop and promote road safety culture, based on commonly shared values as well as on the Safe System approach that emphasises the responsibility of all actors, including road users to be more aware of the risks they face and the risks they may pose to others on the roads;
- Enforce effective road safety measures to address unsafe behaviour on the roads, and in particular to prevent road users from speeding, drink and drug driving, failing to use seatbelts, child restraints, helmets and other protective equipment, or otherwise being impaired or distracted on the roads;
- Improve road users' behaviour by continued and effective education and training, focusing in particular on novice drivers, motorcycle riders and professional drivers, as well as by targeted information and awareness-raising campaigns;
- Ensure that the competent services identify the appropriate resources and technical support to national police forces and foster cooperation between the police forces of each respective EaP partner;

#### ***Promoting the use of safer vehicles***

- Improve safety standards and roadworthiness of vehicles to protect road users, and in particular vulnerable road users by adopting policies and measures in line with best EU and/or international standards;
- Promote the use of vehicles meeting the minimum standards for occupant and other road users protection equipped with seat belts, air bags and active safety systems;

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- Promote the roll-out of cooperative intelligent transport systems across the Eastern Partnership region, ensuring that services and systems are compatible and interoperable with EU standards;

***Enhancing cooperation and exchange of experience***

- Mobilise all partners at regional, national and local levels to strengthen the focus on road safety and support the exchange of experience and best practices;
- Take all measures within our remit to promote continued dialogue between the Eastern Partnership countries and the European Union;
- Use the expertise and technical assistance of the European Union and its Member States to support investment decisions and the preparation of new road projects, as well as the collection of quality data and the development of effective road safety measures;
- Boost voluntary commitments to improve road safety, in particular by joining the European Road Safety Charter with the active involvement of civil society.

## ***Proposed Project Concepts***

### **PROJECT NO. 1: “PROJECT ON CRASH DATA COLLECTION IN ACCORDANCE WITH CADaS”**

#### **1. Introduction**

At the Ministerial meeting in Ljubljana on 27<sup>th</sup> April the six EaP countries have adopted the Eastern Partnership Declaration on Road Safety and have committed to adopting an aspirational target for reducing road fatalities by 25% between 2016 and 2020, and adopt the necessary targeted measures to reach this objective.

Improving quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with best EU and international practices has been identified as one of the priority activities for the EaP road safety cooperation.

#### **2. Project objectives and expected outcomes**

To develop more effective road safety strategies and action plans and monitoring progress the EaPCs should consider using evidence-based and data-driven approach to road safety management. This new approach cannot be realized without high-quality road safety data. There is a need for improvement of current crash data system, the analyses of data and accessibility to such data by other stakeholders in the EaP countries.

The proposed pilot project is aimed to implement data collection procedure in line with CADaS-based data sets and structures in one of the municipalities in the EaPC. The pilot project targets at least one municipality (police station and police officers in-charge for crash data collection in the chosen administrative unit – municipality or city) in each of the EaPCs. If successful in achieving the pilot project objectives, it is possible that the project may be extended to additional cities in further phases.

The proposed pilot project will support improved crash data collection and analysis of data and will deliver the following outcomes:

- ✓ Crash data collection in accordance with CADaS in the selected administrative unit (municipality or city)
- ✓ Training of police officials to use new Crash Data Form and to collect crash data in accordance with CADaS
- ✓ Improved coordination and exchange of data with the local road administrations to carry out road safety analysis and better understanding the road safety problems at the municipal level including development of enforcement and other activities based on data
- ✓ Improved access to non-confidential police crash data by the other stakeholders

Expected outputs of the pilot project are, as follows:

- ✓ Guidelines for the pilot project implementation at the municipal level
- ✓ Curriculum for the training of traffic police on data collection in accordance with CADaS and proper analysis/recognition of contributory factors
- ✓ 1-week training of traffic police officers (policemen) who will be in charge of the pilot project implementation (crash data collection in accordance with CADaS) and which could be used in future for ‘Train the Trainers’ in the further process of implementation of CADaS in whole country.
- ✓ Final Report on project implementation

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### 3. Project scope

**Phase 1** – Selection of police stations which cover concrete administrative unit (municipality (-ies) or city) to participate in the pilot project implementation and identification of key project stakeholders. WB Team should prepare official letter (with all necessary details) to the Ministry of Interior and/or to the National (Traffic) police authority in each EaP country with request for involving chosen police station or police officers in charge of crash data collection in pilot project activities. The duration of Phase 1 will depend on the responsiveness of the EaPCs officials from the Ministry of Interior and/or National (Traffic) police.

**Phase 2** – Developing the pilot project action plan and agreeing it with the key project stakeholders

**Phase 3** – Conducting 1-week ‘Train the Trainers’ training of traffic police who will be in charge of the pilot project implementation

**Phase 4** – Launching pilot project in chosen police stations (municipalities – cities) and conducting road accident data collection in accordance with CADaS

**Phase 5** – Summarising the project results and preparation of the Final Report

### 4. Organization and timeline

The expected inputs of the EaPCs are as follows:

- Nominate the responsible representative who will be responsible for the project coordination on a country level and the focal point for the WB Secretariat team.
- Select the initial police station in municipality or city to participate in the pilot project implementation.
- Provide GPS devices (or smartphones for the pilot project purposes) for road accident data collection for the pilot project.

The expected inputs of the WB Secretariat team are as follows:

- Guidelines for the pilot project implementation at the municipal level
- Develop simplified Crash Data Form in accordance with CADaS
- Develop Curriculum for the training of traffic police on data collection in accordance with CADaS and proper analysis/recognition of contributory factors (including presentations for the training course)
- Conduct 1-week training of traffic police officers (policeman) who will be in charge of the pilot project implementation
- Develop template of the Final Report

**Duration:** 6 months

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## PROJECT NO. 2: “PROJECT ON ROAD SAFETY PERFORMANCE INDICATORS COLLECTION”

### **1. Introduction**

At the Ministerial meeting in Ljubljana on 27<sup>th</sup> April the six EaP countries have adopted the Eastern Partnership Declaration on Road Safety and have committed to adopting an aspirational target for reducing road fatalities by 25% between 2016 and 2020, and adopt the necessary targeted measures to reach this objective.

Improving quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with best EU and international practices has been identified as one of the priority activities for the EaP road safety cooperation.

### **2. Project objectives and expected outcomes**

To develop more effective road safety strategies and action plans and monitoring progress the EaPCs should consider using evidence-based and data-driven approach to road safety management. The proposed pilot project is aimed to introduce the usage of RSPIs to track the development of road safety in the EaPCs and better understanding the factors causing road crashes.

The pilot project targets at least one municipality in each of the EaPCs. If successful in achieving the pilot project objectives, it is possible that the project may be extended to additional cities in further phases.

The proposed pilot project will support collection of RSPIs and analysis of data and will deliver the following outcomes:

- ✓ Collection of some RSPIs in the selected administrative unit (municipality or city)
- ✓ Training of research institute or other responsible organization to collect RSPIs
- ✓ Improved coordination and exchange of data with the police to better understanding the road safety problems at the municipal level including development of enforcement and other activities based on data

Expected outputs of the pilot project are, as follows:

- ✓ Guidelines for the RSPI pilot project implementation at the municipal level
- ✓ Curriculum for the training on RSPI collection and analysis
- ✓ 2-day training of research institute or other organization who will be in charge of the pilot project implementation
- ✓ Final Report on project implementation

### **3. Project scope**

**Phase 1** – Selection of administrative unit (municipality (-ies) or city) to participate in the pilot project implementation and identification of key project stakeholders

**Phase 2** – Developing the pilot project action plan and agreeing it with the key project stakeholders

**Phase 3** – Conducting 2-day training of research institute or other organization who will be in charge of the pilot project implementation

**Phase 4** – Launching pilot project in the selected municipality/city

**Phase 5** – Summarising the project results and preparation of the Final Report

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#### **4. Organization and timeline**

The expected inputs of the EaPCs are as follows:

- Nominate the responsible representative who will be responsible for the project coordination on a country level and the focal point for the WB Secretariat team
- Select the initial municipality or city to participate in the pilot project implementation
- Provide equipment needed for RSPIs collection for the pilot project

The expected inputs of the WB Secretariat team are as follows:

- Guidelines for the pilot project implementation at the municipal level
- Develop Curriculum for the training for the training on RSPI collection and analysis
- Conduct 2-day training of research institute or other organization who will be in charge of the pilot project implementation
- Develop template of the Final Report

**Duration:** 6 months

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**PROJECT NO. 3: “IDENTIFICATION OF AT LEAST TOP TEN BLACKSPOT LOCATIONS IN EACH EaP COUNTRY AND INITIATION OF BLACKSPOT IMPROVEMENT PROGRAMS”**

**Objective**

Adoption of definitions for accident blackspots by all EaP countries. Analysis of crash data and identification of at least ten top blackspot locations in each EaP country for improving safety in the short / medium term. Development of action plans in all EaP countries for blackspot improvement programs. Initiation of implementation of blackspot programs through procurement of relevant works projects. [Tentative target: mid 2019]

**Scope of work**

- Definition of what constitutes an accident blackspot in all EaP countries
  - Consultation with national road administrations of all EaP countries
- Identification of accident blackspots on the national road networks of all EaP countries
  - Collection of available data
  - Analysis of data
  - Consultation with national road administrations
  - Report on top ten blackspot locations
- Development of national action plan for blackspot improvement programs
  - Proposal on methodology - Consultation with national road administrations
  - Costed proposal for multi-year blackspot improvement program
  - Identification of legal, procedural, administrative requirements for implementation in all EaP countries
  - Draft national action plans - Consultation with national, regional & local administrations
  - Final national action plans
- Draft bidding documents for blackspot improvement works in all EaP countries

**Duration:** 10 months

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**PROJECT NO. 4: “ACCESSIBILITY OF NON-CONFIDENTIAL CRASH DATA TO ROAD ADMINISTRATIONS, FOR EFFECTIVE USAGE OF ANALYSIS IN ROAD SAFETY MANAGEMENT”**

**Objective**

Assistance to EaP countries in assuring efficient exchange of crash data between the crash database holders and the road administrations, with emphasis on assuring reliable data on crash locations. An effective data analysis and management system will ensure usage of the crash data analysis in the determination of policy measures, allocation of resources and measuring of progress. [Tentative target: end of 2018]

**Scope of work**

- Definition of data needs for accident analysis, blackspot identification and overall road safety management
  - Consultation with national road administrations of all EaP countries
- Confirmation of relevant data availability in all EaP countries
  - Consultation with crash database holders
- Definition of procedure for data exchange between crash database holder and national road administration
  - Legal framework examination in all EaP countries
  - Identification of any technical, administrative or other gaps and identification of timelines for their resolution
  - Formulation of protocols
  - Consultation with database holders and administrations in all EaP countries
  - Preparation of MoUs
- Proposal for monitoring and publishing of crash statistics
- Proposal for extension of procedure to regional and local road administrations

**Duration:** 4 months