



# Eastern Partnership

Road Safety Cooperation Framework



**EaP** | Eastern  
Partnership



**THE WORLD BANK**

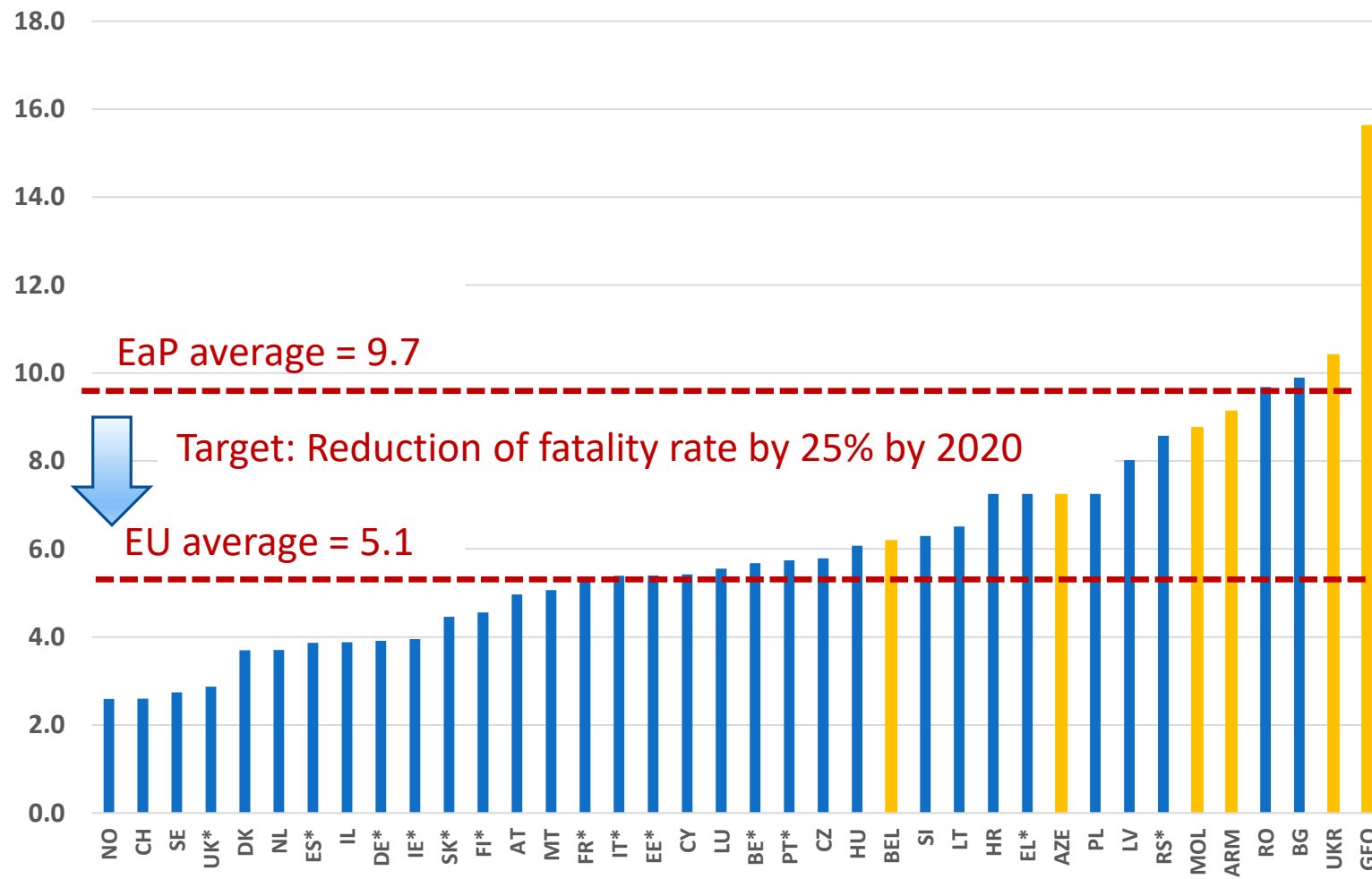
IBRD • IDA | WORLD BANK GROUP



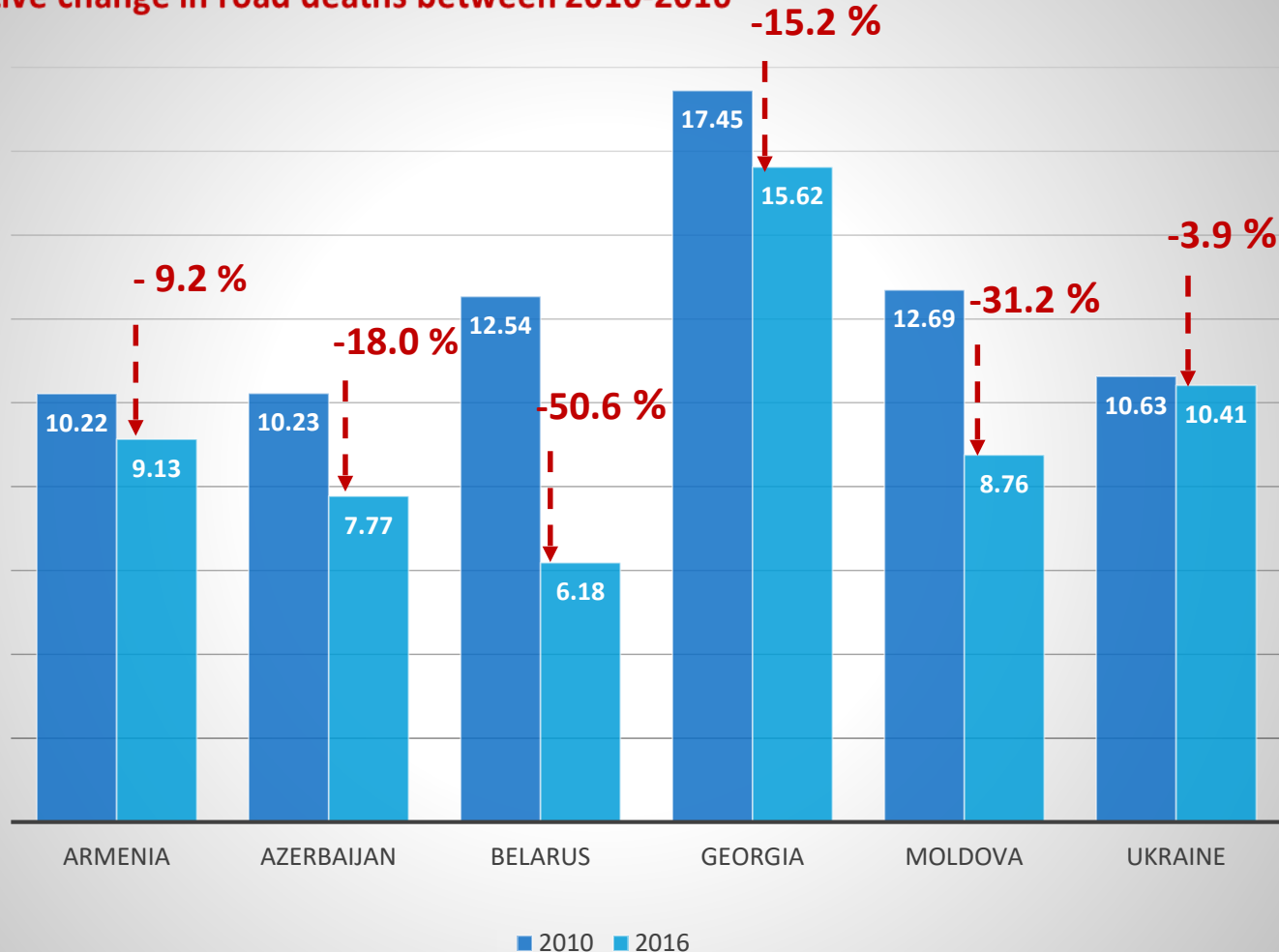
Brussels, April 17, 2018

# EaP Region & EU Countries

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



Relative change in road deaths between 2010-2016



## EaP Region

Fatality rates  
(deaths per  
100,000  
inhabitants),  
2010 and 2016

# Socio-economic losses of the EaP region, 2016

<i>Country</i>	<i>Annual Deaths, 2016 (national statistics)</i>	<i>Population, 2016</i>	<i>2016 GDP per capita [1] (current \$)</i>	<i>Annual Value of Road Crashes [2] (\$)</i>	<i>Annual Value of Road Crashes (% GDP)</i>
Armenia	267.00	2,924,820.00	3,614.70	231,629,976.00	2.2%
Azerbaijan	759.00	9,762,270.00	3,878.70	706,543,992.00	1.9%
Belarus	588.00	9,507,120.00	4,989.40	704,104,128.00	1.5%
Georgia	581.00	3,719,300.00	3,865.80	539,047,152.00	3.7%
Moldova	308.00	3,552,000.00	1,900.20	140,462,784.00	2.1%
Ukraine	4,687.00	45,004,640.00	2,185.70	2,458,650,216.00	2.5%
<b>Total EaP:</b>	<b>7,190.00</b>			<b>4,780,438,248.00</b>	

<sup>[1]</sup> The World Bank. 2016. [goo.gl/MDRbRM](http://goo.gl/MDRbRM)

<sup>[2]</sup> Based on: International Road Assessment Program. 2008. True Cost of Road Crashes: Valuing Life and the Cost of Serious Injury. United Kingdom.

### 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



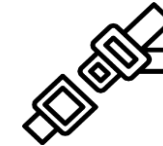
#### Regional Working Group 1

*Road Safety Management,  
Coordination and Crash Data  
System Improvement*



#### Regional Working Group 2

*Speed Management and  
Enforcement*

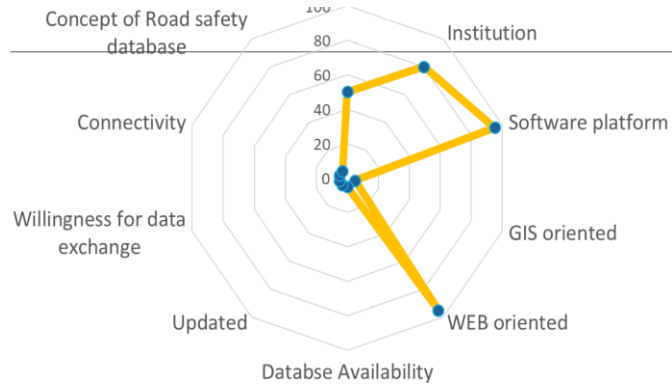


#### Regional Working Group 3

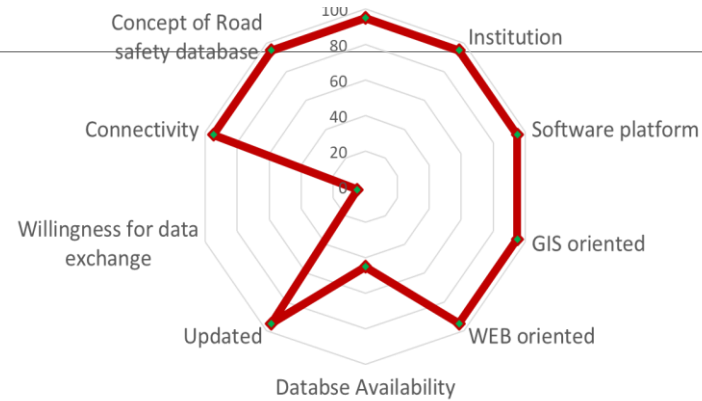
*Safety Engineering and Black  
Spot Management*

# EaP - crash data system benchmarking assessment

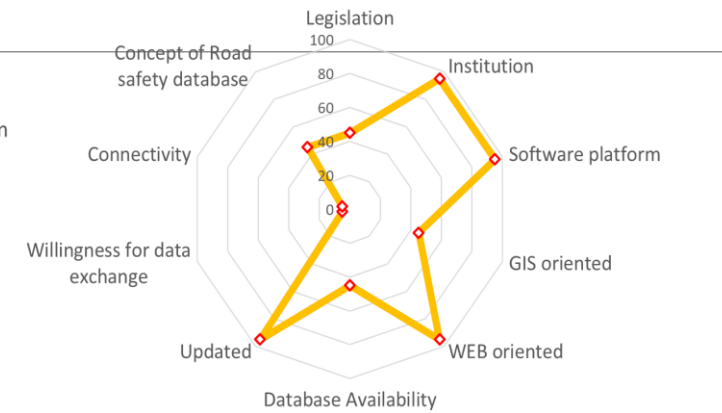
**Armenia**



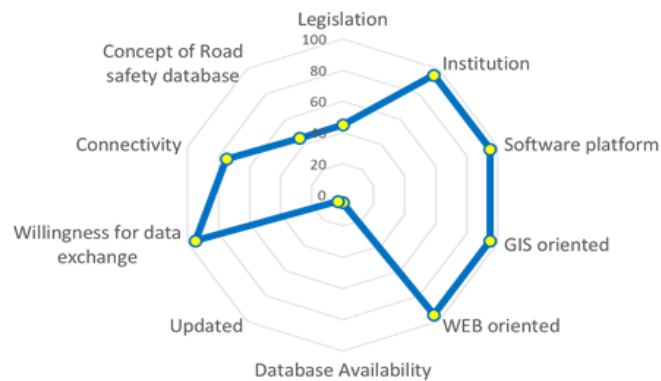
**Belarus**



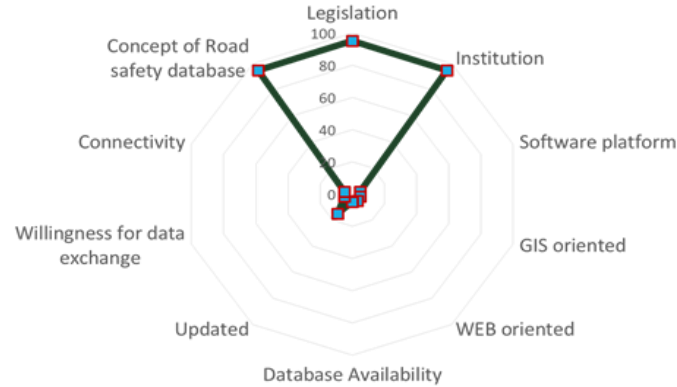
**Moldova**



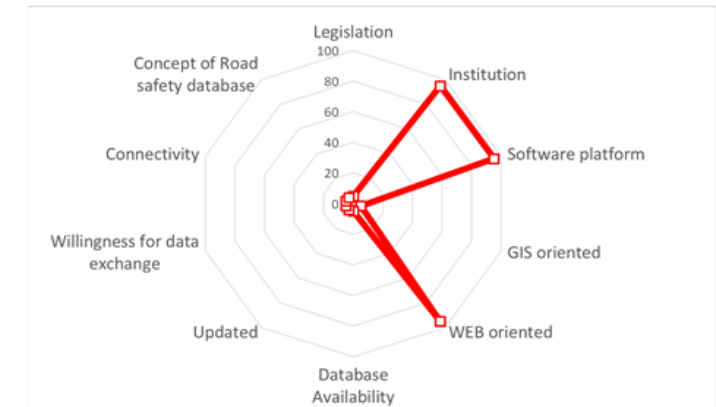
**Ukraine**



**Azerbaijan**



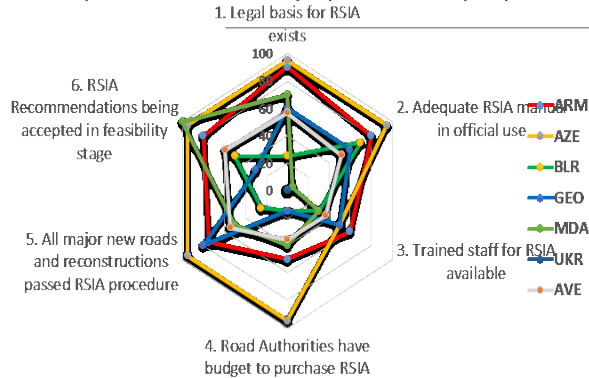
**Georgia**



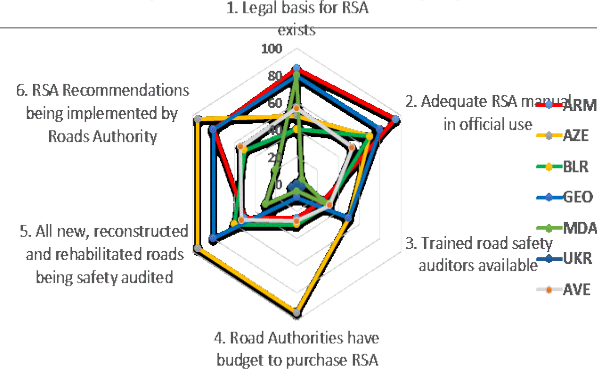


# EaP - road safety infrastructure benchmarking assessment

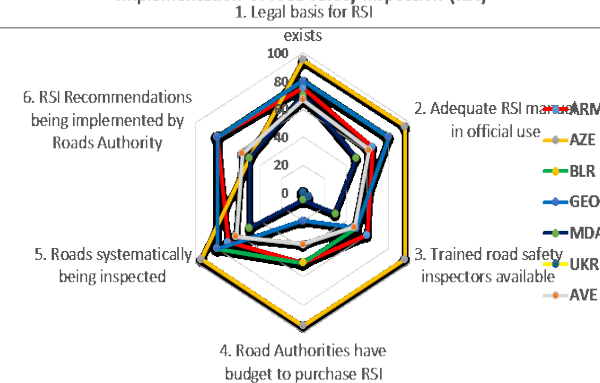
Implementation of road safety impact assessment (RSIA)



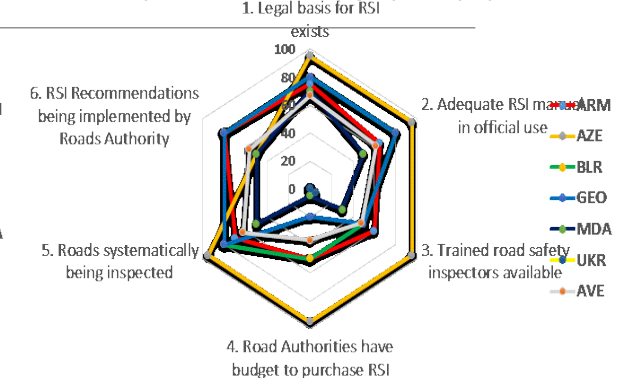
Implementation of road safety audit (RSA)



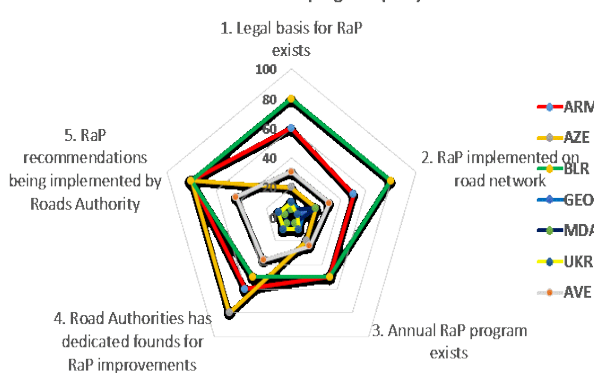
Implementation of road safety inspection (RSI)



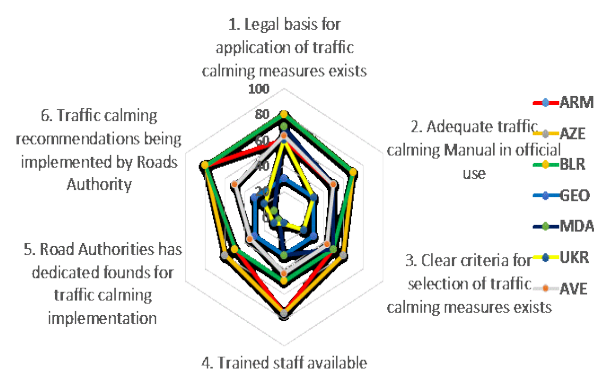
Implementation of road safety inspection (RSI)



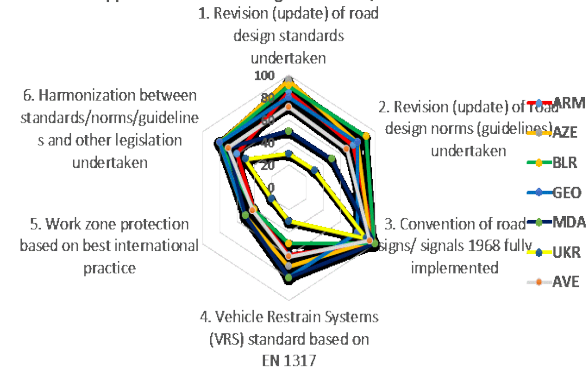
Road assessment program (RaP)



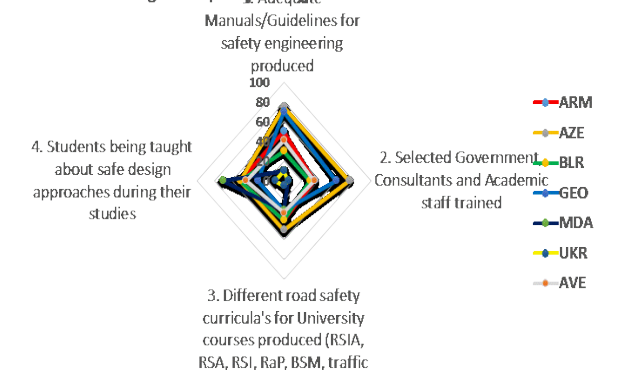
Application of traffic calming measures



Application of road design standards/norms revision



Building the capacity of engineers and technical staff



# Logframe of the EaP Road Safety Cooperation Framework

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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

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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.

# Regional Working Group 2 – Speed Management and Enforcement

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## **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

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## **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

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## **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

## Institutional Management Functions



# 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:

- 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 Three (Delivery of Projects) – 2019+: continuous implementation and expansion of road Safety policies and programs



# Supporting actions of the EaP Transport Panel Secretariat

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- 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

**Eastern Partnership Transport Panel**

Following in 1 stream | Leave this group

Overview | Content | People | Projects | Reports | Calendar | Actions | About | Share | Manage

**EASTERN PARTNERSHIP (EAP)**

Learn more about the EaP Transport Panel. [More](#).

Check how to [Get started](#).

**EaP Ministries of Transport:**

- Armenia
- Azerbaijan
- Belarus
- Georgia
- Moldova
- Ukraine

**EAP Partners:**

- European Commission EaP Transport Panel
- European Investment Bank
- European Bank for Reconstruction and Development
- World Bank

**Grid of icons:**

- World Bank Group support in EaP countries
- Active and pipeline projects
- Country fiches
- e-Library of documents
- Infrastructure connections EaP transport network
- Road safety** (highlighted with a red rectangle and a red arrow)
- Transport corridors
- Transport indicators
- Virtual discussion groups

**SEARCH THIS SITE:**

Search

**ACTIONS**

- Start a discussion
- Write a document
- Upload a file
- Write a blog post
- Create a project
- Create by email
- Invite people to join this group
- Group feeds
- Create an event

**UPCOMING EVENTS**

Create a new event

**WHAT'S NEW**

- 2017 Eastern Partnership Summit: Main results
- 2017 Eastern Partnership Summit: Stronger together
- 2017 Eastern Partnership: 20 Deliverables by 2020
- Towards Partners

**EAST INVEST**

**Road Safety**

in Eastern Partnership Transport Panel

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**Road Safety websites:**

- EC
- GRSP
- IRAP
- TRACECA
- UN
- WB GRSF
- WHO

**Grid of icons:**

- EaP Eastern Partnership Transport Panel
- Analytics, Indicators, Statistics
- Country Profiles
- e-Library of documents
- Regional Working Groups
- Road Safety Discussion Groups

**SEARCH THIS SITE:**

Search

**UPCOMING EVENTS**

- Events - World Road Association - 2017 events Now (Ends 1/1/20 6:00 PM)
- Events - UN Global Road Safety Week 5/7/18 9:00 AM

**WHAT'S NEW**

- Celebrating 20 Years for Safer Cars: Car safety improvements over the past 20 years
- New RSO report on crash reduction
- New WHO report on Road Safety
- In Belarus: Increase