



EAP WORKING GROUP 1

“Road Safety Management, Coordination and Crash Data System Improvement”

Meeting 4
(workshop meeting in Minsk)

October 18th, 2018

Summary

INTRODUCTION

The meeting of the Working Group 1 (WG 1) took place on October 18th in Minsk, Belarus. Representatives of all six EaP countries were present as well as local representatives of the EaP Civil Society Forum. Veronika Liskova, DG MOVE represented the European Commission.

The meeting was opened by introductory remarks by DG MOVE (Veronika Liskova), Ministry of Transport and Communications of Belarus (Alekseii Avramenko, First Deputy Minister) and the World Bank (Radoslaw Czapski, Senior Infrastructure Specialist) highlighting the importance of road safety cooperation in the EaP region and focusing on some recent developments since last face-to-face meeting in March 2018.

Following the introductory remarks Veronika Liskova, DG MOVE has provided an update on the recent EU initiative in road safety focusing on the 3rd Mobility package. She also presented a useful web tool led by the European Commission - the European Road Safety Charter (<http://www.erscharter.eu/>), which is the largest civil society platform on road safety related initiatives.

The subsequent technical discussion of the WG 1 meeting was divided into several sessions as outlined below:

- Follow-up on the Ljubljana Declaration
- Follow-up on the Road Safety Cooperation Framework
- Benchmarking of EaP countries on crash data systems
- ToRs for priority project(s)
- Country road safety profiles
- EaP road safety website

FOLLOW-UP ON THE LJUBLJANA DECLARATION

At the 15th EaP Transport Panel meeting on 18 September 2018 the EaP countries shared an extensive list of actions they are undertaking on the follow up of the Ljubljana Declaration on Road Safety. For the ease of reference DG MOVE prepared a table mirroring the structure of the declaration and sent it to the EaP countries so they could outline their follow-up activities and share it with DG MOVE. Since not all EaP countries provided their response to the European Commission, the World Bank team asked the EaP countries' delegates to prepare relevant presentations for these WGs meetings in Minsk. The process of receiving the EaP countries' feedback is ongoing and is expected to be completed by mid-November 2018.

FOLLOW-UP ON THE ROAD SAFETY COOPERATION FRAMEWORK

The Road Safety Cooperation Framework for EaP Countries Cooperation in Road Safety has established the strategic objective for all the three WGs for the 2-year period (2018-2019) to achieve the 25% reduction target by 2020 compared with 2016. The Framework was adopted at the meeting of the three WGs in March 2018 in Tbilisi.

World Bank asked the EaP countries in advance of this meeting to present country-level activities related to progress achieved in the two focus areas per WG and relevant supporting measures as outlined in the Framework. The EaP countries were asked to give priority in their presentations to all the measures with a deadline set for end of 2018. The process of receiving the EaP countries' feedback is ongoing and is expected to be completed by mid-November 2018.

BENCHMARKING OF EAP COUNTRIES ON CRASH DATA SYSTEMS

The World Bank team continues providing technical assistance in improving crash data systems in all EaP countries and in improving access to and analysis of crash data along with recommendations for establishment of EaP-EU Regional Road Safety Observatory to allow monitoring of progress in road safety and inter-country comparisons.

Since the last meeting of the three WGs (virtual one in June 2018) the World Bank team has carried out a first series of meetings or VCs with key stakeholders in all EaP countries. The EaP countries were also asked by the WB Team to fill in the questionnaire and provide a copy of crash data form currently in use. Based on the EaP countries' feedback, the World Bank team has carried out an analysis of existing crash data form and it's comparison with CADaS. The results of analysis for all EaP countries¹ were presented during this WG1 meeting in Minsk.

The analysis of compliance with the CADaS structure was done for the following groups of variables:

- accident-related data
- road-related data
- traffic unit-related data
- person-related data

The quality of crash data in all EaP countries remains a critical issue, due to the following:

- Crash data in the EaP countries is not validated.
- Three of the six EaP countries (Armenia, Azerbaijan, Moldova) modified their data collection scope for the last time in the years 2006-2010. The remaining three have introduced modifications in recent years (2016-2018).
- Three of the six EaP countries (Armenia, Azerbaijan, Moldova) use databases without GIS interfaces so location of crashes is not reliable.
- Only Moldova maintains a central database for all severity types of accidents (killed, seriously and slightly injured). Belarus keeps same information but at different databases and police crash database in Belarus is without GIS interface.
- Only Georgia and Azerbaijan make general road accident data available to the public.
- Four countries (Armenia, Azerbaijan, Georgia, Moldova) publish reports periodically.
- Based on analysis of crash data provided by the countries it can be concluded that underreporting of road deaths and injuries exists in all EaP countries. The level of underreporting varies from country to country and for more detailed information there is a need for crash data validation and analysis of crash data exchange between hospitals and police units in all EaP countries.

For improving crash data collection in all EaP countries all police units in charge of crash data collection need to be trained, especially in relation to new sets of data recognized by CADaS as well as in collection of data on contributory factors to road crashes.

¹ The filled in questionnaire by the Ministry of Internal Affairs of Belarus and a copy of crash data form for Belarus were missing at the date of the WG 1 meeting. The World Bank Consultant meetings with the representatives of the Ministry of Internal Affairs of Belarus were scheduled for the subsequent day of October 19th.

More detailed information on the status review of crash data systems in the EaP countries presented by Dragoslav Kukic, Crash Data Systems Expert, is given in **Annex D**.

TORS FOR PRIORITY PROJECTS

At the meeting in June 2018 the World Bank team has presented four proposed project concepts for consideration by the WG 1 members. Countries’ representatives in the WG were asked to indicate their preference (or strong preference, as relevant) among the four projects. Table 1 lists the projects rated for WG1.

Table 1 – Rating of projects for WG1

WG 1	ARM	AZE	BEL	GEO	MDL	UKR
Project 1: Project on crash data collection in accordance with CADaS	+	+		+	+	+
Project 2: Project on road safety performance indicators collection and benchmarking of road safety progress	+	+	++	+	+	+
Project 3: Project on defining black spots and selecting priority locations for treatment						
Project 4: Accessibility of non-confidential crash data to road administrations, for effective usage of analysis in road safety management			+			

For the identified priority project “Road safety performance indicators collection and benchmarking of road safety progress” the World Bank team has developed the first draft of generic Terms of Reference (ToRs) and presented it during the meeting. The full text of the draft ToRs detailing key tasks as well as possible timelines and qualifications is included as **Annex C**. The WG members are expected to tailor the generic ToRs to the individual EaP countries’ needs before proposing them for financing by EC or other international donors.

COUNTRIES ROAD SAFETY PROFILES

The EaP countries have committed to improving quality of systematic and consolidated data collection and to share this data with the future Regional Road Safety Observatory by endorsing the EaP Declaration on Road Safety in April 2018.

The country profiles focusing on the regional dimension of road safety with comparative data for all six EaP countries should foster exchange of expertise and good practices between the se countries. They are also meant to help provide a more solid evidence base for decision makers to: (i) develop better policies and to monitoring progress in road safety; (ii) ensure better coordination between the other IFI’s and donors’ activities; and (iii) help in better understanding of main road safety challenges in each country.

As of October 2018, the “pilot” structure of the Road Safety Country Profiles has been developed and presented to the EaP countries. Information collection by the Regional Working Groups and the World Bank team is underway. An inventory of all data collected is under preparation to spot any serious gaps. Subsequently, an optimal set of data for each of the EaP countries can be developed, so that first drafts of the Country Profiles can be produced in the near future.

The expected results include:

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- A “go-to” source for experts, providing an overview of the road safety situation in the EaP region and in each of the EaP countries
 - Comparative data for six EaP countries
 - Visually impactful fact sheets with detailed information and data available divided into topical sections
 - Simple on-line data-base with all key info and data, which can become the seed for the future EaP Road Safety Regional Observatory

EAP ROAD SAFETY WEBSITE

The process of the EaP road safety website modernization to better serve the needs of the users' community is ongoing.

As of October 2018, plans for its further development include:

- Events: detailed information about all WG meetings will be accessible
- Updating of “Documents” and “Featured Content” folders, to include RS Declaration, RS Cooperation Framework and other strategic documents
- Discussion Forum enhancements including surveys and possibility for users to initiate their own discussions

You can visit new portal by clicking here: <https://bit.ly/2JKZFJD>.

CONCLUSIONS AND NEXT STEPS

The following points regarding scope and organization of WG 1 future work have been agreed as the results of the meeting.

Action priorities and next steps

- The WG 1 members have undertaken to provide a consolidated information for the follow-up actions on the EaP Road Safety Declaration and the EaP Road Safety Cooperation Framework by filling in the tables sent to the WGs members on October, 10th. Reminder sent on October, 26th (this applies to the EaP countries who have not provided their response yet). The feedback should be provided to the World Bank team by **November, 16th**.
- The members of the WG have undertaken to propose (i) overall modifications to the draft ToRs for the priority project that can be potentially useful to all six EaP countries and (ii) tailored country specific draft ToRs for the priority projects for each country that needs to implement them. The relevant country specific comments or modified TORs should be sent to the World Bank team by **November, 30th**.
- The WG 1 members will continue working with the World Bank team on data collection for the Road Safety Country Profiles in line with the agreed “pilot” structure.
- The World Bank team will continue working on Guidelines for road accident data collection in accordance with CADaS for all EaP countries as well on general model of road safety country reports and concept of the EaP Road Safety Observatory.
- The World Bank team will continue assisting all the EaP countries in preparation of the national level action plans for improving national data-base systems based on country specific Data System Country Reports recommendations.
- The World Bank team will continue working on preparation of RS status in EaP countries based on EaP declaration (Ljubljana 2018), as well as on collecting benchmarking data based on questionnaire circulated and VC meetings with all EaP countries.

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- The EaP countries have undertaken to become authorized users of the EaP road safety web-platform by applying for registration at the link: <https://bit.ly/2SMeELZ>.

Project organization and communication

- The next WG 1 virtual meeting is planned to take place in December 2018 or January 2019. The precise date will be confirmed by the World Bank Team.
- There is a certain thematic interrelation between the scope of each working group. For example, crash data is the object of WG 1 and at the same time it is central to all types of road safety interventions, thus is relevant to the other two WGs. The thematic interaction was reflected also in the composition of WGs, so some individuals represent countries in more than one group. It was agreed for the next workshop meeting to consider either (i) better composition of the EaP countries' delegations to ensure that individuals with relevant backgrounds are represented in all WGs meetings (more than one) or (ii) increasing the number of sponsored delegates per country to ensure their presence during all days of meetings. Both options are subject to further discussion and confirmation with the European Commission.
- Achieving the objectives of the EaP Road Safety Cooperation Framework requires coordination among different stakeholders at the country level and among member countries within the scope of each working group at the regional level. All the EaP countries have been invited by the World Bank Team to identify a national coordinator from among WG 1 members for each country and inform the World Bank team about such appointment. The regional coordinators for each of the three WGs were proposed to be considered at the next WGs meeting.

ANNEXES

List of Annexes:

Annex A - Meeting Agenda

Annex B - List of meeting participants

Annex C - ToRs for priority project "Road safety performance indicators collection and benchmarking of road safety progress"

Annex D - The materials of the meeting are available for download from the EaP road safety web-platform: <https://bit.ly/2OKjZ7W>.

Working Group 1: Institutional Coordination and Data Systems

October 18th, 2018

Draft Agenda

09:00-09:15 Welcoming speech (*Host Government*), (*EC*), (*World Bank*)

09:15-11:00 **EaP Declaration on road safety – Progress on achievement of strategic targets and implementation action plans**

- Presentation on the EaP road safety declaration and the strategic targets, Veronika Liskova, EC, DG MOVE
- Presentation on the recent EU initiatives in the road safety (3rd Mobility package), Veronika Liskova, EC, DG MOVE
- Presentation of the national action plans as a follow up of the Declaration on road safety, each of the EaP countries
- Up-date on the status of EaP Cooperation Framework and next steps, World Bank/EaP countries

11:00-11:30 Coffee break

11:30 - 13:00 Benchmarking of EaP countries on crash data system

- Analysis of existing Crash data form per country and comparison with CADaS, Dragoslav Kukic, World Bank
- Presentation of Country Notes for crash data collection and road safety database systems in EaP countries, Dragoslav Kukic, World Bank
- Collection and Analysis of Crash Data on the Public Roads in Belarus, Stanislav Klibashev, Head of Department of Information Technologies, Beldorcentre
- ‘Traffic Management Centre Concept’ Stanislav Klibashev, Head of Department of Information Technologies, Beldorcentre

13:00 - 14:00 Lunch break

14:00 - 15:30 Discussion of priority projects and available funding

- Presentation of the ToR for the priority project on road safety performance indicators collection, Dragoslav Kukic, World Bank
- Presentation of available funding for additional TA/available instruments of support to EaP, including contacts & useful sources of information, EC, DG NEAR

15:30 - 16:00 Developing closer cooperation on Road Safety

- Presentation of the Country road safety profiles
- EaP road safety website

16:00 – 16:30 Conclusions and next steps

16:30 – 17:00 Networking Coffee

18/10/2018



Workshop of the Regional Working Groups on Road Safety under the EaP Transport Panel

16-19 October 2018

Minsk, Belarus

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Attendance List

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EaP Countries					
Nr.	Country	Surname	First Name	Organisation	Signature
1	Armenia	KOSTANYAN	Kostantin	Road Polic Service of the RA Police	Cancelled
2	Armenia	MURADOV	Mikayel	Road Police Service of the RA Police	Cancelled
3	Armenia	SHAHINYAN	Poghos	National Road Safety Council	
4	Armenia	TAEVOSYAN	Gurgen	"Armenian roads directorate" SNCO of Ministry of Transport communication and information technologies	
5	Azerbaijan	ABILOV	SUBHAN	The State Road Transport Service	DEPARTURE 18/10 16:20
6	Azerbaijan	ALIYEV	KAMRAN	THE MINISTRY OF INTERNAL AFFAIRS OF AZERBAIJAN	DEPARTURE 18/10 07:20
7	Azerbaijan	HUSEYZADE	ELVIN	THE MINISTRY OF INTERNAL AFFAIRS OF AZERBAIJAN	DEPARTURE 18/10 07:20
8	Azerbaijan	SADIKHOV	Anar	State Agency of Azerbaijan Automobile Roads	
9	Belarus	ASIPUK	Anatoli	Beldorcentr	
10	Belarus	STALIARCHUK	Aliaksandr	Beldorcentr	
11	Belarus	BURTYL	Yura	Beldorcentr	
12	Belarus	CHARNIUK	Aliaksei	Minskavtodor-center	
13	Belarus	LEONCHIK	SERGEY	Ministry of transport and communications	
14	Belarus	MUSAEV	Raphael	Belarusian Auto Moto Touring Club	
15	Belarus	POTYAKINA	Irina	Belarusian Auto Moto Touring Club	
16	Georgia	GOGILAVA	Mzevar	Tbilisi Municipality City Hall Department of Transport	
17	Georgia	JINCHARADZE	Guram	Ministry of Regional Development and Infrastructure of Georgia, Road Department of Georgia	
18	Georgia	KEZHERASHVILI	Erekle	Ministry of Economy and Sustainable Development of Georgia	
19	Georgia	BUJIASHVILI	Sopio	Ministry of Internal Affairs of Georgia	
20	Georgia	PAPASHVILI	Tinatini	Ministry of Internal Affairs of Georgia	
21	Moldova	BRINISTER	Valentin	Ministry of Economy and Infrastructure	ARRIVING 18/10 11:20
22	Moldova	APOSTOL	Pavel	National Patrol Inspectorate of the General Inspectorate of Police	
23	Moldova	COCIUG	Victor	Ministry of Economy and Infrastructure	ARRIVING 18/10 11:20
24	Moldova	GIRBU	Oleg	State Chancellery	

18/10/2018

25	Moldova	ION	Cotruta	Ministry of Economy and Infrastructure	<i>[Signature]</i>
26	Moldova	LUPASCU	Dumitru	National Patrol Inspectorate of the General Inspectorate of Police	DEPARTURE 18/10 16:00
27	Moldova	ROGOVEI	Radu	Ministry of Economy and Infrastructure	<i>[Signature]</i>
28	Moldova	SCURTU	Nicolae	National Patrol Inspectorate of the General Police Inspectorate	ARRIVING 18/10 11:20
29	Ukraine	PANCHYSHYN	Mykola	Ministry of infrastructure of Ukraine	<i>[Signature]</i>
30	Ukraine	SILCHENKO	Maryna	State Road Agency of Ukraine	ARRIVING 18/10?
31	Ukraine	SYRVATKA	Pavlo	LCE "Lvivavtodor"	ARRIVING 18/10 16:35
32	Ukraine	ZAGREBA	Viktor	Ministry of Infrastructure of Ukraine	<i>[Signature]</i>
Other Organizations					
33		CZAPSKI	Radoslaw	World Bank	<i>[Signature]</i>
34		HALLEMAN	Brendan	International Road Federation	
35		DIMITROPOULOS	Ioannis	World Bank	<i>[Signature]</i>
36		IVCHENKO	Mariya	World Bank	<i>[Signature]</i>
37		KELLY	Emma	Road Safety Support	
38		KUKIĆ	Dragoslav	World Bank	<i>[Signature]</i>
39		LISKOVA	Veronika	European Commission, DG MOVE	<i>[Signature]</i>
40		NUNEZ	Antonio	World Bank	
41		SIORUP	Jan	Road safety support (RSS)	
42		FLIEGER	Marcin	Global Road Safety Partnership	
43		WUERS	Philip	Sensys Gatso Group	

Valiyev Nijat WP
 Alonsey Burameno Mintrans Belarus
 Brechka Pavel Mintrans
 Anuncandp Wunnen
 Sorogovets Mikhail MVD
 Filonchik Vadim MVD
 Kludavub Etaruvub
 Sobaz WP
 Kypcebur Banepun

ToR

“Establishing effective data analysis and management system to ensure usage of data analysis in the determination of policy measures, allocation of resources and measuring the progress/Usage of Safety Performance Indicators – SPIs and Benchmarking of road safety progress”

1. BACKGROUND

Safety Performance Indicators or SPIs are one of the most important data for high quality road safety analysis and policy support. Safety performance indicators, well-known as SPI, are mostly recognized as: percentage of seat belt use, percentage of drivers under the influence of alcohol, percentage of drivers who drive over the speed limit, percentage of drivers on mopeds or motorcycles without properly helmets, etc. Actually SPIs mostly represents state of data related to road user behavior.

The SPIs will become the most important data on the level of the European Union which will be used for defining the goals, following the progress and measuring the current state of road safety in all European countries. Every year the European Transport Safety Council publishes the SPI data from all European countries that work on the SPI data collection.

First of all SPIs are important for Police units in charge of traffic control and regulation, such as for police enforcement. On the other side, SPIs are important for defining road safety policy measures and defining the problems in the field of road users behavior. This should also help for launching and promoting road safety campaigns in concrete field of activity. SPIs are also very important for different researchers especially in the science field of traffic and transport and of course in the road safety as a scientific discipline

Introducing Benchmarking as a road safety tool is an innovation in the field of road safety management in many of European countries. Benchmarking tool could be used for evaluating the performance of road safety systems in EaP countries, in line with defined strategic objectives of the European Commission in the field of road safety as defined in the document “Towards an European road safety area: policy orientations on road safety 2011-2020”. The Benchmarking is developed with the aim of changing traditional approach of measuring of road safety state, based on final outcomes, actually after road accident happened, and similar to SPIs, benchmarking is a proactive approach in the field of road safety.

2. OBJECTIVES

The main purposes of this project is to develop more effective road safety strategies and action plans and monitoring progress the EaP countries should consider using evidence-based and data-driven approach to road safety management. The proposed project is aimed to introduce the usage of SPIs and Benchmarking of road safety progress to track the development of road safety in the EaP countries and better understanding the areas where they can direct much more activates and efforts to improve road safety situation.

The necessary steps to achieve those objectives include nomination or recognition of the National body, Road Safety Council/Secretariat/Agency/Observatory/Ministry to be responsible for developing and further SPI data collection as well as to monitor road safety performance of country in next coming years. This particular means launching the annually projects for data collection and publishing results to secure

sustainability for both activities related to SPIs and related to Benchmarking of road safety performance of country.

3. TASKS AND SCOPE OF WORKS

The Consultant should implement the following tasks:

Task 1: Establishment of Methodological approach for SPIs data collection related to:

- % of seat belt usage,
- % of drivers who drive the vehicle over the speed limit (over speeding),
- % of mobile phone usage,
- % of driver/passengers on moped and motorcycle without helmets,
- % of driving under the influence of alcohol.

Task 2: Applying of methodological approach for benchmarking of road safety performance of countries based on indicators described in benchmarking model developed through EC project *Monitoring of the road safety strategies in SEETO members and draft a regional short term action plan (2017)*. SPIs indicators are one of the numerous indicators important for benchmarking of road safety performance of country. Applying of methodological approach should cover and necessary adaptation for each of EaP countries.

Methodological approach for benchmarking was based on EC development goals recognized and described in the EC document *Towards a European road safety area Policy Orientations on Road Safety 2011-2020*.

Task 3: SPI data collection through conducting Pilot project for SPI data collection on observed proposed area (city or municipality)

This task should cover pilot project dedicated to SPIs data collection based on developed methodological approach from Task 1. The pilot project targets at least one municipality or city in each of the EaP countries. The proposed pilot project will support collection of SPIs and analysis of data and will deliver the following outcomes:

- a. Collection of some SPIs in the selected administrative unit (municipality or city)
- b. Training of research institute or other responsible organization to collect RSPIs
- c. Improved coordination and exchange of data with the police to better understanding the road safety problems at the municipal level including development of enforcement and other activities based on data

Expected outputs of the pilot project are, as follows:

- a. Guidelines for the SPI pilot project implementation at the municipal/city level
- b. Curriculum for the training on SPI collection and analysis
- c. 2-day training of research institute or other organization who will be in charge of the pilot project launching and implementation in future
- d. Final Report on pilot project implementation

Task 4: Implementation of benchmarking model with data collection for assessment and monitoring of road traffic safety performance of the country

This task is natural continuation of Task 2. Task 4 and means conducting several meetings with representatives and officials from government and non-governmental institutions and organizations which consist road safety system of country. Presentation of methodological approach of benchmarking as well as data collection during the meetings and interviews are essential part of task 4.

Task 5: Analysis, publishing and addressing of SPIs data collection results and benchmarking results in practice – sharing the data

SPIs data collection should become continuous ordinary process. SPIs data collection need to be organize on annually level, or minimum one time per two years, with main goal to recognized baggiest problems in road users behavior. SPIs should become a part of monitoring process of benchmarking of road safety system of country as one of the most important data related to road users. Benchmarking and monitoring of road safety performance of country should be organize and conduct minimum one in two years period. Results should reflect on directing and launching road safety activities of all road safety stakeholders of country. Through task 5, consultants need to analyze and propose best model for publishing of data and addressing the main results of benchmarking and SPIs data collection on the best possible way for each of EaP countries.

4. TIME SCHEDULE AND ACTION PLAN

The above stated activities the Consultant should finish within 12 months of the date of signing of the Contract. The consultant in his proposal will submit detail plan with proposed methodology and activities with time frames for each of the activities and for whole scope of works.

Expected timeline is:

- *Task 1: Methodological approach for SPIs data collection: Consultancy start date + 2 months*
- *Task 2: Adaptation and applying of methodological approach for benchmarking of road safety performance of countries + 4 months*
- *Task 3: SPI data collection: Consultancy start date + 6 months*
- *Task 4: Data collection necessary for applying Benchmarking model for evaluation and monitoring road safety performance of countries + 10 months*
- *Task 5: Publishing of results and sharing the data + 12 months*

5. DELIVERABLES

Beside deliverables specified in Tasks and Scope of Works, the Consultant will prepare:

5.1. Technical Deliverables

- Task 1 draft: 1 month
- Task 1 final: 2 months
- Task 2 draft: 3 months
- Task 2 final: 4 months
- Task 3 all necessary preparation: 4 months
- Task 3 final SPIs data collection: 6 months

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- Task 4 final applying of Benchmarking model of country: 10 months
 - Task 5 draft: 10 months
 - Task 5 final: 11 months
 - Final compiled report: 12 months

5.2. Management Deliverables

- An inception report with the results of the assessment of the background information available and its reflection to ToR.
- Short, E-mail based progress reports detailing work done and to be done in next month. Monthly reports should indicate faced risks and their mitigation.
- Quarterly progress interim reports detailing the work done in the previous quarter, the detailed plan of activities to be taken in the next quarter, and an updated outline plan to be completed until the end of the project.
- A final report providing guidance on the result of the different activities with Chapter dedicated to the "Lessons learned".

The reports shall be delivered in the local country language and English in two hard copies and in the electronic format as a '*.pdf' file. Translation and interpretation costs will be borne by the Consultant.

6. GENERAL REQUIREMENTS AND QUALIFICATION

6.1. Qualifications of the Consultancy firm:

- **Firm's profile** (*organization and capabilities*)
Permanent employment of at least 30 engineers
At least two projects containing road safety activities above 300000 E in last 5 years
- **Specific experience of the firm**, *relevant to the assignment or of similar nature*
At least two projects undertaken in some of European countries, preferably EaP countries
- **Experience under similar conditions**
At least two projects regarding Benchmarking of road safety performance system of country, at least one SPIs data analysis and crash data analysis contained project in last 5 years

6.2. Qualifications of the Experts team:

- **Team leader:** *Road safety specialist, minimum 10 y (5 years of international experience and work on road safety performance analysis. Work on benchmarking of RS performance and preparation of methodological approach in the field of road safety is an advantage. Preferably work experience at least in three EaP countries),*
- **Team member:** *Road safety policy specialist, minimum 5 y (of international experience and work on road safety analysis and monitoring of road safety performance on country level. Preferably work at some of EaP countries),*
- **Team member:** *SPIs and road accidents analysis expert, minimum 5 y (of international experience including SPI data collection and preferably work at some of EaP countries).*