



# FIRST EAP WORKSHOP ON ROAD SAFETY

Draft Minutes

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## 1 INTRODUCTION

### 1.1 BACKGROUND

EU member countries place great importance on road safety and over the last two decades have consistently cut the number of deaths and injuries each year. This has been done by applying a systematic and scientific approach to identifying the highest risk factors and highest at risk groups and then implementing appropriate interventions to reduce the risk.

There is plenty of evidence both within the EU and in a number of the other high, low and middle-income countries that implementing a systematic, scientific safe systems approach can lead to significant reductions in deaths and injuries. There are therefore high chances that by applying the evidence-based approach that have been developed in the EU over the last few decades the number of road deaths and injuries can be seriously reduced in the EaP countries.

Road safety improvement is also one of the priority activities as part of the improvement of transport connectivity between the EU and Neighbourhood East region (EaP). The first meeting dedicated to road safety in the EaP region took place in Brussels on June 29, 2017. The meeting goal was to review the current state of play at the national and regional level and to discuss the possible way ahead for improving road safety in the EaP countries.

The six EaP countries - Armenia, Azerbaijan, Belarus, Georgia, Moldova and Ukraine - were invited to participate and to nominate a three-member delegation representing the key agencies responsible for road safety in their countries.

The meeting gathered around 35 participants including delegations from each of the EaP countries, the World Bank team, European Commission officials, other IFIs and key international organizations able to influence road safety in the EaP region. See the attendance list in Annex 1.

### 1.2 AGENDA OVERVIEW

The overall meeting objective was to define a road map for road safety action in the EaP region and to agree on targets for reducing road fatalities.

The meeting through discussion with the participants aimed to:

1. Get an overview of possible directions and recommendations from leading road safety specialists and EU experts.
2. Review existing and on-going road safety initiatives at the national and regional level.
3. Summarize the key recommendations from those initiatives.
4. Agree on priority actions and government reforms in the mid-term and long-term in each of the focus areas.
5. Agree on targets for road safety improvement.
6. Set up Regional Working Groups and discuss their future activities with some target dates and deliverables.

In the first part of the meeting, the delegates were provided with an overview of the road safety initiatives at the Global level and the possible approach to improving road safety in the EaP countries based on the lessons learnt from the previous work of the other projects and road safety initiatives in the region. It was recommended that the countries develop some things jointly at regional level and that the region consider taking a longer term view. This could be an initial priority programme for 2 years to build capacity and the necessary systems and to implement quick wins. This should be followed by an implementation period of 3-5 years to address the wider safety issues. The initial focus should be on “quick wins” to address speeding, seatbelts and blackspot improvements as these can be initiated

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immediately while other institutional activities such as capacity building and establishment of improved management, coordination and funding structures are set in motion. The importance of establishing a CADaS based crash data systems accessible to all stakeholders was also emphasized by the external speakers.

Afterwards the participants were invited to participate in panel discussions on how to improve road safety performance in three focus areas: 1 - road safety management and coordination; 2 - infrastructure management; 3 - enforcement. During the afternoon session, the participants worked together in four break-out groups that were based on the priority areas identified as a result of the panel discussions in order to develop the road safety action plan and agree on safety targets for road safety improvement in the EaP region. The meeting agenda is attached as Annex 2.

A poll was conducted at the beginning and at the end of the meeting with a number of road safety related questions asked to the audience. As a result of the final poll the majority of participants (71%) voted for a 25% reduction in road deaths by 2020 compared to the 2016 figure and identified speed reduction as the single greatest priority for safer roads in the EaP region.

### 1.3 SUMMARY OF PANEL DISCUSSIONS

The panel sessions were designed to generate discussions around the three focus areas (road safety management and coordination, infrastructure management and enforcement) to understand what has worked, what has not and what has to be done differently to improve road safety performance in the EaP countries. Four panelists and a moderator represented each panel with the rest of audience welcome to join the discussion. The specialists from each country were asked to join the breakout group relevant to their area of expertise (e.g. police experts joining the enforcement group).

#### Panel 1 - Road Safety Management and Coordination

##### **Moderator:**

Alain Baron, European Commission, Directorate General for Mobility and Transport (DG MOVE).

##### **Panelists:**

- Poghos Shahinyan, Head of Secretariat, National Road Safety Council, Armenia
- Gogita Gvenetadze, Deputy Head of Transport and Logistics Development Policy Department, Ministry of Economy and Sustainable Development, Georgia
- Oleg Tofilat, State Secretary at the Ministry of Transport, Moldova
- Maria-Teresa Sanz-Villegas, European Commission - DG MOVE, Unit - C4 Road Safety

##### **Questions/topics discussed:**

1. The modern approach to road safety management, coordination and funding. Key actor - Maria-Teresa Sanz-Villegas.
2. The importance of ensuring effective road safety management. Positive experience of the EaP countries. Key actor - Poghos Shahinyan.
3. Do the EaP countries have an efficient road safety management and coordination system, and if not what are the key obstacles? Key actor - Gogita Gvenetadze.
4. The role of crash data collection and analysis in ensuring the effective decision-making? Key actor - Oleg Tofilat.

##### **Conclusions and recommendations:**

EaP countries have similar road safety management and coordination problems that should be addressed by the following actions:

- 
- Create an umbrella law to bring current safety legislation into line with the best international practice including designation of a lead agency and specification of road safety management, coordination and funding structures.
  - Establish a permanent multi sector Secretariat (with minimum 5-6 permanent multidisciplinary staff) to support coordination body and promote National Road Safety Program;
  - Provide sustainable funding for the implementation of road safety programmes;
  - Clearly assign legal responsibilities and obligations between all the the key agencies involved;
  - Establish an effective crash data collection and analysis system accessible to all stakeholders to enable the effective decision-making.

#### Panel 2 – Infrastructure Management

##### **Moderator:**

Radoslaw Czapski, World Bank team.

##### **Panelists:**

- Brendan Halleman, Vice President, Europe and Central Asia, International Road Federation
- Mykola Bozhko, Agency of Infrastructure Projects, Ministry of Infrastructure, Ukraine
- Sergiy Leonchik, Deputy Head of Road Department, Ministry of Transport and Communications, Belarus
- Per Mathiasen, Senior Sector Engineer at European Investment Bank (by conference call)

##### **Questions/topics discussed:**

1. IFIs experience in the region. The key safety challenges faced by IFIs on road infra projects in EaP countries. Key actor: Per Mathiasen
2. Motorway and road safety: building the economy and saving lives. The main factor helping to close the gap between current infra (un)safety and what should be achieved. Key actor: Brendan Halleman.
3. Road Infrastructure Management. Country level regulations related to infrastructure safety management and professional capacity to promote and advance infra safety. Key actor: Mykola Bozhko.
4. Black Spot Program and other systemic activities to improve safety of roads by diagnosing and preparing some actions. Key actor: Sergiy Leonchik.

##### **Conclusions and recommendations:**

1. EaP Countries have serious and largely similar problems with road infrastructure safety:
  - Lack of focus on infra safety targets and dedicated program/sub-program;
  - Limited funding for infrastructure safety;
  - Outdated technical regulations/standards related to road design;
  - Limited experience and expertise in road safety amongst professional workforce.
2. Need for national infrastructure safety champion taking infrastructure safety seriously and driving improvement process forward.
3. Improving infrastructure safety should be among EaP Governments and Road Agencies priorities as it is relatively easy and offers quick and reliable returns (if well implemented).
4. Black spot focused programs on national roads is a good starting point for improvements; these should be well targeted and communicated to receive wide support.

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5. Stable medium-term funding (3-5 years) should be assured for Black Spot program.
  6. Professional community (road designers, engineers, safety auditors, safety inspectors) needs extensive training to continuously advance infra safety.
  7. European Directive on road infrastructure safety management can be used as a guide for improvements.
  8. Global good practice examples of infrastructure safety programs and internationally proven solutions should be used to speed up progress in EaP countries.
  9. Stable medium-term funding for infrastructure safety improvements should be assured by the EaP Governments.
  10. There is a need for substantial capacity building in each country to develop local expertise in safety engineering, safety audit and traffic calming/speed reduction measures.

#### Panel 3 – Enforcement

**Moderator:** Igor Didenko, MP, Chairman of Subcommittee on Road Traffic Safety Committee on Transport, Ukraine.

**Panelists:**

- Konstantin Kostanyan, Chief of Department of Traffic Management Control of Road Police, Armenia.
- Lana Tsanova, Head of Lawmaking Division of Legal Department, Georgia.
- Elshan Kazimov, Deputy Chief of Main Traffic Police Department, Police Colonel, Ministry of Internal Affairs, Azerbaijan.
- Soames Job, World Bank team.

**Questions/topics discussed:**

1. The modern approach to enforcement: methods and activities. Key actor - Soames Job
2. The importance of ensuring effective enforcement. Positive experience of the EaP countries. Key actor - Lana Tsanova
3. Are police doing effective enforcement, and if not what is preventing them? Key actor - Elshan Kazimov.
4. How can we monitor the effectiveness of enforcement activities? Crash data collection and analysis: need for crash data base improvements. Key actor - Konstantin Kostanyan.

**Conclusions and recommendations:**

1. EaP Countries have similar road user behavior problems that should be addressed by the appropriate enforcement programs dealing with the priority areas of:
  - speeding;
  - drink driving;
  - seat-belt usage.
2. There is a need for crash data collection and analysis to monitor the effectiveness of enforcement.
3. There is a need to release non-confidential data to all stakeholders so they can do further analysis in their respective sectors.
4. There is a need to develop police capacity and knowledge on data led enforcement activities and risk management in these priority areas of activity.

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## 1.4 SUMMARY OF BREAK-OUT GROUPS DISCUSSION

The break-out groups discussion aimed to develop and agree on the next actions for the road safety improvement in the EaP region with the country representatives. Based on the priority areas as identified by the meeting participants the four break-out groups were composed, as follows:

- **Group 1 – Road Safety Management, Coordination, Data and Observatory**
- **Group 2 – Speed Management**
- **Group 3 – Enforcement**
- **Group 4 – Technical Standards, Black Spot Management**

The countries were asked to nominate their representatives under each of the break-out groups. In order to optimize the results of this work session it was agreed to limit the number of proposed actions up to 5 actions maximum per priority area/group and propose at least one KPI per action to enable future monitoring of activities.

As an outcome of the discussion the following priority actions were proposed by each of the break-out groups to deliver the agreed 25% reduction in the number of road deaths by 2020 with the respective responsibilities, timeline and indicators (KPIs) preliminary identified (see Annex 3 for a draft action plan).

### Group 1 - Road Safety Management, Coordination, Data and Observatory:

- Ensure there is a lead agency for road safety in each country with sufficient financial resources to provide national leadership.
- Extensive capacity building programme for those responsible for management and coordination in each country.
- Ensure crash data systems are improved in each country in line with CADAS crash data framework.
- Create a Regional Experts Working Group to monitor progress on establishment of lead agency at the regional level.
- Create a Regional Experts Working Group to work on crash data systems improvement and a 2<sup>nd</sup> Working Group on management and coordination.

### Group 2 – Speed management

- Promoting proven infrastructure solutions aimed at speed reduction.
- Establish effective legal mechanisms for speed control.
- Ensure enforcement and engineering activities are supported by effective public awareness campaigns.
- Create a Regional Experts Working Group on speed management.

### Group 3 - Enforcement

- Provide training for traffic police on international good practice methods of enforcement.
- Provide equipment needed to enhance enforcement efforts especially as it relates to speed and alcohol/drug impairment.
- Carry out review of sanctions for traffic offenses to ensure these allow for effective enforcement and compliance with road rules.
- Create a Regional Experts Working Group to monitor progress.

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#### Group 4 – Technical Standards, Black Spot Management

- Development of updated road design standards for national and regional roads (including safety treatment at linear settlements along major roads).
- Development of updated road design standards.
- Establish an effective system for blackspot identification in the EaP countries.
- Provide training for traffic police and engineers in crash investigation and blackspot identification.
- Establish a program to eliminate blackspots.
- Create a Regional Experts Working Group to monitor progress on elimination of hazardous locations.

### 1.5 OVERALL ROAD SAFETY TARGET

As an outcome of the poll survey held at the meeting and based on the further agreement with the meeting participants, it was decided to establish the 25% fatalities rate reduction target by 2020 in the EaP region based on the numbers of deaths in 2016. It establishes the overall objective to be used in formulating the strategic framework and the future road safety actions to achieve this target.

### 1.6 PROPOSED NEXT STEPS

1. The World Bank to create an online platform for group discussion and launch key topics for discussions.
2. EaP member countries to confirm topical Regional Experts Working Groups by all and nominating participants for each of the working groups (2 persons per country).
3. Discuss on meeting frequency and working procedures for Regional Experts Working Groups.
4. The World Bank to benchmark the six countries in some basic road safety performance indicators to establish and quantify needs and allow for monitoring progress.
5. Each working groups to develop a 2-year quick wins programme with clear ambitious but achievable targets and indicators taking Annex 3 draft action plan as a starting point.

Annex 3 presents a draft action plan for further discussion.



## EaP transport panel road safety workshop



Brussels, Belgium  
NEP-126-BE | 29 June 2017



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## Attendance List

Personal data contained in this document will be processed in accordance with the privacy statement of the ENPI EAST Instrument and in compliance with the Regulation (EC) N° 45/2001.

Nr.	Nr.	Country	Surname	First Name	Institution / Organization	Signature
<b>EaP Countries</b>						
1	1	Armenia	KOSTANYAN	Kostantin	Road Police	
2	2	Armenia	SHAHINYAN	Poghos	National Road Safety Council	
3	3	Armenia	TADEVOSYAN	Gurgen	"Armenian Roads Directorate" SNCO	
4	4	Azerbaijan	ALIYEV	Kamran	Ministry Of Internal Affairs Of The Republic Of Azerbaijan	
5	5	Azerbaijan	KAZIMOV	Elshan	Ministry Of Internal Affairs	
6	6	Azerbaijan	RASULOV	Anar	Baku Transport Agency	
7	7	Azerbaijan	SHUKUROV	Anar	Azerbaijan Automobile Federation	
8	8	Belarus	BANADYK	Mikhail	Ministry Of Internal Affairs Of The Republic Of Belarus	
9	9	Belarus	IHNATOVICH	Andrei	Ministry Of Internal Affairs Of The Republic Of Belarus	
10	10	Belarus	LEONCHIK	Sergey	Ministry Of Transport And Communications Of The Republic Of Belarus	
11	11	Georgia	GVENETADZE	Gogita	Ministry Of Economy And Sustainable Development Of Georgia	
12	12	Georgia	SOSELIA	Tornike	Roads Department Of Georgia	
13	13	Georgia	TSANAVA	Lana	Ministry Of Internal Affairs Of Georgia	
14	14	Moldova	AVORNIC	Cristina	Mission To The European Union	
15	15	Moldova	BULIMAGA	Viorel	General Police Inspectorate, Ministry Of Internal Affairs Of Moldova	
16	16	Moldova	GAVRILITA	Stela	State Chancellery Of The Republic Of Moldova	
17	17	Moldova	TOFILAT	Oleg	Ministry Of Transport And Road Infrastructure Of Republic Of Moldova	
18	18	Ukraine	BOZHKO	Mykola	STATE AGENCY OF INFRASTRUCTURE PROJECTS OF UKRAINE	
19	19	Ukraine	DIDENKO	Igor	Parliament Of Ukraine	
20	20	Ukraine	FATSEVYCH	Oleksandr	National Police Of Ukraine	
<b>European Union Institutions</b>						
21	1		BARON	Alain	European Commission	

Nr.	Nr.	Country	Surname	First Name	Institution / Organization	Signature
22	2		SANZ-VILLEGAS	Maria-teresa	European Commission	<i>Maria</i>
Other Organisations						
23	1		CZAPSKI	Radoslaw	World Bank	<i>Rad</i>
24	2		ELLIS	Simon David	World Bank	<i>SD</i>
25	3		IVCHENKO	Mariya	World Bank	<i>Mariya</i>
26	4		JOB	Soames	World Bank	<i>Soames</i>
27	5		MATHIASSEN	Per	European Investment Bank	
28	6		MCKEE	Martin	EBRD	<i>Martin</i>
29	7		ROSS	Alan	International Road Safety Centre	<i>A. Ross</i>
On-site registration						
1			NUNEL	Antonio	WB	<i>Antonio</i>
2			Hallgren	Borden	ERT	<i>B. Hallgren</i>
3			JACQUES	Daniel	SGUA	<i>Jacques</i>
4			BIL	STEPHAN	NEAR	<i>Stephan</i>
5			Abdushakurov	Sauvire	Azerbaijani Embassy	<i>Abdushakurov</i>
6			Frenschke	TABNO	DG MOVE	<i>Frenschke</i>
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**First Working Group on Road Safety – Towards an Action Plan for EaP**
**29<sup>th</sup> June 2017**
**Hotel Silken Berlaymont, Boulevard Charlemagne 11-19, 1000 Bruxelles, Belgium**
**PROVISIONAL PROGRAMME**

<b>Thursday 29 June 2017</b>		
<b>08:30-09:00</b>	Registration of delegates	
<b>09:00 – 09:10</b>	Welcome and introductions <ul style="list-style-type: none"> <li>EU support/commitment to the improvement of transport connectivity between the EU and EaP region</li> <li>Key functions of the World Bank secretariat support for the EaP Transport Panel.</li> <li>Initial timeframe and expected outcomes</li> </ul>	EC-speaker - tbc
<b>09:10 – 09:30</b>	<ul style="list-style-type: none"> <li>Adoption of meeting programme and objectives</li> <li>Introduction of participants</li> </ul>	Simon David Ellis, Lead Transport Specialist, World Bank
<b>Objectives: Overview of the situation/Summarizing the key recommendations/Proposing the possible way ahead</b>		
<b>09:30 – 09:45</b>	<ul style="list-style-type: none"> <li>Global level overview of road safety initiatives. Key targets and indicators.</li> </ul>	Soames Job, World Bank
<b>09:45 - 10:00</b>	<ul style="list-style-type: none"> <li>Possible approach to improving road safety in the EaP countries. Lessons learnt from the previous work in the region.</li> </ul>	Alan Ross, IRSC
<b>10:00 – 10:15</b>	<ul style="list-style-type: none"> <li>Discussion</li> </ul>	
<b>10:15 – 10:30</b>	<b>TEA/COFFEE BREAK</b>	
<b>Objectives: To discuss the key recommendations in three focus areas to understand what has worked, what has not and what we have to do differently in the future</b>		
	<b>Plenary sessions</b>	
<b>10:30 – 11:15</b>	Panel 1 - Road Safety Management and Coordination	Moderator: Alain Baron, EC
<b>11:15 - 12:00</b>	Panel 2 – Infrastructure Management	Moderator: Radoslaw Czapski, World Bank
<b>12:00 - 12:45</b>	Panel 3 - Enforcement	Moderator: Igor Didenko, MP, Ukraine
<b>12:45 - 14:00</b>	<b>LUNCH</b>	
<b>Objective: To develop the road safety action plan and safety targets for the EaP region</b>		
<b>14:00 – 14:15</b>	Review of existing road safety situation at the national/regional level. Proposed focus areas to be addressed.	Mariya Ivchenko, World Bank
<b>14:15 – 14:45</b>	Composition of break-out groups based on the agreed focus areas	Moderator: Soames Job
<b>14:45 – 15:45</b>	<b>Break-out group discussions (&amp; coffee!)</b> Group 1 – Road Safety Management and Coordination	<i>Preparation of the draft action plans (3 key actions per sector)</i>

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	Group 2 – Infrastructure Management Group 3 – Enforcement Group 4 - ...	
15:45 – 16:30	Reporting back ( <i>10 mins' each</i> )	
16:30 - 17:00	Conclusions and presentation of regional action plan	

### Annex 3

Actions	Level of activity		Responsibility	Timeline	Indicators
	Regional	National			
Group 1 - Road Safety Management, Coordination, Data and Observatory					
1.1. Ensure there is a lead agency for road safety in each country with sufficient financial resources to provide national leadership.		X	Road Safety Coordinating Entities in EaP countries		All EaP countries have a lead agency for road safety with a dedicated budget for the implementation of the road safety activities.
1.2. Extensive capacity building programme for those responsible for management and coordination in each country.	X		International donors		At least one regional workshop conducted for 5 officials responsible for road safety in each country (1 senior politician, 4 director level officials from key stakeholders ( e.g. Road Agency, Traffic Police, Ministry of Transport, Ministry of Health) with responsibilities in road safety.
1.3. Ensure crash data systems are improved in each country in line with CADAS crash data framework.	X		Road Safety Coordinating Entities in EaP countries		Specifications and TORs for CADaS compatible crash data system are developed / Each country has reliable crash data with the key agencies in each country provided with access to national crash data base.
1.4. Create a Regional Experts Working Group to monitor progress on establishment of lead agency at the regional level.	X		World Bank EaP Transport Panel Secretariat team		Working group established and meets on a quarterly basis.
1.5. Create a Regional Experts Working Group to work on crash data systems improvement.	X		World Bank EaP Transport Panel Secretariat team		Working group established and meets on a quarterly basis.

<b>Group 2 – Speed management</b>					
1.1. Promoting of proven infrastructure solutions aimed at speed reduction.		X	Road Safety Coordinating Entities or Ministries of Infrastructure/road agencies in EaP countries, possibly with international donors support		At least guidelines on proven infra solutions promoted or preferably introduced into technical regulations in EaP countries
1.2. Establish effective legal mechanisms for speed control.		X	Road Safety Coordinating Entities or Ministries of Interior in EaP countries, possibly with international donors support		Legal systems in EaP countries developed for running at least mobile/random speed enforcement, but preferably also installation of automatic systems and efficient processing of fines for speeding.
1.3. Ensure enforcement and engineering activities are supported by effective public awareness campaigns.	X	X	Road Safety Coordinating Entities or Ministries of Interior in EaP countries, possibly with international donors support		Campaign “module” on excessive speeding developed centrally for potential use across the EaP region.
1.4. Create a Regional Experts Working Group on speed management.	X		World Bank EaP Transport Panel Secretariat team		Working group established and meets on a quarterly basis.
<b>Group 3 – Enforcement</b>					
1.1. Provide training for traffic police on international good practice methods of enforcement.	X		Agencies with responsibility for enforcement and donors		Training of police trainers ( 5 from each country ) implemented – 30 persons in EaP region able to train other police in their countries in modern police methods and activities.
1.2. Provide equipment needed to enhance enforcement efforts especially as it relates to speed and alcohol/drug impairment.	X	X	Agencies with responsibility for Enforcement, possibly with international donors support		Reports on equipment procured for enhancing enforcement efforts. Reports on enforcement activities and their impact. Based on standardized template to allow benchmarking among EaP countries.
1.3. Carry out review of sanctions for traffic offenses to ensure these allow for effective enforcement and compliance with road rules.	X	X	Agencies with responsibility for Enforcement, possibly with international donors support		Reports on the national reviews of sanctions for traffic offenses. Based on standardized template to allow benchmarking among EaP countries.

1.4. Create a Regional Experts Working Group to monitor progress.	X		World Bank EaP Transport Panel Secretariat team		Working group established and meets on a quarterly basis.
<b>Group 4 – Technical standards, black spot management</b>					
1.1. Development of updated road design standards for national and regional roads (including safety treatment at linear settlements along major roads).	X	X	Road Agency in each EaP country, possibly with international donors support		Guidelines produced.
1.2. Development of updated road design standards for urban roads.	X	X	Road Agency in each EaP country, possibly with international donors support		Guidelines produced on traffic calming, speed reduction, area wide schemes etc.
1.3. Establish an effective system for blackspot identification in the EaP countries.	X		Road Agency in each EaP country, possibly with international donors support		Guidelines on blackspot management produced.
1.4. Provide training for traffic police and engineers in crash investigation and blackspot identification.	X		Road Agency in each EaP country, , possibly with international donors support		Conduct at least one workshop in each country.
1.5. Establish a program to eliminate blackspots.		X	Road Agency in each EaP country, possibly with international donors support		25 hazardous road locations on state roads and in each of 3-5 main cities in each EaP country are identified and some eliminated.
1.6. Create a Regional Experts Working Group to monitor progress on elimination of hazardous locations.	X		World Bank EaP Transport Panel Secretariat team		Working group established and meets on a quarterly basis.