2nd Working Group 1 Meeting Institutional Coordination and Data Systems Knowledge Exchange Workshop

March 5th, 2018 Tbilisi, Georgia



Road safety management and coordination.

Crash data as a basis for determining effective policy measures, allocation of resources and measuring the progress.

MARIYA IVCHENKO





IMPORTANCE OF ROAD ACCIDENT DATA – Road accidents trend analysis in accordance with the EaPCs road safety goals



EaP TARGET: 25% reduction in road deaths by 2020 compared to 2016

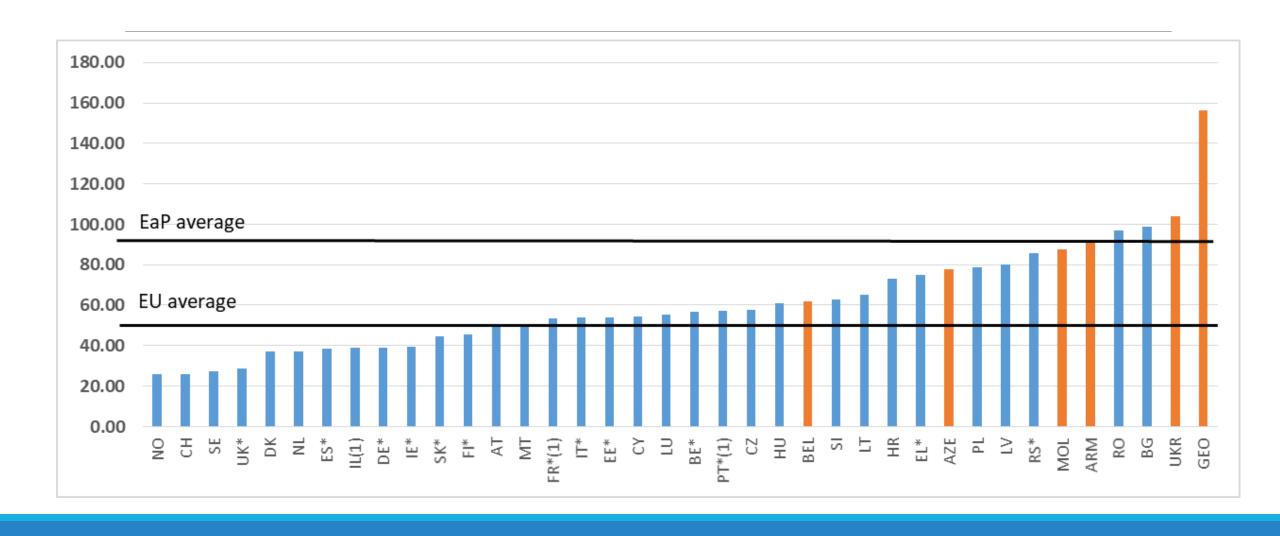


National EaPCs road safety strategies/targets

Evaluation of road safety situation in EaPCs based on:

- the number of **fatalities**,
- the number of fatalities per 100 000 population,
- the number of fatalities per 10 000 vehicles.

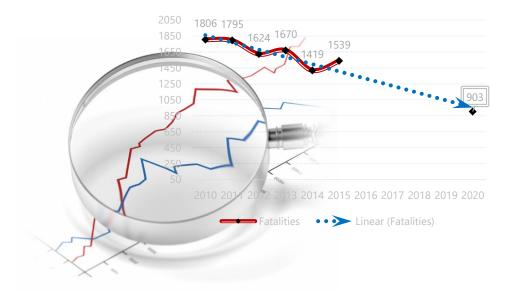
Fatality rates (deaths per million inhabitants), 2016

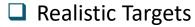


'EVIDENCE BASED AND DATA DRIVEN' ROAD SAFETY MANAGEMENT

Quantitative road safety targets require better structured approach to road safety management:

- Data-driven problem identification
- Development of evidence-driven countermeasure packages formalised in a Strategy
- Transparent lines of institutional accountability





Road Safety Strategy and Road Safety Action Plan

■ Monitoring Progress

THE IMPORTANCE OF HIGH-QUALITY ROAD SAFETY DATA

DATA DRIVEN PROBLEM IDENTIFICATION



What is the problem?

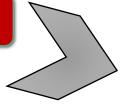
FIELD OF WORK

Where is the problem?

LOCATION

How to manage the problem?





DESIRED SITUATION

Coordination at national level and clear accountability

Leading Agency???

National Road Safety Council???

Government

Ministry in charge of Transport

Ministry of Interior/Traffic Police

Ministry of Health

Ministry of Education

Public Agency for State Roads

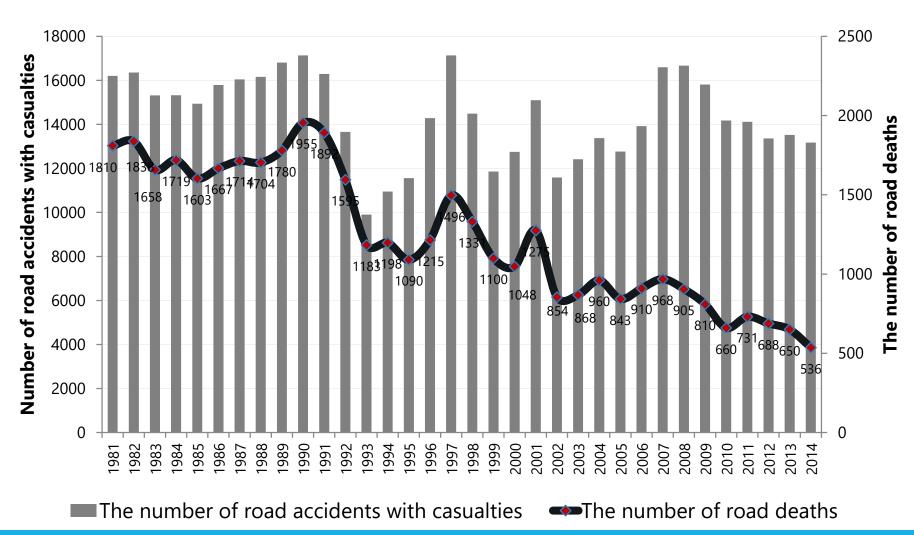
Local communities (cities and municipalities)

National office for statistics



- ☐ Road Safety Strategy and Road Safety Action Plan
- Road Safety ROADMAP
 - Legal act(s) important for the road safety activities

MONITORING OF THE ROAD SAFETY STATUS







European Commission objectives

Level 1 EC pillars -Level 2 EC pillars objectives / indicators indicators 14.3 Objective no 1: Improve education and Strategic basis training of road users The quality of Pre-test learning The quality of Driving license test The quality of Post-license training (professional drivers) The quality of Post-license training (drivers with disabilities and over 65) 14,3 Objective no 2: Increase enforcement of Cross-border exchange of 25 road rules information in the field of road safety **25** Enforcement campaigns 25 Vehicle technology to assist enforcement National enforcement objectives 14.3 Objective no 3: Safer road infrastructure Strategic basis Legal basis Tools usage Road Safety Infrastructure Projects 14,3 Objective no 4: Safer vehicles Strategic basis for Safer vehicles Vehicles of today 30 Vehicles of tomorrow 14,3 Objective no 5: Promote the use of Strategic basis for ITS modern technology to increase road safety **35** ITS Directive 25 ITS for Enforcement 20 14.3 Other ITS Objective no 6: Improve emergency and Emergency services post-injuries services Monitoring of road accidents and **35** consequences Socio-economic costs of road accidents and definitions 14.3 Objective no 7: Protect vulnerable road **25** Powered-two-wheelers (PTWs) users 25 Pedestrians, cyclists 25 Elderly people and people with disabilities 25 Children

Benchmarking as a part of road safety management

EC 7 objectives vs UN 5 Pillars

- 1. Traffic safety management
- 2. Vehicle safety
- 3. Roads
- 4. Road users
- 5. Post crash activities



UN 5 Pillars – Benchmarking based on UN 5 pillars

Benchmarking as a part of road safety management











SAFETY
MANAGEMENT

SAFER ROADS

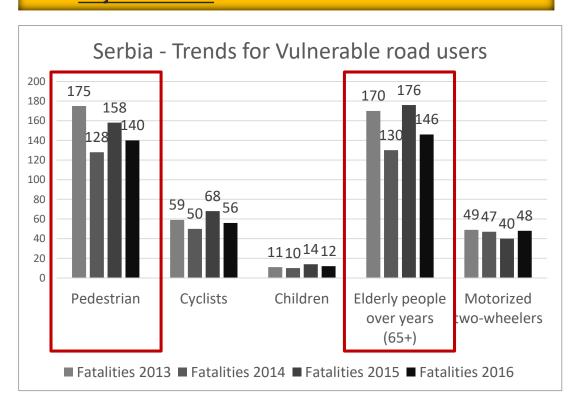
SAFER VEHICLES

SAFER ROAD USERS

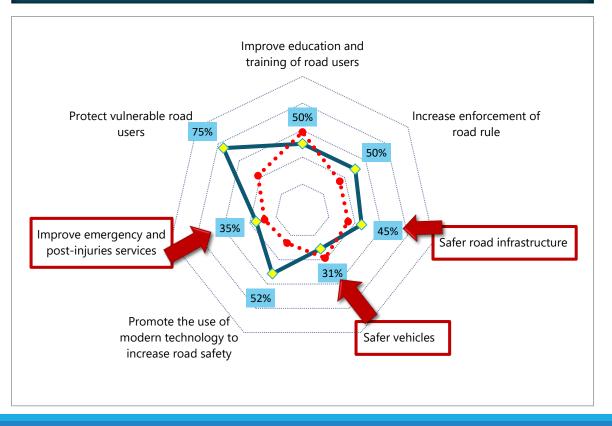
POST CRASH CARE

IMPORTANCE OF ROAD ACCIDENT DATA – Benchmarking and data analysis – Example from Serbia

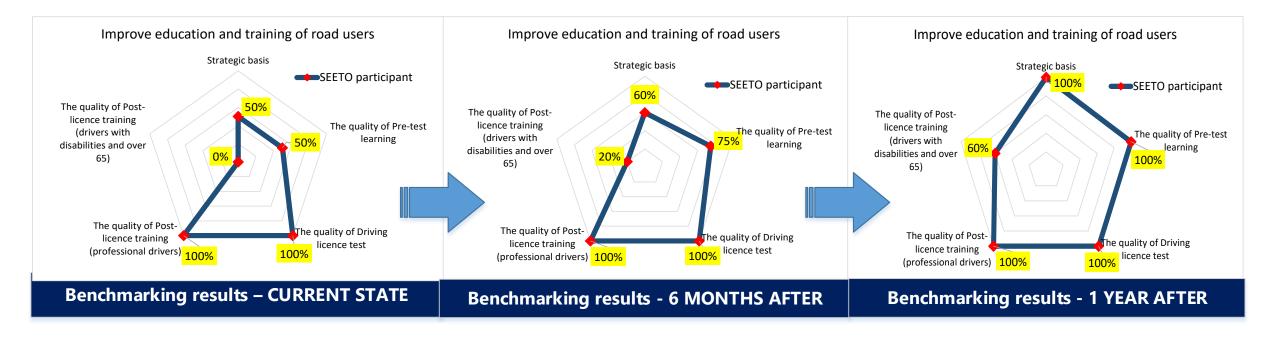
Objective No. 7 – Protect vulnerable road users



OVERALL IMPLEMENTATION OF EU 7 STRATEGIC OBJECTIVES FOR REPUBLIC OF SERBIA



MONITORING BASED ON BENCHMARKING AND ROAD ACCIDENT DATA – Example from SEETO countries



CONCLUSION



Directing and planning of activities



Better organization of road safety work

IMPROVEMENT OF ROAD SAFETY DATA COLLECTION



QUALITY ROAD SAFETY DATABASE



IMPROVEMENT OF ROAD SAFETY WORK

THANK YOU FOR YOUR ATTENTION!

Mariya Ivchenko

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