



EAP WORKING GROUP 3

“Road Safety Engineering & Black Spot Management”

Meeting 3
(virtual)

June 8th, 2018

Summary

INTRODUCTION

The virtual Working Group 3 (WG 3) meeting took place on June 8th, 2018. The meeting aim was 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 27th, 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 3 specific objectives the following high-level commitments have been made:

➤ **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.

The objective of the virtual discussion was to agree with the WG 3 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 3 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 3 participants includes the following specific objectives and expected results to be delivered by the end of 2019.

Specific Objectives/Focus Areas:

- Implementation of the Directive 2008/96.
- Black spot treatment and audit/inspection programs initiated.

Expected Results:

- Practice of safety impacts identification following the Directive 2008/96 for at least one priority road investment project in each EaP country.
- 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 have been identified to ensure delivery of the expected results.

Till mid-2018:

Black spot treatment

- Verify and publish status of blackspot treatment program
- EaP country commitment to blackspot programs

Till end of 2018:

Black spot treatment

- Ensured availability of crash data to road administrations
- Identification of at least top ten blackspot locations per EaPC

Directive 2008/96

- Verify and publish status of EU Directive implementation
- Safety impact assessment for at least 1 road project per EaPC

Till mid-2019:

Black spot treatment

- Initiated implementation of blackspot action plans
- Road safety criteria used in project prioritization

Directive 2008/96

- Introduction of (at least) road safety audits, inspections and impact assessments into national systems of all EaP countries

Till end of 2019:

Directive 2008/96

- Training and certification systems established in all EaPCs
- Introduction of infrastructure safety beyond core network

RESULTS OF BENCHMARKING UPDATE IN THE EAP COUNTRIES

During this virtual meeting the Secretariat has presented the key results of the benchmarking update in the EaP countries.

Blackspots

According to self-reported benchmarking, Belarus (average 79%) & Armenia (78%) are the most advanced, while Moldova (19%) & Ukraine (16%) are the least.

Belarus representatives mentioned existence of guideline (technical code) TCP 586-2016 defining a.o.t. “areas of concentration of traffic accidents”, including methodology and formula, performed by RUE *Beldorcenter* (under Ministry of Transport and Communications). Criteria include road class; 3-year no. of accidents; AADT; base length of 1 km. Road administrations are in possession of the data needed. There is no separate budget for road safety (maintenance budget is used); road managers plan remedial works annually (also consulting police).

Ukraine representatives mentioned the SOU 45.2-00018112-007:2008 (Standard) defining procedure. Methodology for definition specifies a minimum of 12 accidents over a “specified period”. *Ukravtodor*

is in possession of the data needed. Road safety budget was introduced from 2018 (road fund). Remedial works planned annually in coordination with police.

Georgia representatives stated that a method is under preparation but there is an ongoing remedial program worth 4.1 mn GEL for 18 road sections. Otherwise, there is no regular safety budget (it is included in maintenance / rehab / reconstruction). Nevertheless, the national road administration is in possession of data, which it receives from the Ministry of Internal Affairs.

Road safety directive EU 2008/96

Road safety inspection (RSI) was reported as the most familiar measure (average rating of 55%), followed by impact assessment (RSIA, 49%) and lastly audit (RSA, 46%)

Focus on road safety inspection (RSI)

Azerbaijan declares the highest familiarity with RSI (88%), followed by Belarus (70%). In contrast, Ukraine's self-rating is extremely low (average under 1%)

Belarus, Moldova and Ukraine perform seasonal inspections (with RSI elements, but no explicit procedure and no specified budget) twice a year, with participation of police

In Belarus, RSI is part of the seasonal inspection routine (twice/yr), carried out under technical code 604-2017, with participation of police, environmental authorities and RUE Beldorcenter. There is no dedicated budget and no requirement for explicit follow-up.

In Moldova, inspections are performed twice a year; RSI is performed by order of the Ministry of Economy and Infrastructure, by State Road Administration jointly with police. Administration solely decides on follow-up. No dedicated budget.

In Ukraine, inspections are performed twice a year; no separate RSI exists, but road owners appoint inspection commissions involving police and "other bodies". No separate budget. Follow-up is made by road owner in agreement with national police.

In Georgia, there is an RSI manual and a dedicated budget (1.5 mn GEL in 2018) and it is required to perform RSI every 3-5 years. RSI is performed by the Road Safety and Organization Division of the Roads Department (for the upper two classes of road).

Focus on road safety impact assessment (RSIA)

Azerbaijan declares the highest familiarity with RSIA (88%), followed by Armenia (73%). Ukraine has the lowest self-rating (zero), followed by Belarus (36%). Inadequate qualitative info has been collected so far.

Focus on road safety audit (RSA)

Azerbaijan declares the highest familiarity with RSA (76%), followed by Georgia (63%). Ukraine has the lowest self-rating (2%), followed by Moldova (28%)

Georgia states that RSA is not mandatory but pre-opening audits (jointly with patrol police) and design audits are carried out on the order of the head of road department; guidelines exist and external auditors are used and there is follow-up

Moldova states that RSA is used only in IFI-financed road projects

Ukraine states that RSA is planned for introduction (draft amendment to roads law exists)

Qualitative benchmarking is ongoing and is expected to be completed prior to the next meeting.

The following are the key tentative conclusions:

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- Several countries use standard methodologies for blackspots & data are available
 - Inspections are familiar; step to RSI is not huge, but not automatic either
 - Solid capacity-building (training and certification) needed for introducing and mainstreaming EU Directive measures in each country
 - EaP countries can learn from successful examples also within the region

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 3 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: Accessibility of non-confidential crash data to road administrations, for effective usage of analysis in road safety management

Objective and expected outcomes:

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.

Project 2: Identification of at least top ten blackspot locations in each EaP country and initiation of blackspot improvement programs

Objective and expected outcomes:

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.

Project 3: Identification and quantification of safety impacts for at least one priority road investment project in each EaP country

Objective and expected outcomes:

Analyze safety impacts for at least one priority project, belonging to the extended TEN-T network, in each EaP country, using the principles of the EU 2008/96 road safety Directive. Using results from this pilot, develop an action plan for introducing Road Safety Impact Assessment processes in each EaP country and for road safety mainstreaming (using safety management techniques) to cover all projects and all networks.

Project 4: Preparation for formal introduction of key EU Directive 2008/96 procedures in each EaP country - emphasis on Road Safety Inspection, Audit and Impact Assessment

Objective and expected outcomes:

Identify technical and legal requirements for introduction of road safety inspection (RSI), audit (RSA) and impact assessment (RSIA) in the national systems of each EaP country. Define national action plans for training and certification of inspectors and auditors in accordance with principles of EU 2008/96, adapted to each EaP country. Perform pilot RSI and RSA in all EaP countries.

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 the new portal by clicking here: <https://bit.ly/2JKZFjD>.

CONCLUSIONS AND NEXT STEPS

The following points regarding scope and organization of WG 3 future work have been agreed as the results of the meeting.

Action priorities and next steps

- The four project concepts as proposed by the Secretariat were presented to the WG 3 participants (detailed projects' description is attached as Annex D) with a kind request for having a wider discussion on them with the respective colleagues and decision makers back in the EaPCs. **Based on the outcomes of internal discussion, the WG 3 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 30th, 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.
- Benchmarking will be concluded and published prior to the next (workshop) meeting scheduled for October 2018. **Any pending contributions to qualitative benchmarking are kindly requested from the WG3 participants by June 30th, 2018.**
- 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 3.

Project organization and communication

- The next WG 3 face-to-face workshop meeting (no. 4) is planned in October 2018. The precise date and place will be confirmed by the Secretariat.
- The next WG 3 virtual meeting (no. 5) is planned to take place in December 2018. The precise date will be confirmed by the Secretariat.

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 3

**Road Safety Engineering and Black Spot Management
June 8th 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 (*brief introduction by the World Bank*)
2. Presentation and adoption of roadmap for instituting blackspot programs and introduction of EU principles
 - a. Commitments related to WG3 (blackspots; EU Directive)
 - b. Timeline of measures and actions
 - c. Proposal of relevant consultancy projects – Discussion
 - i. CONSULTANCY PROJECT NO. 1: “ACCESSIBILITY OF NON-CONFIDENTIAL CRASH DATA TO ROAD ADMINISTRATIONS, FOR EFFECTIVE USAGE OF ANALYSIS IN ROAD SAFETY MANAGEMENT”
 - ii. CONSULTANCY PROJECT NO. 2: “IDENTIFICATION OF AT LEAST TOP TEN BLACKSPOT LOCATIONS IN EACH EaP COUNTRY AND INITIATION OF BLACKSPOT IMPROVEMENT PROGRAMS”
 - iii. CONSULTANCY PROJECT NO. 3: “IDENTIFICATION AND QUANTIFICATION OF SAFETY IMPACTS FOR AT LEAST ONE PRIORITY ROAD INVESTMENT PROJECT IN EACH EaP COUNTRY”
 - iv. CONSULTANCY PROJECT NO. 4: “PREPARATION FOR FORMAL INTRODUCTION OF KEY PROCEDURES OF DIRECTIVE EU 2008/96 IN EACH EaP COUNTRY, WITH EMPHASIS ON ROAD SAFETY INSPECTION, AUDIT AND IMPACT ASSESSMENT”
3. Benchmarking of blackspot programs and other EU Directive 2008/96 measures’ implementation: Update and preparation of publication on the EaP Transport Panel website
4. Presentation of the modernized EaP Transport Panel web-site
5. Conclusions & next steps, including future meeting(s)

Annex B

List of the meeting participants

Regional Working Group 3 – Safety Engineering and Black Spot Management						
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EU Delegations to EaP Countries						
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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: “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

Qualifications:

- **Team leader:** Road accident analysis specialist, minimum 10 years of experience (5 years of international experience)
- **Team member:** Road infrastructure safety specialist, minimum 7 years of experience (preferable international experience)
- **Team member:** Legal expert, minimum 7 years of experience (preferable experience in EaP countries)

PROJECT NO. 2: “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

Qualifications:

- **Team leader:** Road infra safety specialist, minimum 10 y (5 years of international experience)
- **Team member:** Road safety policy specialist, minimum 7 y (preferable in EaP countries)
- **Team member:** Road accident analysis expert, minimum 7 y (preferable international)
- **Team member:** Civil engineer, minimum 5 years of experience in construction including bidding documents

PROJECT NO. 3: “IDENTIFICATION AND QUANTIFICATION OF SAFETY IMPACTS FOR AT LEAST ONE PRIORITY ROAD INVESTMENT PROJECT IN EACH EaP COUNTRY”

Objective

Analyze safety impacts for at least one priority project, belonging to the extended TEN-T network, in each EaP country, using the principles of the EU 2008/96 road safety Directive. Using results from this pilot, develop an action plan for introducing Road Safety Impact Assessment processes in each EaP country and for road safety mainstreaming (using safety management techniques) to cover all projects and all networks. [Tentative target: end 2018 for pilot; end 2019 for road safety mainstreaming]

Scope of work

- Identification (jointly with EC and EaP Transport Panel Secretariat) of at least one project for pilot RSIA implementation in each EaP country
- Performance of pilot RSIA jointly with national administration staff
- Development of national guideline for RSIA implementation, based on EU Directive 2008/96 and results of pilot
 - Analysis of national legal / administrative frameworks
 - Costing
 - Draft RSIA action plans – consultations
 - Final RSIA action plan for each EaP country
- Development of national action plan for road safety mainstreaming
 - Draft toolbox of measures for national, regional and local networks
 - Identification of legal, procedural, administrative requirements for implementation in all EaP countries
 - Draft national action plans - Consultation with national, regional & local administrations
 - Final costed and timed national action plans

Duration: 8 months

Qualifications:

- **Team leader:** Road infra safety specialist, minimum 10 y (5 years of international experience, experience required on RSIA)
- **Team member:** Road safety policy specialist, minimum 7 y (preferable in EaP countries)
- **Team member:** Legal expert, minimum 7 y (preferable in EaP countries)

PROJECT NO. 4: "PREPARATION FOR FORMAL INTRODUCTION OF KEY EU 2008/96 PROCEDURES IN EACH EaP COUNTRY - EMPHASIS ON R.S. INSPECTION, AUDIT & IMPACT ASSESSMENT"

Objective

Identify technical and legal requirements for introduction of road safety inspection (RSI), audit (RSA) and impact assessment (RSIA) in the national systems of each EaP country. Define national action plans for training and certification of inspectors and auditors in accordance with principles of EU 2008/96, adapted to each EaP country. Perform pilot RSI and RSA in all EaP countries. [Tentative target: mid 2019]

Scope of work

- Identification of legal / institutional requirements for introduction of RSA and RSI in all EaP countries
- Identification of technical (capacity-building incl. training) requirements for introduction of RSA and RSI in all EaP countries
- Identification of projects / sections for pilot RSI and RSA in all EaP countries, jointly with national road administrations
- Performance of pilot RSI and RSA (at least one of each, per EaP country) in joint teams including national road administration staff
- Draft training and certification plan for RSA and RSI in each EaP country
- Consultation with national road administrations; usage of RSIA consultancy results (as available)
- National action plan for RSI, RSA and RSIA for each EaP country, including
 - Manual
 - Training curriculum
 - Certification framework
 - Time and cost estimate for national road network
 - Proposals for extension to regional and local networks

Duration: 12 months

Qualifications:

- **Team leader:** Certified (EU country or equivalent level) road infra safety auditor/inspector, minimum 10 y (5 years of international experience)
- **Team member:** Road safety expert, minimum 7 y (preferably international)
- **Team member:** Road safety policy specialist, minimum 7 y (preferable in EaP countries)
- **Team member:** Legal expert, minimum 7 y (preferable in EaP countries)