Eastern Partnership
Road Safety Cooperation Framework
Brussels, April 17, 2018
EaP Region & EU Countries

Fatality rates (deaths per 100,000 inhabitants), 2016

EaP average = 9.7
EU average = 5.1
Target: Reduction of fatality rate by 25% by 2020
### Fatality rates (deaths per 100,000 inhabitants), 2010 and 2016

<table>
<thead>
<tr>
<th>Country</th>
<th>2010</th>
<th>2016</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armenia</td>
<td>10.22</td>
<td>9.13</td>
<td>-9.2%</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>10.23</td>
<td>7.77</td>
<td>-18.0%</td>
</tr>
<tr>
<td>Belarus</td>
<td>12.54</td>
<td>6.18</td>
<td>-50.6%</td>
</tr>
<tr>
<td>Georgia</td>
<td>17.45</td>
<td>15.62</td>
<td>-15.2%</td>
</tr>
<tr>
<td>Moldova</td>
<td>12.69</td>
<td>8.76</td>
<td>-31.2%</td>
</tr>
<tr>
<td>Ukraine</td>
<td>10.63</td>
<td>10.41</td>
<td>-3.9%</td>
</tr>
</tbody>
</table>

### EaP Region

Relative change in road deaths between 2010-2016
Socio-economic losses of the EaP region, 2016

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Armenia</td>
<td>267.00</td>
<td>2,924,820.00</td>
<td>3,614.70</td>
<td>231,629,976.00</td>
<td>2.2%</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>759.00</td>
<td>9,762,270.00</td>
<td>3,878.70</td>
<td>706,543,992.00</td>
<td>1.9%</td>
</tr>
<tr>
<td>Belarus</td>
<td>588.00</td>
<td>9,507,120.00</td>
<td>4,989.40</td>
<td>704,104,128.00</td>
<td>1.5%</td>
</tr>
<tr>
<td>Georgia</td>
<td>581.00</td>
<td>3,719,300.00</td>
<td>3,865.80</td>
<td>539,047,152.00</td>
<td>3.7%</td>
</tr>
<tr>
<td>Moldova</td>
<td>308.00</td>
<td>3,552,000.00</td>
<td>1,900.20</td>
<td>140,462,784.00</td>
<td>2.1%</td>
</tr>
<tr>
<td>Ukraine</td>
<td>4,687.00</td>
<td>45,004,640.00</td>
<td>2,185.70</td>
<td>2,458,650,216.00</td>
<td>2.5%</td>
</tr>
<tr>
<td>Total EaP:</td>
<td>7,190.00</td>
<td></td>
<td></td>
<td>4,780,438,248.00</td>
<td></td>
</tr>
</tbody>
</table>

Stage 1: Establishment of RWGs
- The three representatives per country assigned to each of the three RWGs
- Kick-off meeting with the RWGs members

Stage 2: Benchmarking
- Carry out country surveys, gather additional info & summarize results
- Identify strengths and weaknesses of the EaP countries based on self-reporting

Stage 3: Development of the EaP Road Safety Cooperation Framework
- Formulate the specific objectives, achievable by the end of year 2019
- Draft national action plans to support implementation of objectives
- Identify supporting actions that involve potential support of the Transport Panel Secretariat
- Receiving high-level political commitment to the key road safety priorities identified

Stage 4: Implementation
- Implementation of the priority activities identified via the EaP Road Safety Cooperation Framework

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

Regional Working Group 2
Speed Management and Enforcement

Regional Working Group 3
Safety Engineering and Black Spot Management
EaP - crash data system benchmarking assessment

Armenia

Belarus

Moldova

Ukraine

Azerbaijan

Georgia

WORLD BANK GROUP
Transport & Digital Development

WORLD BANK GROUP
Transport & Digital Development
EaP - road safety infrastructure benchmarking assessment

Implementation of road safety impact assessment (RSIA)
1. Legal basis for RSIA exists
2. Adequate RSIA is in official use
3. RSIA recommendations being implemented by Roads Authority
4. All major new roads and reconstructions proceed RSIA procedure
5. Road Authorities have budget to purchase RSIA

Implementation of road safety audit (RSA)
1. Legal basis for RSA exists
2. Adequate RSA is in official use
3. RSA recommendations being implemented by Roads Authority
4. All new, reconstructed and rehabilitated roads are safety audited

Implementation of road safety inspection (RSI)
1. Legal basis for RSI exists
2. Adequate RSI is in official use
3. RSI recommendations being implemented by Roads Authority
4. Roads systematically being inspected
5. Road Authorities have budget to purchase RSI

Road assessment program (RAP)
1. Legal basis for RAP exists
2. RAP implemented on road network
3. Annual RAP program exists
4. Roads Authority has dedicated budget for RAP improvements
5. RAP recommendations being implemented by Roads Authority

Application of traffic calming measures
1. Legal basis for application of traffic calming measures exists
2. Adequate traffic calming recommendations being implemented by Roads Authority
3. Traffic calming measures are selected for traffic calming implementation
4. Trained staff available

Application of road design standards/norms revision
1. New or updated Road Design Standards/Norms are implemented
2. Harmonization between international guidelines and local legislative requirements
3. Work zone protection based on best international practice
4. Selection of road design signs: RSIA, RSA, RSI, RAP, RSM, traffic

Building the capacity of engineers and technical staff
1. Manual/Handbook for safety engineering produced
2. Students being taught about safety design approaches during their studies
3. Selected government consultants and academic staff trained

World Bank Group
Transport & Digital Development

Eastern Partnership
Logframe of the EaP Road Safety Cooperation Framework

General regional objective: reducing fatalities by at least 25% by 2020 compared to 2016

Two main ‘focus areas’ per Working Group till the end of 2019 adopted

Describes supporting measures at the EaP regional and national level to achieve regional objective with an initial timeline for implementation

Describes supporting actions of the World Bank run Transport Panel Secretariat to facilitate timely implementation and maximize sustainability
Regional Working Group 1 – Road Safety Management, Coordination and Crash Data System Improvement

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.
Regional Working Group 2 – Speed Management and Enforcement

FOCUS AREAS:

1. Improve speed management and enforcement.
2. Improve enforcement of seatbelts use in all EaP countries.

Expected results:

1. Increased speed controls by instituting at least mobile/random regular speed enforcement systems in EaP countries and implementing / improving automatic systems.
2. Adoption of max 50 km/h limit in urban areas in all EaP countries.
3. Increased seatbelt wearing rate in all EaP countries in front and back seats.
Regional Working Group 3 – Safety Engineering and Black Spot Management

FOCUS AREAS:

1. Implementation of the Directive 2008/96 on road infrastructure safety with emphasis on infrastructure audit and inspection procedures initiated.

2. Black spot treatment programs initiated in all EaP countries.

Expected results:

1. Practice of safety impacts identification following the Directive 2008/96 for at least one priority road investment project in each EaP country.

2. Definition of Black Spots (high-crash locations) adopted and at least top ten Black Spot locations identified in each EaP country.

3. At least one specific Black Spot treatment project at one location initiated in each EaP country as part of the Black Spot type program.
Key priorities till the end of 2018

WG 1:
◦ Ensure high-level coordination structures established and functioning in the EaP countries
◦ Develop and adopt detailed regulations in each EaPC on crash data-base

WG 2:
◦ Promotion of seatbelt use with potential involvement of professional road user groups and NGOs
◦ Adopt legislation reinforcing seatbelt use at front- and backseats

WG 3:
◦ Measuring the effectiveness of implementation of road infra procedures from the Directive 2008/96
◦ Identification of safety impact (preferably quantified) for at least one priority road investment project per each EaP country
◦ Identifying the degree of preparation, implementation and sustainability of Black Spot type programs in the EaP countries
Cross-country recommendations for implementation/next steps

What needs to be done now (within next 2 years):

• Confirming high level commitment to road Safety

• Enabling actions (e.g. Lead Agency for Road Safety, Road Safety Secretariat, crash and safety data system for monitoring and evaluation etc.)

• ‘Quick wins’ projects: (improving traffic rules enforcement e.g. excessive speeding, drink-driving, seatbelts use, insitututing modern type of infrastructure program focusing on „black spots‟)

• Improving capacity for road safety management

• Assuring stable financing
Phased implementation

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 it’s formal establishment.

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

➢ Launch crash and safety data systems modernization and improvements;

➢ Develop and begin implementation of safety legislation reform plan;

➢ Improvement program(s) for road traffic laws enforcement, training and equipment project etc.

➢ Develop and begin implementation of Black Spot type programs and infrastructure Safety procedures

Phase Tree (Delivery of Projects) – 2019+: continuous implementation and expansion of road Safety policies and programs
Supporting actions of the EaP Transport Panel Secretariat

• Support the three EaP Working Groups’ activities through specialist experts

• Support in proper use of allocated resources and seeking external financing for road safety (grants, MDBs etc.)

• Assistance in implementing ‘quick-wins’:
  ➢ speed reduction: enforcement measures focusing on automatic system and infrastructure procedures (audits, inspections etc.) and standards – traffic calming
  ➢ improving seat belt wearing rate (front and rear)
  ➢ structured program of elimination of the worst ‘black spots’ and dangerous locations on road network

• Assistance in knowledge, experience exchange and capacity building (e.g. training, study tours etc.)
Road Safety on EaP website