



# Eastern Partnership

Road Safety Cooperation Framework



**EaP** | Eastern Partnership



**THE WORLD BANK**

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Kyiv, June 6, 2018

# Regional Working Group 1 – Road Safety Management, Coordination and Crash Data System Improvement

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## FOCUS AREAS:

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

## Expected results:

1. Effective high-level coordination and operational Lead Entity structures are created and working in each EaP country.
2. Reliable and accessible national crash data is available in each of the EaP countries (preferably in line with CADaS).
3. Concept for EaP-EU Regional Road Safety Observatory developed and adopted by EaP countries and EC.

# Timeline of key supporting measures

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## **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

## **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

# Phased implementation

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## Phase One (Establishment) - immediately: confirming commitments and setting structures

- Establishment of the Coordinating Structure(s) (could be a Government Council or standalone office high in the government structure, reporting for example to the Prime Minister) - advantage of this is a **very strong political signal** for a major new road safety effort.
- Establishment of a permanent and professional Lead Entity/Secretariat to continuously manage implementation and follow-up of road safety policies and program(s). Possibly as an **Interim Arrangement** development of a Group implementing National Road Safety Programme to form the core of the future Lead Entity in advance of its formal establishment.

**Phase Two (Development) – 2018-2019:** specifications are prepared for internal reforms and for multilateral/bilateral technical assistance projects

**Phase Three (Delivery of Projects) – 2019+:** continuous implementation and expansion of road safety policies and programs

# Proposed projects

## WG 1 Objective - Improved management and access to reliable crash and other road safety data

### ➤ PROJECT NO. 1

“DEVELOPING AND ADOPTING CADAS-BASED DATA SETS AND STRUCTURES REQUIRED FOR STAKEHOLDERS, IMPROVING ACCESS BY STAKEHOLDERS AND GENERAL PUBLIC FOLLOWING OPEN DATA PRINCIPLES”

### ➤ PROJECT NO. 2

“ESTABLISHING EFFECTIVE DATA ANALYSIS AND MANAGEMENT SYSTEM TO ENSURE USAGE OF DATA ANALYSIS IN THE DETERMINATION OF POLICY MEASURES, ALLOCATION OF RESOURCES AND MEASURING THE PROGRESS/ USAGE OF ROAD SAFETY PERFORMANCE INDICATORS (RSPIS) AND BENCHMARKING OF ROAD SAFETY PROGRES BASED ON EC STRATEGIC DEVELOPMENT GOALS 2011-2020”

## WG 3 Objective - Black spot treatment and audit/inspection programs initiated **(need to be implemented in cooperation with WG 1)**

### ➤ PROJECT NO. 3

“IDENTIFICATION OF AT LEAST TOP TEN BLACKSPOT LOCATIONS IN EACH EAP COUNTRY AND INITIATION OF BLACKSPOT IMPROVEMENT PROGRAMS”

### ➤ PROJECT NO. 4

“ACCESSIBILITY OF NON-CONFIDENTIAL CRASH DATA TO ROAD ADMINISTRATIONS, FOR EFFECTIVE USAGE OF ANALYSIS IN ROAD SAFETY MANAGEMENT”

## PROJECT NO. 1:

### **“DEVELOPING AND ADOPTING CADAS-BASED DATA SETS AND STRUCTURES REQUIRED FOR STAKEHOLDERS, IMPROVING ACCESS BY STAKEHOLDERS AND GENERAL PUBLIC FOLLOWING OPEN DATA PRINCIPLES”**

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#### **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)
- 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 NO. 1

### SCOPE OF WORK

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**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.

**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

## PROJECT NO. 2:

### **“ESTABLISHING EFFECTIVE DATA ANALYSIS AND MANAGEMENT SYSTEM TO ENSURE USAGE OF DATA ANALYSIS IN THE DETERMINATION OF POLICY MEASURES, ALLOCATION OF RESOURCES AND MEASURING THE PROGRESS/ USAGE OF ROAD SAFETY PERFORMANCE INDICATORS (RSPIS AND BENCHMARKING OF ROAD SAFETY PROGRES BASED ON EC STRATEGIC DEVELOPMENT GOALS 2011-2020”**

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#### **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 NO. 2

### SCOPE OF WORK

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**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** – Summarizing the project results and preparation of the Final Report

## PROJECT NO. 3:

# “IDENTIFICATION OF AT LEAST TOP TEN BLACKSPOT LOCATIONS IN EACH EaP COUNTRY AND INITIATION OF BLACKSPOT IMPROVEMENT PROGRAMS”

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### Objectives:

- 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 NO. 3

### SCOPE OF WORK

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- 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

## **PROJECT NO. 4:**

# **“ACCESSIBILITY OF NON-CONFIDENTIAL CRASH DATA TO ROAD ADMINISTRATIONS, FOR EFFECTIVE USAGE OF ANALYSIS IN ROAD SAFETY MANAGEMENT”**

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### **Objectives:**

- 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 NO. 4

### SCOPE OF WORK

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- 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

## Q&A:

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- Are these relevant to your countries?
- Which of these would be priorities for you?
- Any additional ideas for priority projects?