



Eastern Partnership

Road Safety Cooperation Framework



EaP | Eastern Partnership 



THE WORLD BANK

IBRD • IDA | WORLD BANK GROUP

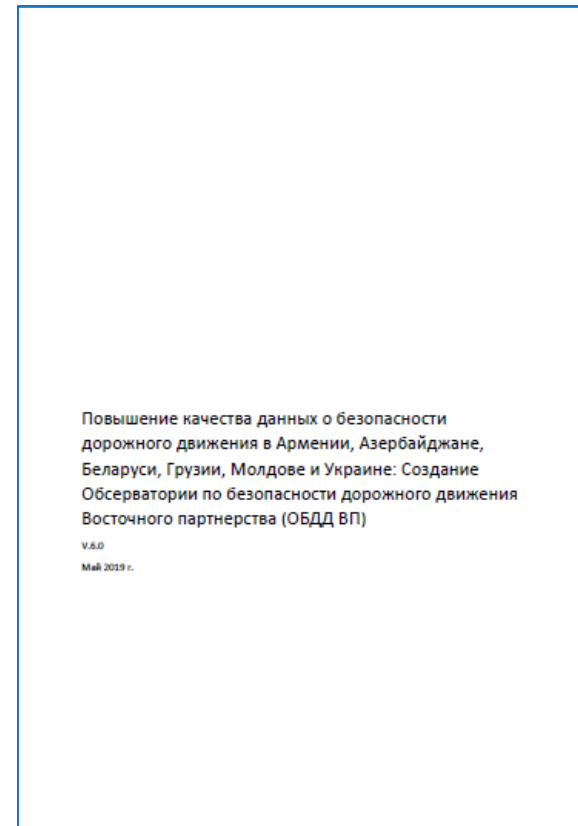
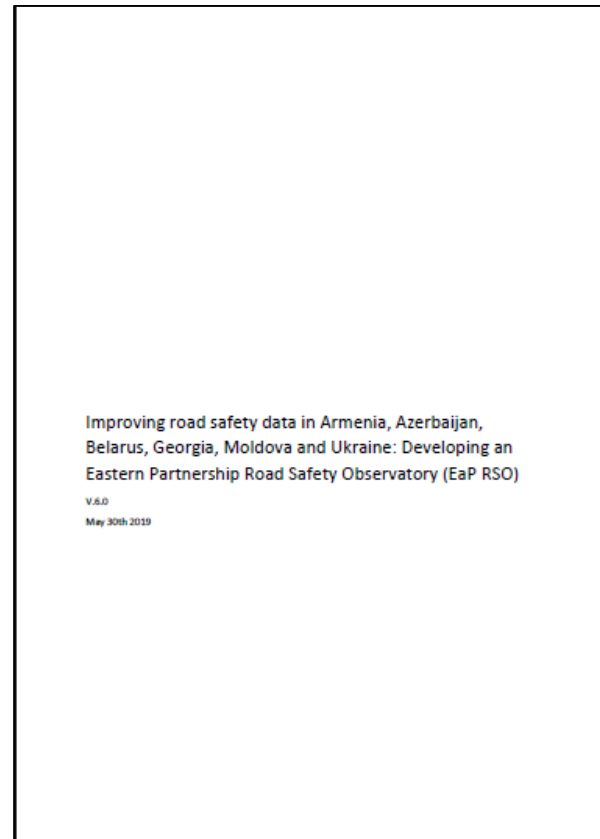


Kiev, June 18th, 2019

EaP - Regional Road Safety Observatory Eap RRSO

Advancing towards a concrete
formulation

Dr. Maria Segui-Gomez



Outline

How is this section of the agenda going to work?

10:00-11:00 (MSG)

- Why an Observatory
- Examples of Regional Observatories
- EaP state of data collection/road safety policies
- Proposed objectives for EaP Regional Road Safety Observatory
- Proposed structure for EaP Regional Road Safety Observatory
- Future timeline

Clarification questions

11:00-11:30 Coffee break

11:30-13:00 (MSG et al)

Open discussion

All you want to propose/debate/remove

Outline

Why an Observatory

Examples of Regional Observatories

EaP state of data collection/road safety policies

Proposed objectives for EaP Regional Road Safety Observatory

Proposed structure for EaP Regional Road Safety Observatory

Future timeline

Open discussion (after coffee break)

Burden of Road Crashes in 6 EaP countries

7228 DEATHS IN 2016 (POP. 74.5 M)



RELATIVE POSITION

	Ranking in ...			
Country	The World (n=175)		...Europe (n=46)	
	Absolute number	Pop. rate	Absolute number	Pop. rate
Armenia	117th	79th	22nd	2nd
Azerbaijan	96th	133th	11th	15th
Belarus	97th	132th	12th	14th
Georgia	112th	94th	20th	4th
Moldova	123th	126th	25th	11th
Ukraine	37th	103th	2nd	5th

Timeline (what has happened until now)

- All other EaP background work (including country level data assessments)
- Draft document circulated (twice) to all six countries and EU
- Two rounds of bilateral meetings with all six countries
- Bilateral meetings with EU –CARE
- CADas and MiniCADas check for all countries
- Discussion forum (a.k.a. Webforum) established

The Participants will endeavour to:

- (16) *work towards the establishment of a Regional Eastern Partnership Road Safety Observatory, which should provide analytical support for adjusting the national road safety policies, strategies and annual action plans. The intention is to address concrete shortcomings and improve road safety in the Eastern Partner Countries,*



10 YEARS
Eastern
Partnership



Joint Declaration

Eastern Partnership - taking the transport cooperation agenda forward

Luxembourg, June 6, 2019

Why an observatory

Analysis of data collected in six EaP countries reveals:

- Work on crash data collection that can be improved on
 - Geolocalization of crashes
 - Linkage with vital registration and hospital data for better injury severity assessment
- No data systems to collect on road safety performance indicators
- Varying degrees of electronic record-keeping
- Different degrees of data system structure (legislation, sharing capacity, etc.)

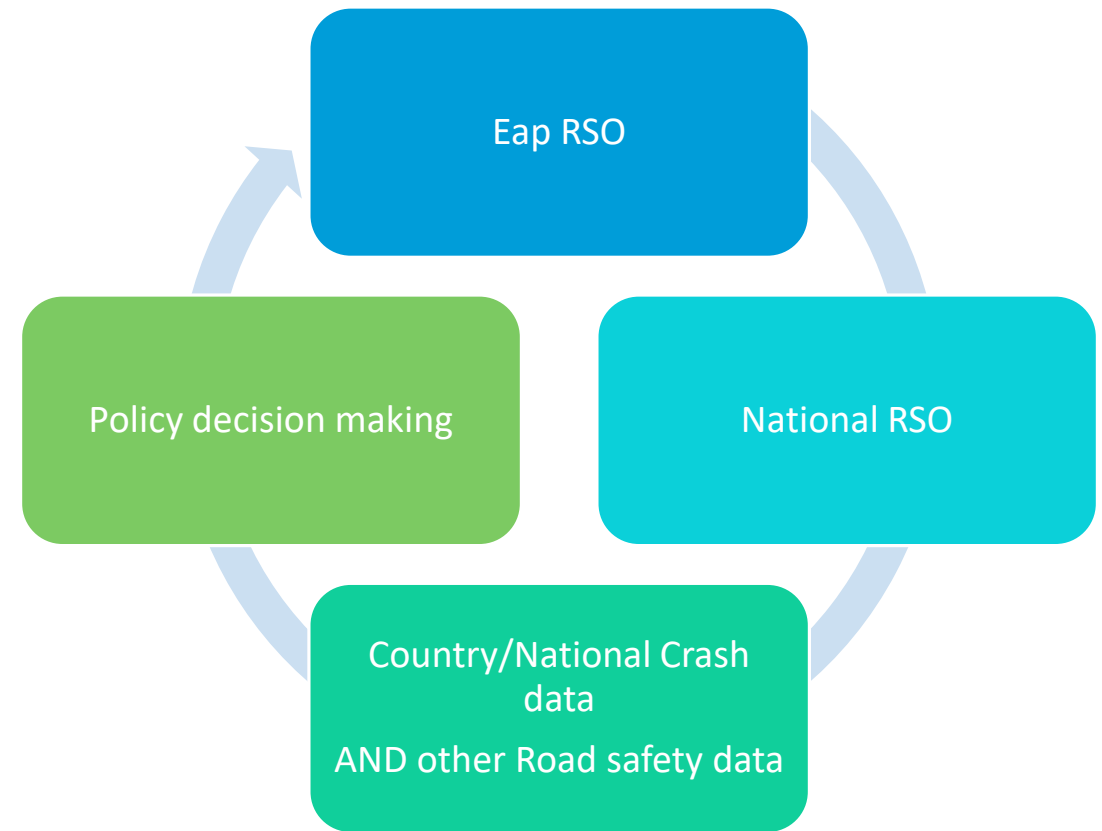
Analysis of implemented interventions reveals:

- Missed intervention opportunities
- No tradition of best practice interchanges

A Regional Observatory could provide technical and policy assistance to all countries to expedite broadening of areas covered, converge with international standards, and to facilitate integration of computerized tools to assist in data analysis and decision making.

Observatories and their nature: EaP or National

- Joint workshops to understand the steps required to implement certain legislation, adopt certain regulations, or learn how to benefit from ongoing international data collection,
- More rigorous statistical analyses of data,
- Better linkage between data, analyses and policy decision making,
- Constructive comparative analyses both between EaP countries and with other countries outside the EaP initiative,
- More efficient police training to both ensure better data comparability and facilitate continued training sessions to rotating professionals while using online training tools to strengthen in person capacitation efforts,
- Development of common methodology to evaluate enforcement of selected interventions, e.g., speed control,
- Economics of scale in software development and/or acquisition, and
- Use of EaP RRSO as an intermediary platform between country observatories and international organizations collecting road safety data, e.g., WHO



Any clarification question so far?

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Existing Regional Observatories

	Year started	Participating countries	Collects aggregated crash data	Collects disaggregated crash data	Collects other safety data	Periodicity of data collection
IRTAD	1988	30 governments + others	yes	no	no	yearly
CARE	1993 (data collected since 1991)	33 governments	No	yes	partially	yearly
WHO	2008	+175 governments	yes	no	yes	Every 4 years (2009, 2013, 2015 and 2018)
OISEVI	2012	20 governments and others	Yes	no	no	yearly
Safer Africa	2016-2019	0 governments	Yes	no	yes	N/A
ARSO	2018	55 governments	yes	Yes (eventually)	partially	yearly

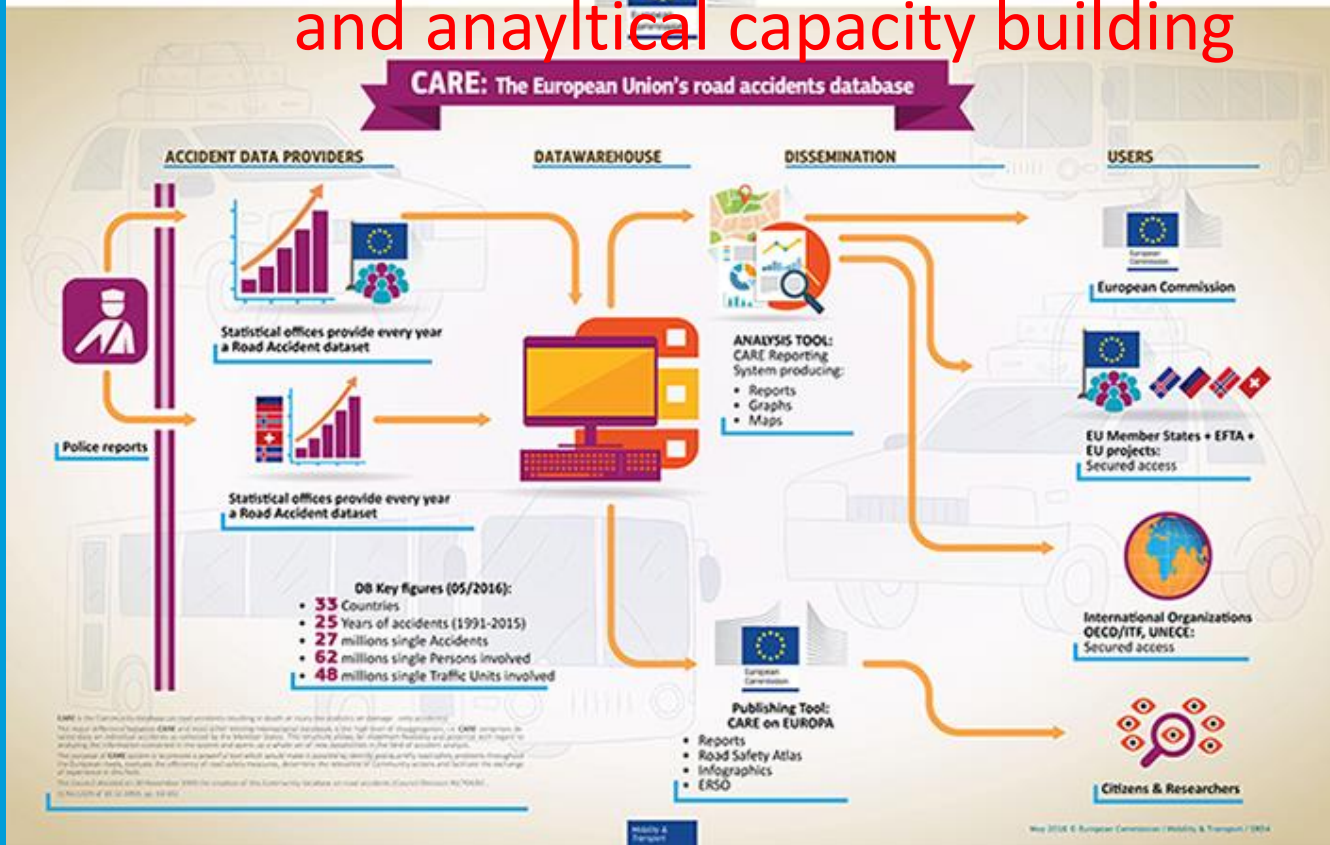
CARE –

Community Database on Road Accidents

A possible model for EaP RRSO

https://ec.europa.eu/transport/road_safety/specialist/statistics_en

Proposal: EaP RRSO to have stronger emphasis on joint analysis and analytical capacity building



Established in 1993* to gather crash data in European countries.

***European Council Decision 93/704/EC of November 30 1993 "on the creation of a Community database on road accidents"**

Collects individual-level crash-related data

- Much greater analytical possibilities.

33 EU governments report the data of crashes leading to death and/or injuries.

Over time, additional EU-funded research projects built on complementary aspects of road safety data: For example,

DaCoTA –in-depth road accident investigation,

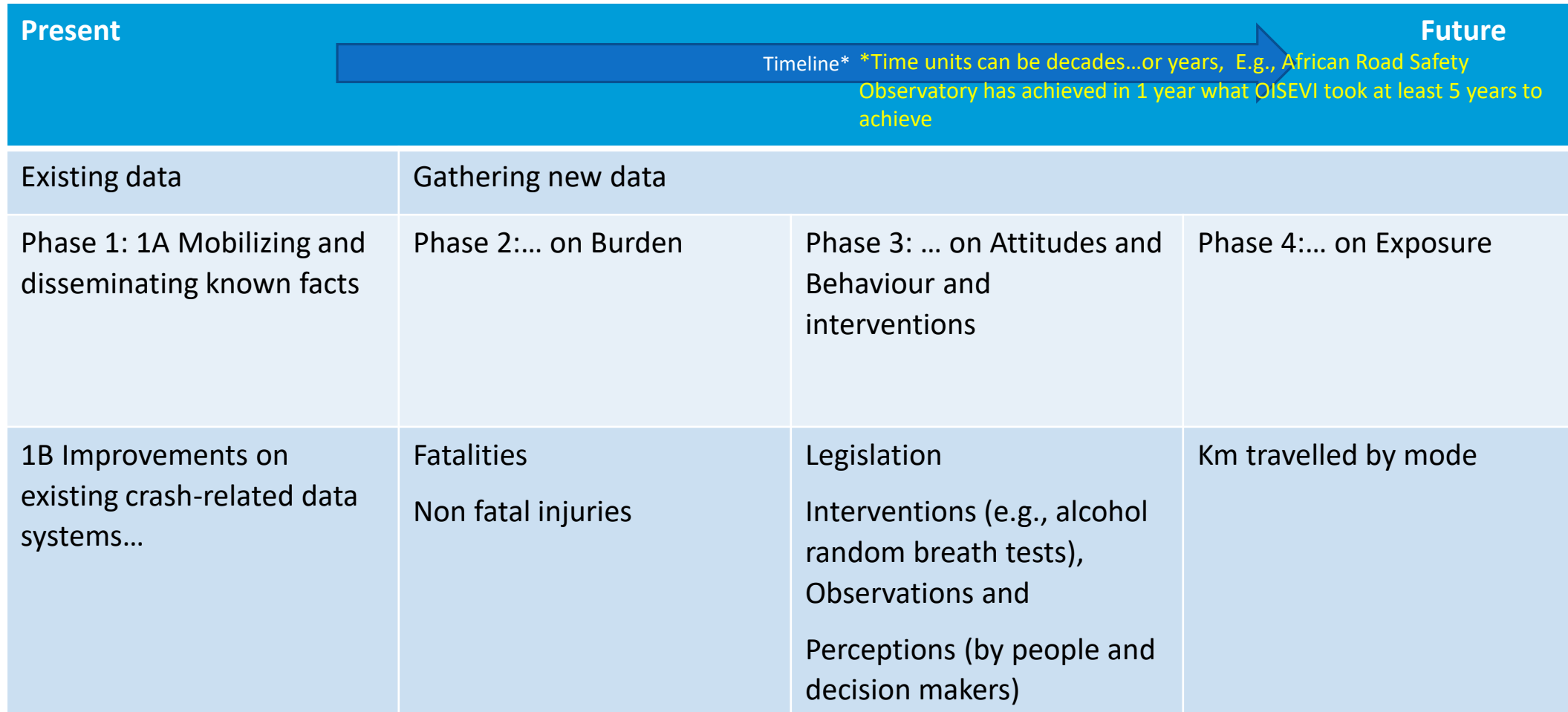
ESRA –E-survey on Road users' Attitudes),

A depository of best practices, ...

and this was called ERSO –European Road Safety Observatory, However, the ERSO's name will eventually disappear after full integration into a broader CARE framework.



What Observatories do over time...



Some “Observatory” structure terminology

Term	Most common definition
Regional Observatory	A network of countries with high-level government officials as members to discuss road safety and road safety data issues. Private organizations (whether for- or non-for profit) are welcome to join if desired
By laws (or statutes)	The agreed upon rules of governance for the observatory.
Host	The entity where the regional observatory nests into. Mostly needed as a channel for third party economic resources should these be available to the observatory.
General Assembly (GA)	The body of government officials that act as the country representatives in the observatory and decide on the work plan and budget. Government officials have voting rights. Non-governments act only as observers even if they contribute with funds.
Steering Committee	Optional. The GA may agree on statutes with or without a higher-order (elected) Steering Committee as a decision body in between GA meetings.
Presidency	Optional. The GA may agree on statutes with or without a higher-order (elected) presidency as decision body in between GA meetings.
Working groups	Optional. The GA may agree on working groups to expedite some of the action. These groups can be permanent or ad hoc.
Technical Secretariat	The group of people who, on a daily basis work to deliver on the GA-approved work plan.
Host of the technical secretariat	The entity where the technical secretariat staff, and the server with the data reside.

Any clarification question so far?

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EaP road fatality counts

Country	2016 deaths reported @ WHO	WHO deaths estimated	WHO assessment vita registration system
Armenia	267	499	Without (4)
Azerbaijan	759	845	Good (1)
Belarus	588	841	Good (1)
Georgia	581	599	Good (1)
Moldova	346	394	Good (1)
Ukraine	4687	6089	Good (1)

EaP crash-related data collection

Matching with MinicadAS

Country	Accident-, vehicle-, and person- related data
Armenia	17 out of 28
Azerbaijan	19 out of 28
Belarus	20 out of 28
Georgia	21 out of 28
Moldova	16 out of 28
Ukraine	21 out of 28

EaP Performance Indicators data collection

FROM APPENDIX IV IN CONCEPT PAPER

Country	UN Performance indicators reported
Armenia	19 out of 34
Azerbaijan	18 out of 34
Belarus	18 out of 34
Georgia	18 out of 34
Moldova	18 out of 34
Ukraine	17 out of 34

Voluntary Global Performance Targets for Road Safety Risk Factors and Service Delivery Mechanisms and corresponding indicators

<p>Target 1 By 2030, all countries establish a comprehensive multi-modal national road safety action plan with time-bound targets.</p> <ul style="list-style-type: none"> Number of countries with published national action plans with regularly updated time-bound targets for reductions in fatalities and injuries Number of countries that have a national lead agency to coordinate, monitor, evaluate and implement the multi-sectoral national road safety action plan 	<p>Target 2 By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p> <ul style="list-style-type: none"> Number of countries that have ratified or acceded to one or more of the core road safety-related UN legal instruments 	<p>Target 3 By 2030, all new roads comply with minimum standards for all road users that take into account road safety, or meet a close equivalent.</p> <ul style="list-style-type: none"> Number of countries that have implemented technical standards for new roads that take into account the safety of all road users, or that are aligned with the relevant UN Convention and regulate compliance to these standards Number of countries using systematic approaches to assess road new roads 	<p>Target 4 By 2030, more than 70% of road infrastructure meets or exceeds minimum technical standards for all road users that take into account road safety.</p> <ul style="list-style-type: none"> Number of countries that have developed and implement a plan for the improvement of the existing roads that take into account the safety of all road users Number of countries using systematic approaches to assess existing roads 	<p>Target 5 By 2030, 100% of new (defined as proposed, land allocated and used) vehicles meet high quality safety standards, such as the Euro NC standard, or equivalent regulatory, or equivalent national performance requirements.</p> <ul style="list-style-type: none"> Number of countries implementing high quality safety standards for new vehicles Number of countries using systematic approaches for vehicle assessments Number of countries implementing high quality safety standards for export of used vehicles 	<p>Target 6 By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.</p> <ul style="list-style-type: none"> Number of countries having legislation setting appropriate speed limits and effective enforcement Number of countries that have reduced by half the proportion of vehicles travelling over the posted speed limit Number of countries that have national and, where applicable, subnational data systems on speeding violations and speeding-related injuries and fatalities Number of countries that achieved reductions in speeding-related injuries and fatalities 	<p>Target 7 By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p> <ul style="list-style-type: none"> Number of countries having legislation requiring motorcycle riders to wear a helmet properly fastened and meeting appropriate standards for protection Number of countries that have effectively enforcing legislation on helmet use Number of countries that have national and, where applicable, subnational data systems on helmet use Number of countries in which the proportion of motorcycle riders correctly using helmets is close to 100% 	<p>Target 8 By 2030, increase the proportion of motorcycle riders correctly using safety belts or standard child restraint systems to close to 100%.</p> <ul style="list-style-type: none"> Number of countries having and effectively enforcing legislation requiring the use of safety belts for all motor vehicle occupants Number of countries having and effectively enforcing legislation requiring the use of child restraint systems meeting appropriate standards Number of countries in which the proportion of all motor vehicle occupants using safety belts is close to 100% Number of countries in which the proportion of all child motor vehicle occupants using standard child restraint systems is close to 100% Number of countries having and effectively enforcing legislation on safety for child restraint systems sold Number of countries that have national and, where applicable, subnational data on use of safety belts, as well as the appropriate use of child restraint systems 	<p>Target 9 By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve reductions in those related to other psychoactive substances.</p> <ul style="list-style-type: none"> Number of countries having appropriate legislation and effective enforcement on driving under the influence of alcohol and/or other psychoactive substances Number of countries that have national and, where applicable, subnational data on driving under the influence of alcohol and/or psychoactive substances and related road traffic-related fatalities and injuries Number of countries that have reduced by half the number of road traffic injuries and fatalities related to driving under the influence of alcohol and/or other psychoactive substances 	<p>Target 10 By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.</p> <ul style="list-style-type: none"> Number of countries having and effectively enforcing legislation on restricting or prohibiting the use of mobile phones while driving Number of countries that have national and, where applicable, subnational data systems on the use of mobile phones while driving 	<p>Target 11 By 2030, all countries to enact legislation to restrict or prohibit the use of mobile phones while driving.</p> <ul style="list-style-type: none"> Number of countries having and effectively enforcing legislation on restricting or prohibiting the use of mobile phones while driving Number of countries that have national and, where applicable, subnational data systems on the use of mobile phones while driving 	<p>Target 12 By 2030, all countries establish and enforce national targets to reduce the number of road traffic deaths and the proportion of first professional emergency calls.</p> <ul style="list-style-type: none"> Number of countries that have established the national targets of the time interval between a crash resulting in serious injury and the provision first professional emergency care Number of countries that have appointed agencies for effective coordination of the provisions of pre-hospital and first-aid emergency medical services
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EaP on MAIS3+

Country	Police and hospital data linked	Hospital data codable into MAIS 3+
Armenia	No	Yes
Azerbaijan	No	Yes
Belarus	No	Yes
Georgia	No	Yes, already done
Moldova	No	Yes
Ukraine	No	Yes

Any clarification question so far?

Outline

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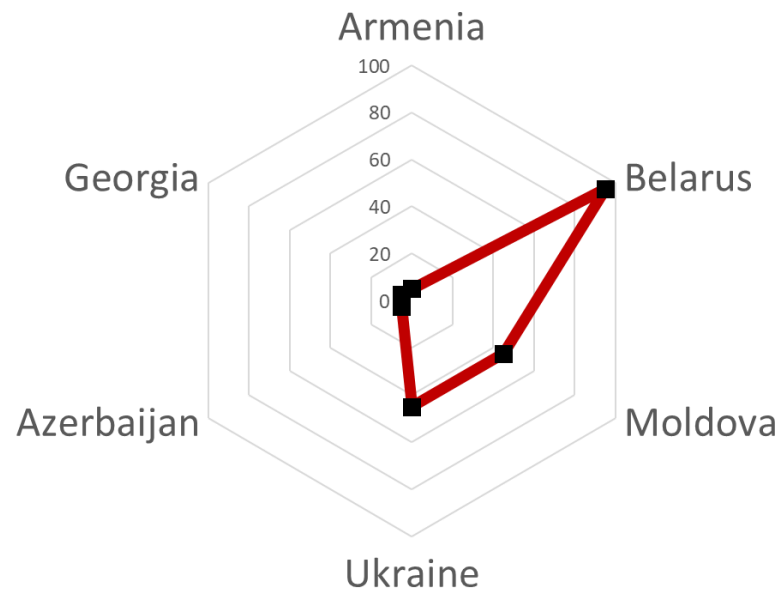
Proposed structure for EaP Regional Road Safety Observatory

Future timeline

Open discussion (after coffee break)

Road Safety database concept

Possibility of developing a joint workplan to move countries from a road safety database concept centered on road crash data into a broader road safety data system paradigm.



Concrete EaP RSO road safety data recommendations first 2 years

Ensure better link with vital registration records

Adopt CADaS for crash data collection

- Implement DRIVER

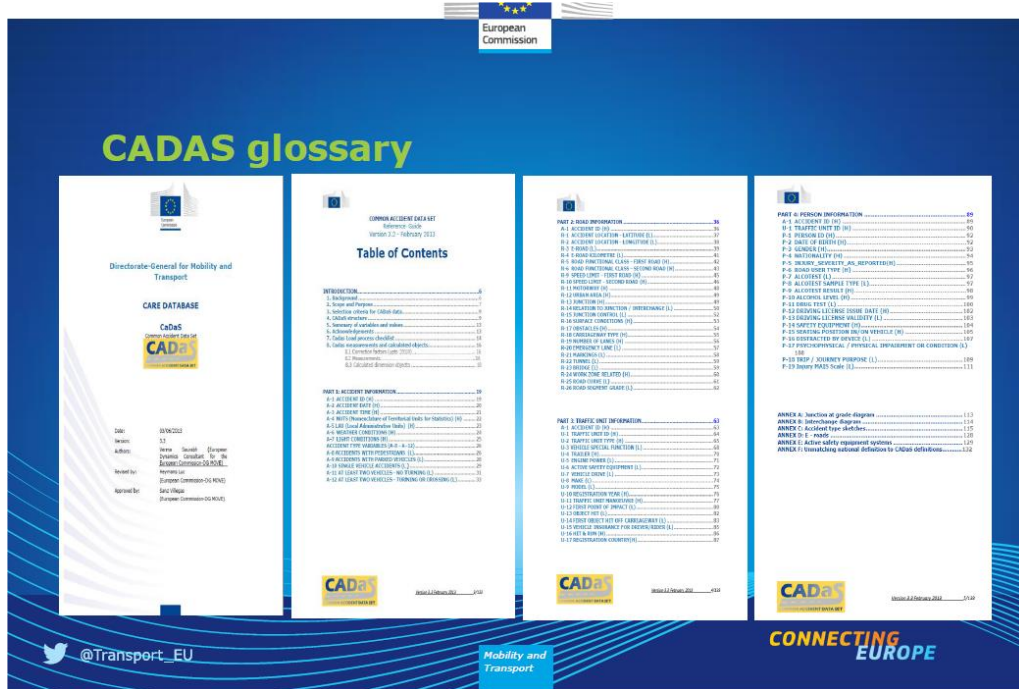
Promote performance indicator data collection

Establish connection with hospital data in regards severity

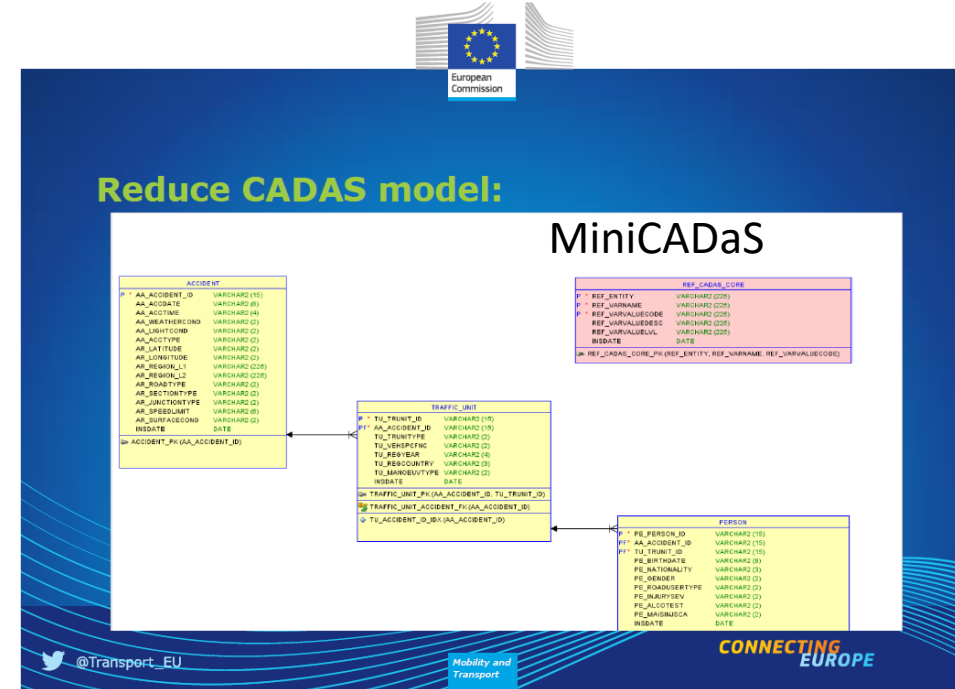
And begin to explore how to best collect exposure measures (kilometers travelled by mode)

Full integration of MiniCADaS – Crash data to be collected

@ COUNTRY LEVEL

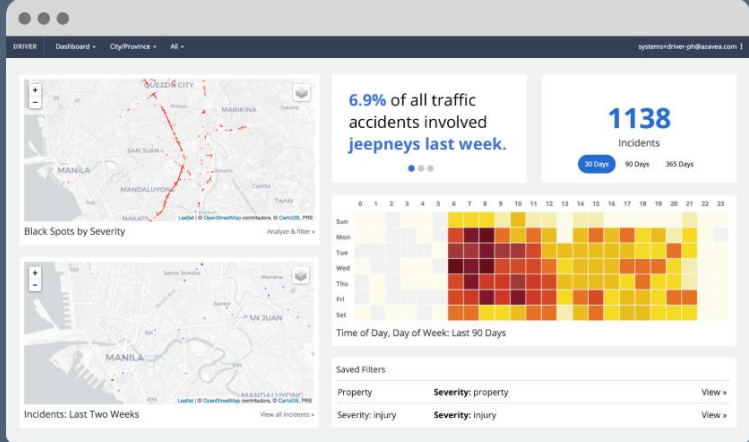


@ EAP RRSO LEVEL (AT LEAST TO BEGIN)



DRIVER

WB software platform for crash data collection



azavea

What We Do Research About Blog Careers

DRIVER: ROAD SAFETY PLATFORM

Addressing the Global Epidemic of Traffic Accidents

An open source platform created in partnership with the World Bank to mitigate road accidents through road incident data management and analysis.

6.9% of all traffic accidents involved jeepneys last week.

1138 Incidents

Black Spots by Severity

Time of Day, Day of Week: Last 90 Days

Incidents: Last Two Weeks

Client: The World Bank

Focus on selected Performance Indicators

@ COUNTRY LEVEL

UN Performance targets

+

EU Performance targets

@ EAP RRSO LEVEL (AT LEAST TO BEGIN)

- Percent general population usage safety belt in all seating positions
- Percent general population usage child restraints
- Percent general population use helmets as drivers and occupants
- Percent % alcohol above legal limit (among driving population and among victims in crashes)
- Percent vehicles traveling over speed limits

Using common methodologies



Figure 1: Geographical coverage and evolution of the ESRA1 survey

Note: Olive colored countries participated in wave 1 – 2015; light green colored countries in wave 2 – 2016; and dark green countries in wave 3 – 2017.

Proposed actions

	National Road Safety Observatory activities	EaP Regional Road Safety Observatory activities
Year 0 (remaining 2019 & 2020)	<ul style="list-style-type: none"> • Formal establishment of National Data coordination group and designation of National Data Coordinator • Evaluation of MiniCADaS and CADaS matching level with existing crash reports in each country. Introduce changes as needed in country crash reports with a focus on MiniCADaS variables and train traffic police officers accordingly. • Implement DRIVER 	<ul style="list-style-type: none"> • Development and signature of MoU • Selection of Technical Secretariat • Evaluate DRIVER implementation in region

Proposed actions (II)

	National Road Safety Observatory activities	EaP Regional Road Safety Observatory activities
Year 1 (2021)	<ul style="list-style-type: none"> To adopt 30-day post-crash death definition in Armenia and Azerbaijan To formalized communication between police and health sector (possibly electronically) in all EaP countries to allow for crosscheck of fatalities within 30 days. To collect (possibly electronically) all crash-related variables required in MiniCADaS except longitude and latitude. Submit electronically data to observatory in aggregated manner on a common agreed format Focus on generating data systems to collect selected 5 performance indicators <ol style="list-style-type: none"> Percent general population usage safety belt in all seating positions Percent general population usage child restraints Percent general population use helmets as drivers and occupants Percent % alcohol above legal limit (among driving population and among victims in crashes) Percent vehicles traveling over speed limits 	<ul style="list-style-type: none"> Develop standards for vehicle and driver data sharing between countries Develop training for crash-data collection Agreement on format and procedure for data submission Establish common methodologies for new data collection (e.g., performance indicators)



Proposed actions (III)

	National Road Safety Observatory activities	EaP Regional Road Safety Observatory activities
Year 2 (2022)	<ul style="list-style-type: none"> • To address collection and submission of longitude and latitude in crashes • To establish communication with the health care system for hospitalization or MAIS3+ severity, if available • To collect and submit data on selected five performance indicators • To explore how to best collect exposure measures (kilometers travelled by mode) 	<ul style="list-style-type: none"> • Development of regional targets on data quantity and quality • Setting up common methodologies for additional performance indicator data collection

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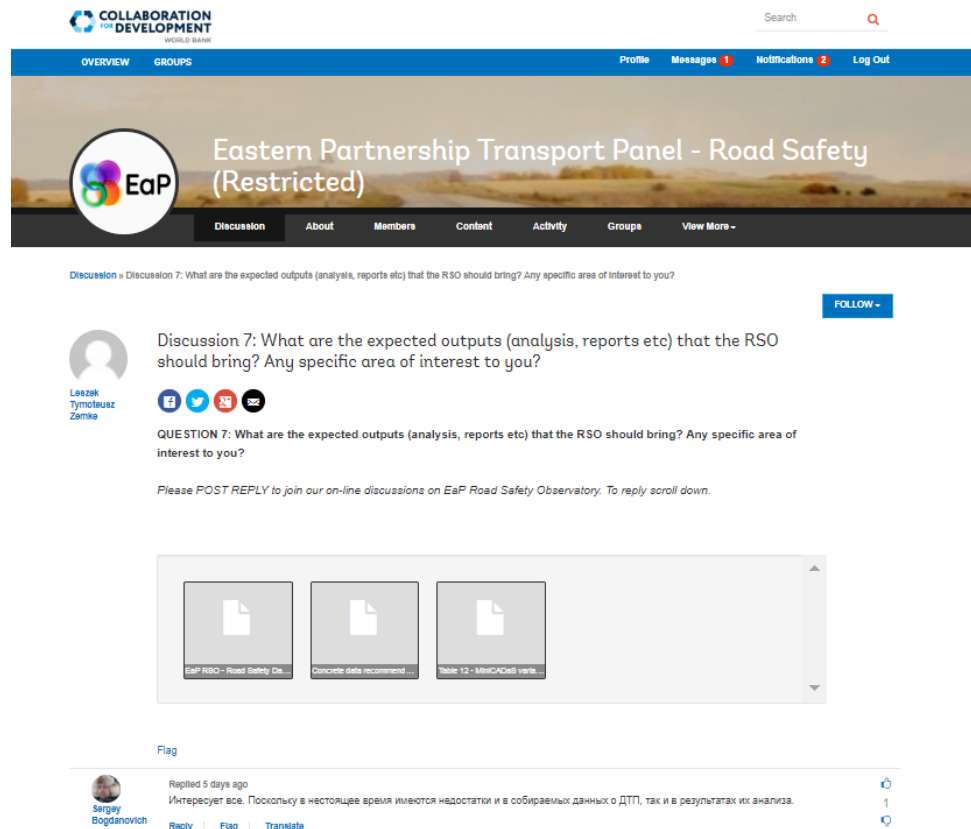
Open discussion (after coffee break)

Structural decisions...

EaP RSO working languages

PROPOSAL: ENGLISH AND RUSSIAN

TRANSLATION INTO NATIONAL LANGUAGES UP TO EACH COUNTRY



The screenshot shows a web interface for the 'Eastern Partnership Transport Panel - Road Safety (Restricted)'. At the top, there's a navigation bar with 'OVERVIEW' and 'GROUPS'. Below it, a search bar and user links like 'Profile', 'Messages', 'Notifications', and 'Log Out'. The main header features the 'EaP' logo and the group name. A discussion titled 'Discussion 7: What are the expected outputs (analysis, reports etc) that the RSO should bring? Any specific area of interest to you?' is displayed. It includes a user profile for 'Lewzek Tymoteusz Zamka', social media icons, and a 'FOLLOW' button. The discussion content asks for expected outputs and areas of interest. Below the text, there are three document thumbnails: 'EaP RSO - Road Safety De...', 'Concrete data recommend...', and 'Table 12 - MiniCADs vari...'. At the bottom, a reply from 'Sergiy Bogdanovich' is visible, dated '5 days ago', with options to 'Reply', 'Flag', or 'Translate'.



EaP RSO decisions (II)

Term	EaP RSO recommendation
Regional Observatory	Same as general definition
By laws (or statutes)	This may be replaced by a detailed Memorandum of Understanding (MoU) that details the obligations of all involved and the governance criteria
Host	<p>EaP RSO may be housed in existing governance structure with either technical or political profile . Examples of housing arrangements in other regional observatories follow:</p> <ul style="list-style-type: none"> ▪ EU CARE under DG MOVE ▪ OISEVI under SEGIB (Secretaria General Iberoamericana –Iberoamerican Secretariat) since November 2018 ▪ African Road Safety Observatory under African Union <p>Or it may be an entity anchored elsewhere (e.g., IRTAD under OECD, OISEVI standalone prior to November 2018.)</p> <p>Exact final format is to be decided in consultations with the EaP countries, as reasonable to all participating countries</p>

EaP RSO decisions (III)

Term	EaP RSO recommendation
Regional Observatory	Same
By laws (or statutes)	This may be replaced by a detailed Memorandum of Understanding (MoU) that details the obligations of all involved and the governance criteria
General Assembly	Not needed if top representative for each country collegially agree on decisions to be made. They could constitute a Steering Committee. This needs to be documented in MoU
Presidency	See above. Virtual meetings can be held as needed.
Working groups	Recommended so that the priority areas are worked: geolocalization of crashes, performance indicators, policy forum, etc.
Technical Secretariat	Needed. Small operation with 1 or 2 staff and light hardware.
Host of the technical secretariat	Needed, could be a country and/or a third party entity. Needs to be included in MoU

EaP Regional Road Safety Observatory



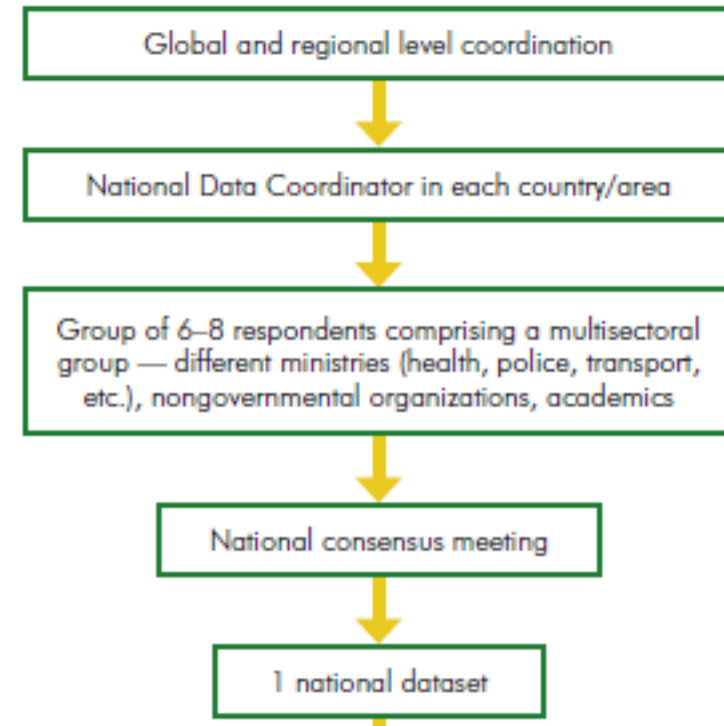
Regional Observatory

- One representative from each national observatory constituting a “Steering Committee”, if no National Road Safety Head exist consider Deputy Ministry of Interior or Transportation
- Technical Secretariat to coordinate and conduct regional activities
- Working groups:
 - Geolocalization of crash (one representative of each country)
 - Collaboration with vital registration and health sector data (one representative of each group)

National Road Safety Observatories -- data



Figure 2. Methodology



National Road Safety Coordinators

Country	
Armenia	Poghos Shahinyan
Azerbaijan	TBI
Belarus	Sergii Leonchik
Georgia	Erekle Kezherashvili
Moldova	Neli Lelenko
Ukraine	Ihor Didenko/Oleksii Biloshitskii

National coordinators can assume this additional role.

Terms of Reference:

- Coordinate national data stakeholders' progress towards national and regional observatory targets
- Participate in periodic EaP RRSO meetings.
- Develop yearly data-related EaP RRSO work plans
- Oversee production of EaP RRSO reports

Proposed Technical Secretariat activities

- Arrange and coordinate all working meetings (whether in person or via Internet) needed for smooth operation of Regional Observatory. Physical meetings can be held at technical secretariat location or other locations if previously agreed on.
- Keep minutes of all above meetings and decisions adopted and ensure observatory members have access to this and all other regional observatory documentation through a secure web site.
- Prepare a work plan and working budget draft for review and approval by the Steering Committee
- Ensure fulfilment of regional observatory work plan and produce yearly reports on progress evaluation.
- Produce regional observatory reports as defined in work plan and distribute them widely in the road safety and transportation communities.
- Develop and maintain the public version of the regional observatory website so that third parties can access to the publicly available documents and data
- Develop data transfer procedures as automated as possible to ease the burden on national road safety observatories
- Facilitate some level of technical assistance to national observatories for analyses of data. More intense assistance should be facilitate through the empowerment f national representatives through capacity building modules.

Proposed criteria for TS selection

Countries volunteering to host the technical secretariat should **submit their expressions** of interest declaring their readiness and commitment to this role. Only one expression of interest by country. This expression of interest should include:

- Name and position of person submitting expression of interest, Contact information for this person, including email and mobile phone
- Name of the institution where the technical secretariat would be physically hosted and linkage of this institution with remaining government hierarchy. Address of this location.

Proposal should describe their availability/ commitment to provide (out of their own institutional budget) the following:

- Telecommunication resources to allow for: video conferencing on demand with member countries
- Physical space and office equipment available for the technical secretary staff
- Telephone and email for staff
- Computer resources both in terms of desktops/laptops and for server-related operations. Safety structures to protect Regional Observatory data.
- Web availabilities to create and maintain regional observatory website
- Any staff to assist in the technical secretariat duties and the capacity of this staff to act on the technicalities related to the tasks of the Regional Observatory (e.g., data management, data analyses, telecommunications)
- Suggestions regarding the handling of the multilingual nature of the six countries involved (e.g., translation services for written materials)
- Their intention on how to handle the integration of regional observatory staff into the organization's structure
- Their proposed handling of the financial issues of the regional observatory (e.g., own fiscal identity, using fiscal identity of hosting institution but with separate accounting records)

Renewal of this commitment could be included as a yearly or with any other periodicity in the yearly Regional Observatory high level meeting, there should be a declaration of the time duration of this offer as well as its availability to start in January 2021

Proposed EaP RSO Budget

Amount	€400 000 per year for five years (2 M €)
Expenses	Detailed description
Technical Secretariat operations	Staff
	Translation services
	Data management and analysis
	Website development and maintenance
	Coordination (internal communication, meeting arrangements and preparation, meeting minute taking)
	Equipment
	Office furniture
	Computers
	Server services
Observatory functioning	Telecommunication capacities for tele meetings (e.g., videoconferencing capacities)
	Office space for staff and for in person meetings, when due
	Telephone and internet access
	Travel and accommodation of country-level representatives attending observatory working meetings or capacity building courses
	Time of national members working in relation to observatory matters
Joint activities	Adoption and adaptation of crash data collection and sharing platforms (e.g., DRIVER)
	Data collection on performance indicators
	Capacity building (e.g., data analysis, MAIS3+ characterization, performance indicator data collection). Between 3 to five per year



Other support needed for the Observatory and its members

Communications:

- Internet access, a video conference platform (e.g., WebEx or similar)

Hardware:

- Technical secretarial will need 1-2 computers. If data are submitted disaggregated, eventually there will be a need for a data server, but not in the first years.

Software:

- For crash data collection countries are encouraged to evaluate adapting the WB-developed free software DRIVER. For database storage Excel or similar is sufficient (although DRIVER is also a data warehouse itself).
- For data analysis, Excel, Stata or other statistical packages will suffice.

In addition, support in the form of workshops or training sessions may be needed. For example, regarding injury severity assessment using MAIS, or the methods to measure exposure. The Observatory could organize a round of training Webinars or similar on a variety of topics.

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Present & Future timeline

Today: agreement on EaP RRSO structure and objectives.

Early July, letter summarizing work to date to be sent to high level authorities at country level informing on progress and informing on the deadline and procedure to submit candidacies for EaP RRSO Technical Secretariat.

Early July, national-level recommendations (“Country notes”) sent to each country. National Data coordination and work plan begins with existing resources.

August-September. Round of consultations on draft MoU.

September. Evaluation on whether additional resources for national data work are available, including implementation of DRIVER.

October 19-December 20 (Year 0). Work on national data issues, including analytical capacity building. Selection of Technical Secretariat.

January 21 (Year 1). Formal establishment of EaP RRSO and its work plan

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Three discussion blocks

1. ALL TOGETHER
2. IN 3 SEPARATE GROUPS
3. ALL TOGETHER



1. All together –also on webforum

Data structure and work plan

1. Agreeing on the minimum crash-related variables to be collected (28 variables required in MiniCADaS). Table 12 of the RSO Concept.
2. Agreeing on the proposed list of 5 performance indicators (population percent usage of safety belts, child restraints, helmets, drivers with alcohol above legal limit and over speeding).
3. Agreeing on the proposed timeline to submit data to the RSO:
 - 28 crash-related variables required in MiniCADaS in 2021 except longitude and latitude (data for 2020)
 - data on selected 5 performance in 2022 (data for 2021)
 - address longitude and latitude in 2022
4. What are the priority areas to work on at the national level to collect required data (new methodologies, by laws, procedures, police training, software for automatized data submission process etc.)? How much is each country willing to contribute? What additional assistance is required from external sources?
5. Common agreed format of data submission. Aggregated vs disaggregated. Crash data collection and sharing platforms (e.g. DRIVER).
6. Draft work plan on data collection with 2020 to focus on national data collection systems improvement.



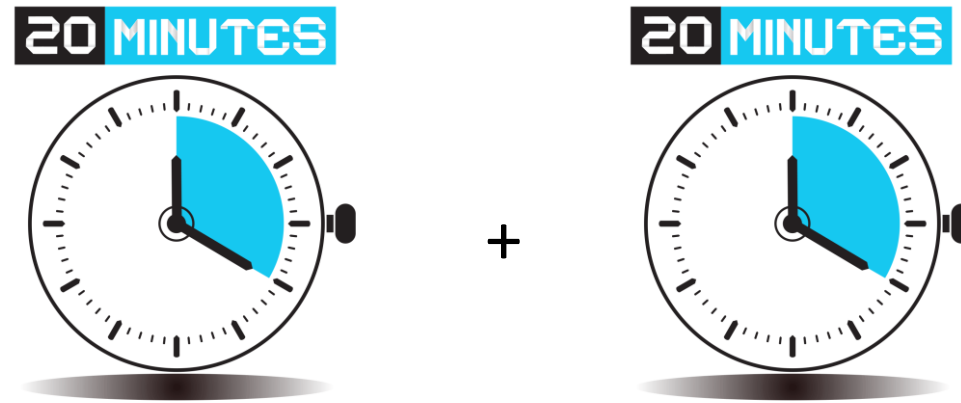
2. 3 separate groups, each 1 topic

	Team A	Team B	Team C
Countries			
Topic	RSO Budget	Governance structure	Outputs
Topic	<p>Individual country contributions. Are the countries willing to pay for the travel the regional observatory tasks generate? Are the countries willing to pay for the software to be integrated into their systems?</p> <p>Using English and Russian as the only working languages? (if more languages are needed, then the costs of translation grows a lot)</p>	<p>National road safety data working groups (6-8 respondents, national coordinator, legislation or regulation to ease individuals' data interchange between national government agencies)</p> <p>Steering Committee composition. Each country is represented by one high-level representative. Which one?</p> <p>Working Groups functions and ToRs</p> <p>Technical secretariat. Criteria to select a technical secretariat.</p>	<p>What are the expected outputs (analysis, reports, etc.) that the RSO should bring?</p> <p>What else would the countries add to the Observatory objectives?</p>



3. All together, summing it up

Each of 3 groups reports (5 minutes each), we all debate



Thanks!
