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International Road Safety Centre
www.irscroadsafety.org

Road safety Development in Eastern Partnership (EaP)

How can EU and development banks best
assist this Sub region?

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Overview

1. Lessons we can learn from others ?
2. Understanding the key impediments to sustainability ?
3. The road safety problem ?
4. Possible Quick wins via targeted actions?
5. Capacity building for sustainability?
6. Systems needed to ensure Longer term development of safety



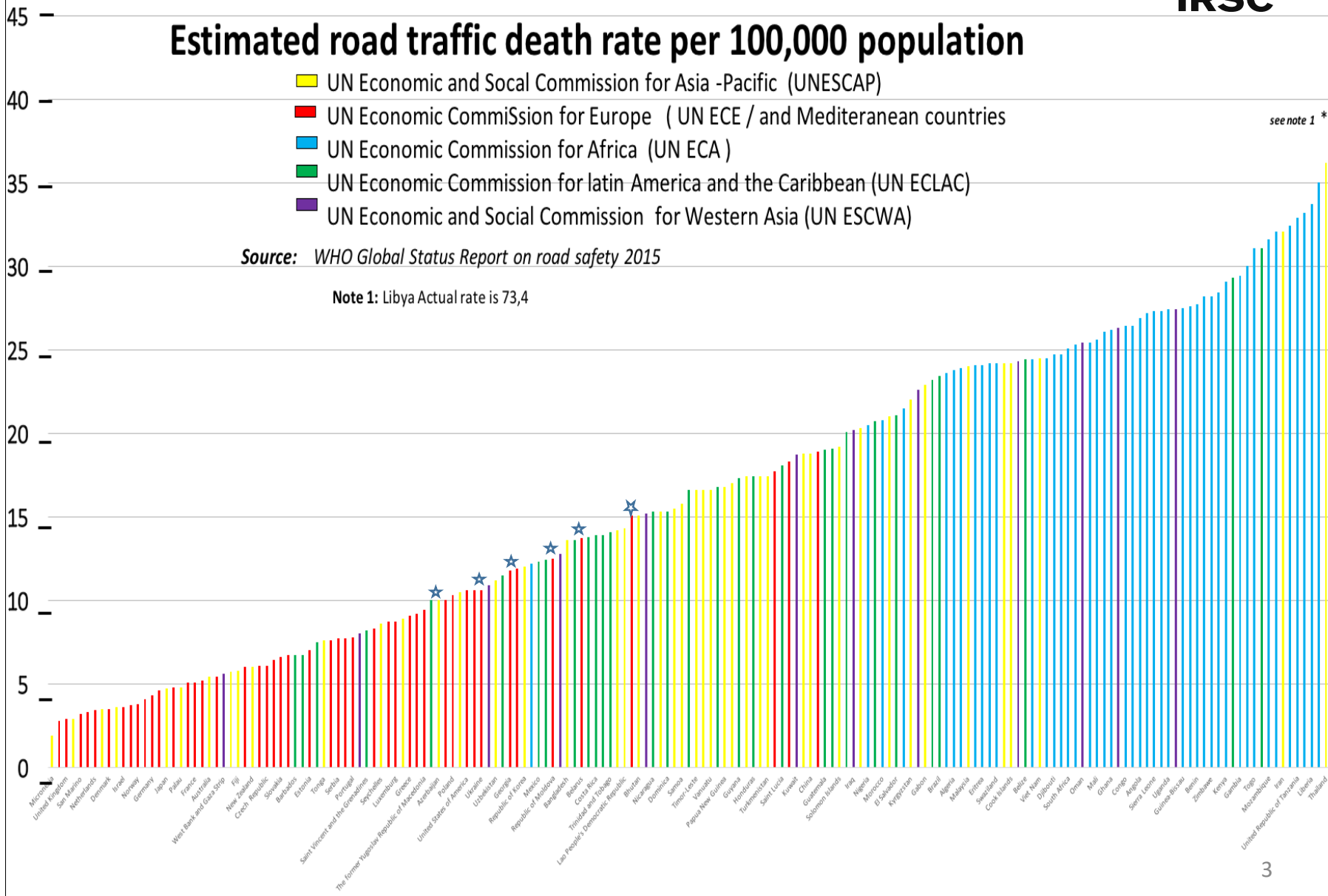
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Estimated road traffic death rate per 100,000 population

- UN Economic and Social Commission for Asia -Pacific (UNESCAP)
- UN Economic Commission for Europe (UN ECE / and Mediterranean countries)
- UN Economic Commission for Africa (UN ECA)
- UN Economic Commission for Latin America and the Caribbean (UN ECLAC)
- UN Economic and Social Commission for Western Asia (UN ESCWA)

Source: WHO Global Status Report on road safety 2015

Note 1: Libya Actual rate is 73,4





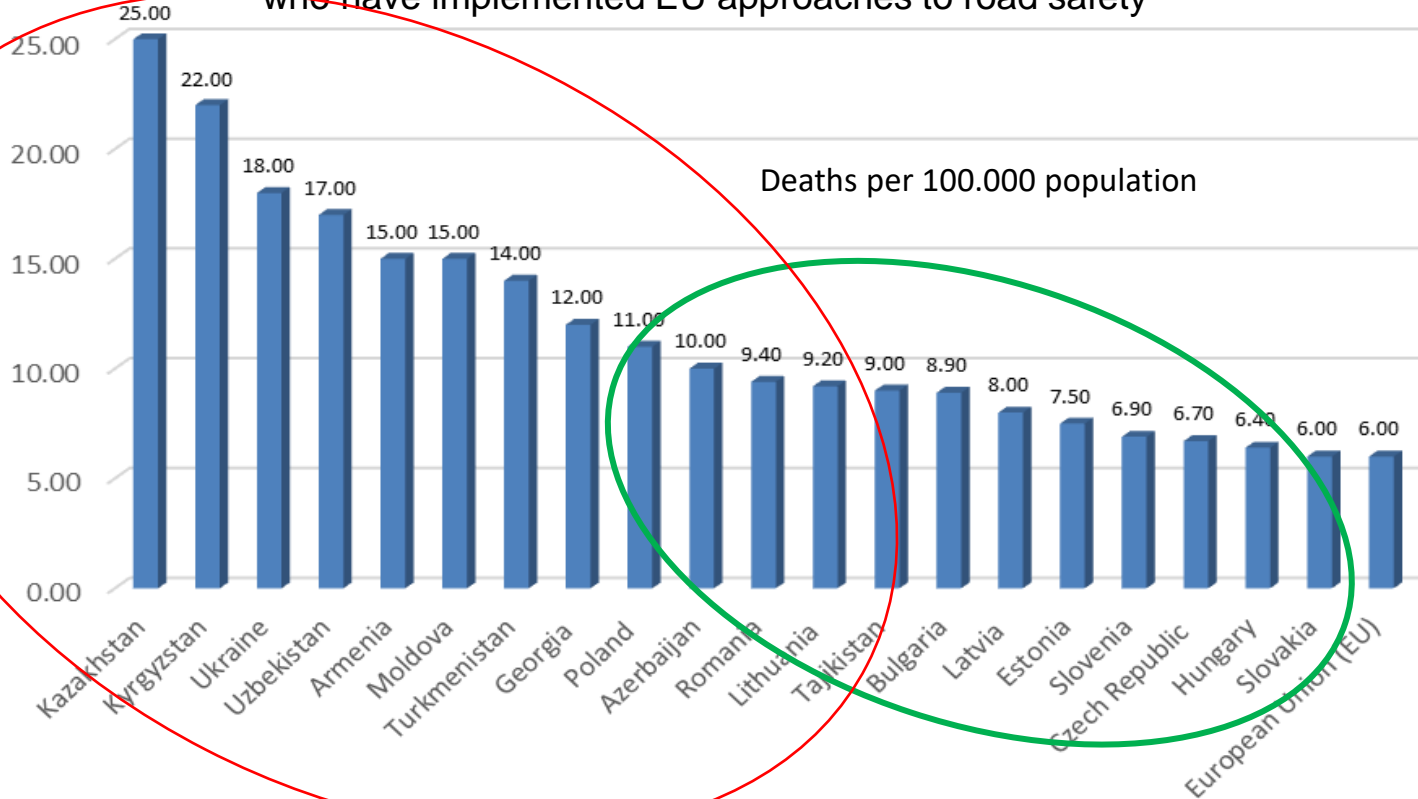
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Implementation of the regional road safety Action Plan for the Neighbourhood
East and Central Asia – TRACECA Road Safety II
EuropeAid/133698/C/SER/Multi
Project funded by EU



Comparison of TRACECA countries against other ex soviet countries who have implemented EU approaches to road safety





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Can other LMICs replicate the EU experience?
Experience of others shows that they can!

Country	Road deaths		%Change 2001-2011	Deaths /100.000 population	
	2001	2011		2001	2011
Bulgaria	1011	755	-34.9	12.4	8.9
Czech Republic	1334	802	-47.0	13.0	6.7
Estonia	199	101	-49.2	14.6	7.5
Hungary	1239	638	-48.5	12.1	6.4
Latvia	558	179	-67.9	23.6	8.0
Lithuania	706	297	-57.9	20.2	9.2
Poland	5534	4189	-24.3	14.5	11.0
Romania	2461	2018	-18.0	10.9	9.4
Slovakia	814	324	-47.2	11.6	6.0
Slovenia	278	141	-49.2	14.0	6.9
Serbia	1275	728	-42.9%	16.99	10.06
European Union (EU)	54302	30108	-44.6	11.3	6.0

Serbia 2001- 2014 by adopting EU approaches reduced deaths by 57%

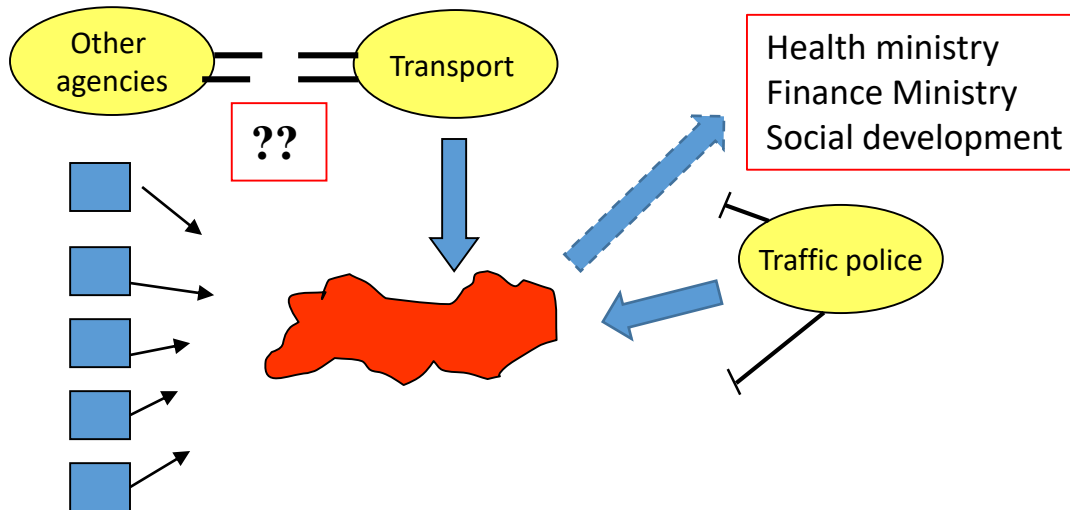
We have the vaccines and proven solutions . We just need to apply them!



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Understanding the constraints in EaP Region

- Happens on transport network and many other agencies are involved but effects/impacts/losses occur elsewhere. Roads authority takes no responsibility
- Absence of clear responsibility for Management, Coordination and Funding
- Police collect crash data but often it is not accessible to stakeholders
- inadequate mobilization of stakeholders to do their share
- Inadequate systematic research and capacity building for the future



Absence of effective horizontal and vertical coordination of action

Around 8500 Deaths and 56000 injured annually and economic losses \$11.4 billions – (over 22 times the total annual Aid provided by DAC donors)

What can we do ?

- Realize that 1-2 year projects are not long enough to make real and lasting improvements because of stop / start nature of projects and gaps in funding. Need to plan for 5-7 years of phased implementation .
- do not reinvent the wheel in each country . Identify things that are common to all so we can develop some modules centrally for local adaptation and implementation in each EaP country
- Identify strengths so that expertise and initiatives from one country can be shared with other countries eg modernized road design standards
- Identify “QUICK WINS” that will deliver credibility for implementers and that will generate wider political support for bigger interventions
- Implement extensive programme of capacity building and TOT to establish a viable and in depth core of expertise in each sector
- Encourage and assist universities to start teaching road safety topics and to do safety research to support policy making
- Apply the approaches and interventions that other ex socialist have implemented based on what has been proven to be successful in EU

• First 2 years – consolidation



-Regional activity

- Establish working groups (Quarterly meetings? 2 virtual, 2 actual)
- Agree 3 quick wins topics (speeding, seat belts , blackspots)
- Develop campaigns and documents centrally as modules for countries to adapt and use instead of “re inventing the wheel” in each each country
- Agree that all countries will use CADaS as basis for their crash data systems and that data can be shared in a regional observatory
- Initiate regional joint capacity building programme for experts in key sectors and TOTs for each country

-Country level activity

- Start looking at legislation to designate and establish a lead agency with adequate resources to manage , coordinate and finance road safety
- Agree with traffic police that non confidential crash data can be made available at a separate location where it can be accessible to all
- Initiate establishment of an “off the shelf” CADaS Compatible crash data system capable of extensive analyses and accessible to all stakeholders
- Introduce road safety into university courses and initiate road safety research

Next 5 years – sustainable road safety



-Regional activity

- working groups harmonizing functions e.g. driver testing , vehicle testing , traffic police enforcement penalties etc
- Continued development of activities and documents centrally as modules for countries to adapt and use in each each country
- Regional Task Force develop Regional Action plan and regional targets (from country plans) and reporting safety progress at each annual Ministerial meeting

-Country level activity

- Effective road safety management and coordination (horizontal and vertical) mechanisms established and Sustainable road safety funding mechanism established
- Action plan developed and being implemented in all key sectors by stakeholders
- New CADaS compatible crash data system in place and data being sent to Observatory
- Stakeholders have full access to and ability to analyse crash data for their needs
- Universities doing safety research to support policy making
- Universities teaching road safety in relevant courses to develop cadres of specialists
- Local trainers continuing to train local officials on safety issues (eg safety audit)



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Quick Wins and biggest impacts ?

- **Sub region level**

- 1 **Speed reduction campaigns and enforcement** - especially in towns and linear settlements (engineering / red light/ speed cameras)
- 2 **Seatbelt wearing (front and rear seats) campaigns and enforcement**
- 3 **Blackspot improvement programs** at each level of roads authority (say identify / improve 25 worst locations in each country state roads and in each of 3-5 main cities ?)

- **Country specific actions /**

- Benchmarking to define country specific and regional needs + strengths and weaknesses to share experience
- **Extensive capacity building for sustainability - Universities teaching /research / safety training given in local languages**
- CADaS compliant Crash data systems established / data analyses
- **Develop appropriate or strengthen road safety management , coordination and funding mechanisms in each country to enable horizontal and vertical coordination of road safety activities at national and Municipal level**

Funding Needed ?

quick wins	Speed campaigns / enforcement	€5 million/country = €30 million
	Seatbelt campaigns / enforcement	€5 million/ country= €30 million
	Blackspot improvements (100-125)	€20 million/country= €120million
Sustainability	capacity building activities	€3 million / country= €18 million
		Total Funding needed €198 million
		Approx €6.6 million / year / country

Annual losses 3-5 % GDP/year totals nearly \$11.5 billions/ year more than 22 times the AID EU countries give to the region !
The proposed expenditure is only 1.72% of annual losses

Funding Sources?

- In country potential sources eg Insurance levy Ukraine \$2/ veh = over \$20 million
- Development Bank Loans (eg safety components and safety specific loans) . Banks ready and willing to lend but countries reluctant to borrow for road safety -Why not ?
- EU Regional grants
- EU country specific grants to support loans (blending)
- Innovative funding mechanisms such as Development impact Bonds (DIBs)



Thank you for listening !

For more information

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(a **not for profit** organization sharing Knowledge and expertise with LMICs)

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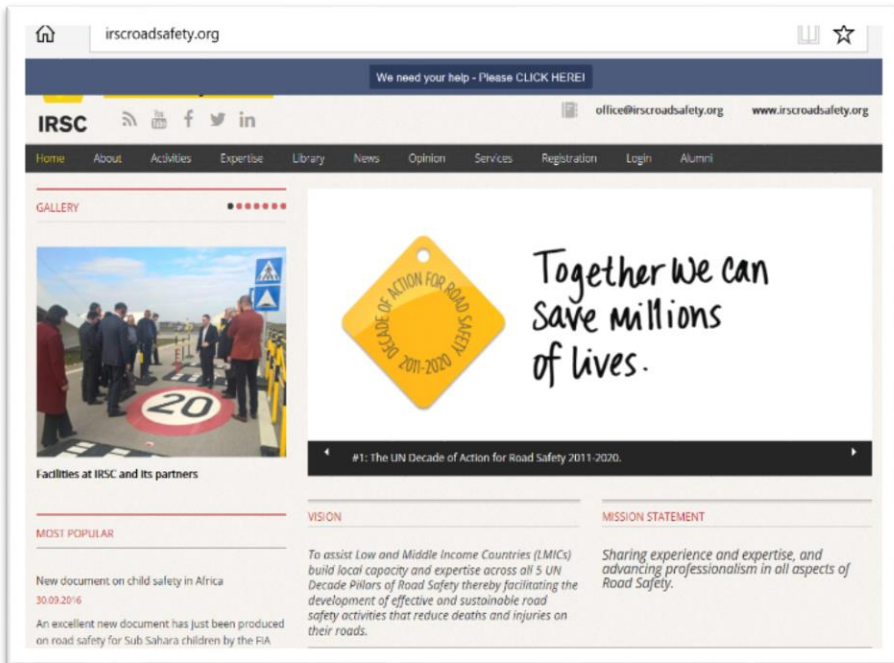
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International Road Safety Centre

Courses and training in all 5 UN decade pillars of road safety



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Not for profit organization sharing knowledge and expertise with Low and Middle income countries (LMICs) (to do capacity building and to institutionalize road safety)

Training trainers and specialists basic , senior executives and chief executives
Lecture materials , course modules and text books for university academics
Support to local partner organizations to deliver IRSC courses in local languages
Working directly with governments to advise and assist them in safety improvement

Extra slides if needed



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SOCIO ECONOMIC LOSSES DUE TO ROAD CRASHES

(USING WORLD BANK ESTIMATION METHODOLOGY)

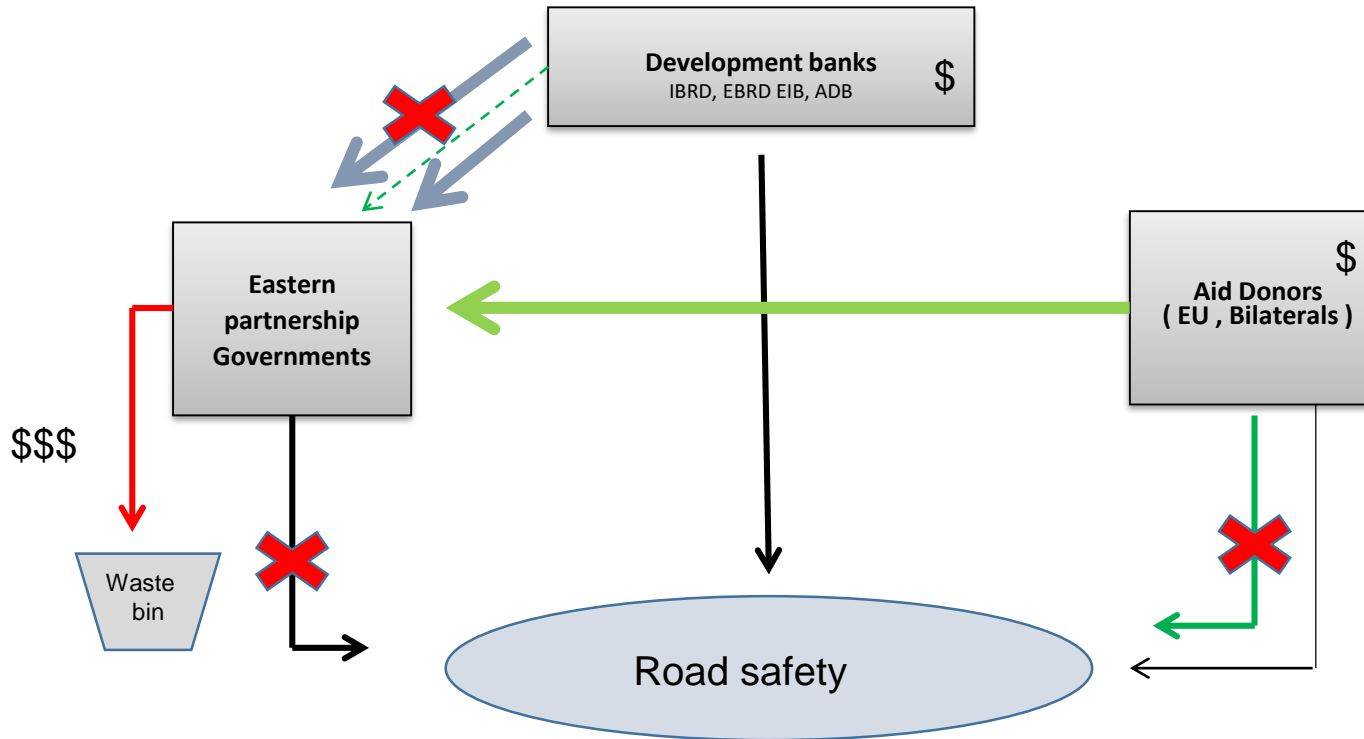
Eastern Neighbourhood countries	2014 GDP per capita (World Bank Data) (US\$)	2014 GDP Total (million US\$)	Estimated annual cost of KSI crashes (million US\$)	Crash Cost as a % of GDP	ODA of DAC-EU members, 2014 (million US\$)	Losses/ODA
Armenia	\$3,874	\$11,530	\$403	3.5%	59.95	6.72
Azerbaijan	\$7,887	\$74,239	\$3,103	4.2%	38.85	79.86
Belarus	\$8,040	\$75,228	\$2094	2.8%	55.31	37.86
Georgia	\$4,435	\$19,253	\$793	4.1%	31.55	25.14
Moldova	\$2,239	\$7,808	\$254	3.3%	65.38	3.88
Ukraine	\$3,083	\$131,368	\$4,816	3.7%	266.82	18.05
Regional data		\$319,425	\$11,463	3.6%	517.86	22.13



Deaths and injuries in Eastern Partnership countries

Eastern Neighbourhood countries	Population (WHO/CIA Factbook)	Police reported deaths in 2014	Police reported injuries in 2014	Estimated road traffic fatalities using WHO Corrections*	Deaths per 100,000 population after data correction
Armenia	2,976,566	297	4,479	513	17.23
Azerbaijan	9,413,420	1,124	2,676	1,461	15.52
Belarus	9,356,678	757	4854	1,085	11.60
Georgia	4,340,895	511	8,536	511	11.77
Moldova	3,487,204	324	3,080	469	13.44
Ukraine	42,617,345	4,464	32,352	4,464	10.08
Regional data	72,192,108	7,477	55,977	8,503	11.78

The underlying problem in funding road safety in low and middle income countries like Eastern Partnership countries is countries do not want to borrow for road safety
Can we find a solution through innovative funding mechanisms ?



Development Impact Bond (DIB)
(Payment by results / results based Disbursement)