



EAP WORKING GROUP 2

“Speed Management and Traffic Laws Enforcement Improvement”

Meeting 3
(virtual)
June 7th, 2018

Summary

INTRODUCTION

The virtual Working Group 2 (WG 2) meeting took place on June 7th, 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 2 specific objectives the following political commitments have been made:

➤ **Protecting road users**

- ✓ 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;
- ✓ 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.

The objective of the virtual discussion was to agree with the WG 2 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 2 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 2 participants includes the following specific objectives and expected results to be delivered by the end of 2019.

Specific Objectives/Focus Areas:

- Improved speed management and enforcement.
- Improve enforcement of seatbelts use in all EaPCs.

Expected Results:

- Increased speed controls by instituting at least mobile/random regular speed enforcement systems in EaPCs and implementing / improving automatic systems.
- Adoption of max 50 km/h limit in urban areas in all EaPCs
- Increase seatbelt wearing rate in all EaPCs in front and back seats

The following supporting measures have been identified to ensure delivery of the expected results.

Till end of 2018:

- Involve professional road user groups (public admin, emergency services, police, bus, taxi), NGOs and celebrities in promoting seatbelt use,
- Adopt legislation reinforcing seatbelt use at front- and backseats.

Till mid-2019:

- Review speed limits at least on core road network to reflect road function, traffic conditions and safety of vulnerable users to lead to reduction of casualties and vehicle emissions.
- Introduce traffic calming measures to lower speed below 50 km/h limit near schools, hospitals and in residential areas.
- Wider use of engineering and infrastructure related speed management solutions by all EaPCs (in cooperation with WG3 – Infrastructure Safety)
- Assure necessary legislation, equipment, procedures and training for Police to be able to undertake regular speed enforcement.
- Improve Police practices and procedures used for enforcing seatbelt use
- Improve communication related to seatbelts use and enforcement
- Undertake at least one combined seatbelt enforcement and communications campaign annually in each EaPC.

Till end of 2019:

- Implement improved speed enforcement based on the Safe System Approach to speed management, involving cooperation between key stakeholders and different mutually reinforcing measures, including proper Info & communication on at least core road transport networks, including extensions of TEN-T in all EaPCs.

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 2 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: Review of speed limits on core road network

Objective: Contributing to improving speed enforcement system by reviewing speed limits on the core road network in line with international good practice.

Expected main outcome: Speed limits on all core roads reviewed and updated by mid-2019

Project 2: Introduction of traffic calming measures to lower speed below 50 km/h limit near schools, hospitals or in residential areas.

Objective: Contributing to improving speed management system by introducing traffic calming measures below 50 km/h limit in selected areas (around schools, hospitals or residential areas).

Expected main outcome: developing and beginning implementation of (sub)programs reducing speed in sensitive areas by mid-2019

Project 3: Definition of legal, institutional, procedural and technical/training requirements supporting more regular and efficient speed enforcement by Police

Objective:

Contributing to improving speed enforcement system by reviewing and suggesting improvements in legal, institutional, procedural/operational and technical equipment needed for improving speed enforcement by Police.

Expected main outcome: Comprehensive speed enforcement improvement project developed and introduced in the country by mid-2019

Project 4: Improving legislation and operational procedures reinforcing seatbelt use at front- and backseats

Objective: Contributing to improving traffic safety enforcement system by reviewing speed limits on the core road network in line with international good practice.

Expected main outcome: safe system approach based legislation on seatbelt use and enforcement adopted by the end of 2018.

MODERNIZATION OF THE EAP TRANSPORT PANEL PLATFORM

In April 2018 the World Bank has 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 2 future work have been agreed as the results 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 2.
- The four project concepts as proposed by the Secretariat were presented to the WG 2 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 these internal discussion, the WG 2 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 by countries the necessary financial resources (internal or external) for implementation of the priority projects.

Project organization and communication

- The next WG 2 virtual meeting is planned to take place in December 2018. The precise date will be confirmed by the Secretariat.
- The next WG 2 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 2

Speed Management & Enforcement

June 7th 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 or EC representative*)
2. Presentation and adoption of general roadmap for improving speed management systems and seatbelt enforcement
 - a. Commitments related to WG2 (as per EaP Cooperation Framework)
 - b. Timeline of measures and actions (as per EaP Cooperation Framework)
 - c. Proposals of relevant consultancy/TA projects – Discussion
 - i. Consultancy 1: Review speed limits on core road network.
 - ii. Consultancy 2: Introduction of traffic calming measures to lower speed below 50 km/h limit near schools, hospitals or in residential areas.
 - iii. Consultancy 3: Definition of legal, institutional, procedural and technical/training requirements supporting more regular and efficient speed enforcement by Police.
 - iv. Consultancy 4: Adopt legislation reinforcing seatbelt use at front- and backseats
 - v. Proposals by EaP countries
3. Scope of proposed speed enforcement dedicated training – in cooperation with IRF (duration-scope, location, EaP participants etc.)
4. Presentation of the modernized EaP Transport Panel web-site
5. Conclusions & next steps, including future meeting(s)

List of the meeting participants

Regional Working Group 2 – Speed Management and Enforcement						
No	Country	Name	Position	Organisation	Tel	E-mail
EaP Countries						
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European Commission						
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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: Review speed limits on core road network.

Objective and expected outcome

Contributing to improving speed enforcement system by reviewing speed limits on the core road network in line with international good practice.

Expected outcome: speed limits on all core roads reviewed and updated by mid-2019

Scope of work

- Collection of good practices in setting speed limits for roads with different functions and adopting them to the structure of road network
- Consultation and adoption of principles for speed limits by key stakeholders (national road administrations, Police, others)
- Reviewing and if necessary updating legislation related to speed limits to reflect system approach and international good practice
- Developing proposal for piloting review on selected part(s) of the network, including selection of network part(s) to be covered, organizational arrangement (identification of team composition, documentation requirements, schedules etc.)
- Developing training program for staff undertaking the review
- Undertaking pilot review(s)
- Analyzing lessons from pilot review(s) and improving the review procedures and all associated arrangements
- Roll out of the review on the complete network - it may be considered to be done as part of routine annual review of technical status of road network

Organization and timeline:

- Clearly attributed project management and organization needed
- Legal speed limits to be preferably reviewed and if necessary modified (reduced) to internationally recognized safe levels for different types of roads
- Reviews to be undertaken jointly by at least road administration and police specialists
- Estimated duration: 4 months (2 months for design and piloting + 2 months full roll-out) – may take longer if legal procedures for modifying speed limits are required

Minimum qualifications:

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

PROJECT NO. 2: Introduction of traffic calming measures to lower speed below 50 km/h limit near schools, hospitals or in residential areas.

Objective

Contributing to improving speed management system by introducing traffic calming measures below 50 km/h limit in selected areas (around schools, hospitals or residential areas).

Expected outcome: developing and beginning implementation of (sub)programs reducing speed in sensitive areas by mid-2019

Scope of work

- Collection of good practices in traffic calming measures for sensitive areas and adopting them for use in the EaP country – in the form of manual or guideline
- Reviewing and if necessary updating national or internal technical regulations to reflect proposed traffic calming measures
- Selecting at least a few priority locations for piloting installation of traffic calming measures – preferably of different nature
- Developing standard specifications and documents for tendering/contracting traffic calming improvements
- Assuring funding for introduction of traffic calming measures in selected locations
- Implementing traffic calming in selected locations
- Developing promotion and training program for professionals designing and implementing traffic calming solutions – preferably with technical university
- Collecting information on all sensitive locations requiring traffic calming on national road network
- Preparing medium, long-term (sub)program of traffic calming in sensitive areas at least on national road network – it should preferably become part of regular annual work program
- Preparing promotion of traffic calming measures on lower level roads – if applicable in cooperation with self-government partners
- Undertaking reviews of impact of traffic calming measures on fatalities and injuries at specific locations

Organization and timeline:

- National road administration is expected to champion such project
- Clear project management structure needed and cooperation with other institutions (Police, local road administrations, technical university)
- Technical guidelines to be extensively promoted among private sector partners (designers, road safety inspectors etc.)
- Estimated duration: 12 months (6 months for piloting in selected few locations + 6 months for broader roll-out on national network and promotion for use on lower level networks)

Minimum qualifications:

- **Team leader:** Road infra safety management specialist, minimum 10 y (5 years of international experience)
- **Team member:** Road traffic management, minimum 5 y (preferable in EaP countries)
- **Team member:** Civil engineer (specialized in traffic calming solutions), minimum 5 y (preferable international, including some EaP countries)
- **Team member:** Legal expert, minimum 5 y (can be local)

CONSULTANCY PROJECT NO. 3: Definition of legal, institutional, procedural and technical/training requirements supporting more regular and efficient speed enforcement by Police.

Objective

Contributing to improving speed enforcement system by reviewing and suggesting improvements in legal, institutional, procedural/operational and technical equipment needed for improving speed enforcement by Police.

Expected outcome: Comprehensive speed enforcement improvement project developed and introduced in the country by mid-2019

Scope of work

- Review of legal / institutional environment and identification of requirements for improvements to be introduced to make speed enforcement by Police more efficient – preferably composed of mobile and fixed sub-systems
- Developing action plan for introducing necessary legal and institutional changes
- For each of sub-systems (fixed and mobile) identifying:
 - improvements in planning and operational procedures needed and development of action plan and supporting tools (instructions, manuals, etc.)
 - equipment needed and basic technical and functional specifications
- Implementation of pilot/testing speed enforcement campaigns of mobile speed enforcement, preferably combined with communication/information campaigns
- Implementation of pilot/testing of fixed speed enforcement sub-system, preferably combined with communication/information campaigns
- Analysing lessons from pilot phase and introducing improvements in both sub-systems
- Developing national action plan for roll-out of complete speed enforcement system on at least national road network, including:
 - Manuals of procedures/guidelines for speed enforcement planning and campaigns
 - Installation of fixed speed cameras (preferably spot and section/point-to-point)
 - Communication plan regarding speed enforcement (preferably in coordination with enforcement campaigns)
 - Time and cost estimate for full roll-out
- Proposals for extension of speed enforcement system to lower level road network
- Regular/periodic analysis of results of speed enforcement campaigns and other measures on real travel speed and crash fatalities and injuries on at least sample set of specific locations
- Promoting results and impact of speed enforcement on real travel speed, fatalities and injuries
- Stimulating development of research regarding speed related behaviors and impact of speed enforcement on attitudes and behaviors of different road users

Organization and timeline:

- Strong political commitment and support is necessary
- Clear project management and structure needed, preferably led by (Traffic) Police
- Legal speed limits to be preferably reviewed and if necessary modified (reduced) to internationally recognized safe levels for different types of roads and traffic environments
- Estimated duration: 18 months (12 months for design and piloting + 6 months for full roll-out) – may take longer if extensive legal procedures for modifying speed limits are necessary or large scale institutional or operational improvements needed

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- Special attention should be paid to coordination of enforcement with well designed and targeted information/communication activities
 - Strong focus needed on promoting impact and results achieved thanks to improved speed enforcement

Minimum qualifications:

- **Team leader:** Road safety policy/speed enforcement specialist, minimum 10 y (preferable 5 years of international experience, including EaP countries)
- **Team member:** Organizational/operational enforcement procedures expert, minimum 7 y (preferable international)
- **Team member:** Legal expert, minimum 7 y (preferable international)
- **Team member:** Technical expert(s) in speed enforcement equipment (fixed and mobile), minimum 5 y (preferable international)
- **Team member:** IT/communication expert – preferably specialized in intelligent transport systems/speed enforcement, minimum 5 y (preferable international)
- **Team member:** Road safety communication specialist, minimum 5 y (preferable international, with some experience in EaP countries)

CONSULTANCY PROJECT NO. 4: Improving legislation and operational procedures reinforcing seatbelt use at front- and backseats

Objective

Contributing to improving traffic safety enforcement system by reviewing speed limits on the core road network in line with international good practice.

Expected outcome: safe system approach based legislation on seatbelt use and enforcement adopted by the end of 2018

Scope of work

- Reviewing and proposing legislative changes related to seatbelts use in line with safe system approach and international good practice
- Assistance in legislative process of adopting necessary changes
- Reviewing and suggesting improvements in Police operational procedures related to seatbelt enforcement
- Support in reviewing and updating internal police regulations, manuals and guidelines for seatbelts use enforcement
- Assistance in developing communication plan supporting seatbelts use enforcement

Organization and timeline:

- Clear project management needed – preferably by (Traffic) Police
- Particular attention to be paid on coordination of seatbelts enforcement with information/communication campaigns
- Estimated duration: 4 months (2 months for review and proposals + 2 months for adoption and roll-out of the new approach) – may take longer if cumbersome legal procedures for modifying seatbelt related laws and regulation are required

Minimum qualifications:

- **Team leader:** Traffic laws enforcement specialist, minimum 10 y (5 years of international experience)
- **Team member:** Legal expert, minimum 5 y (can be local, but preferably with some international experience)
- **Team member:** Road safety communication specialist, minimum 5 y (can be local, but preferably with some international experience)