

OVERVIEW OF EXISTING ROAD SAFETY SITUATION

PROPOSED FOCUS AREAS TO BE ADDRESSED

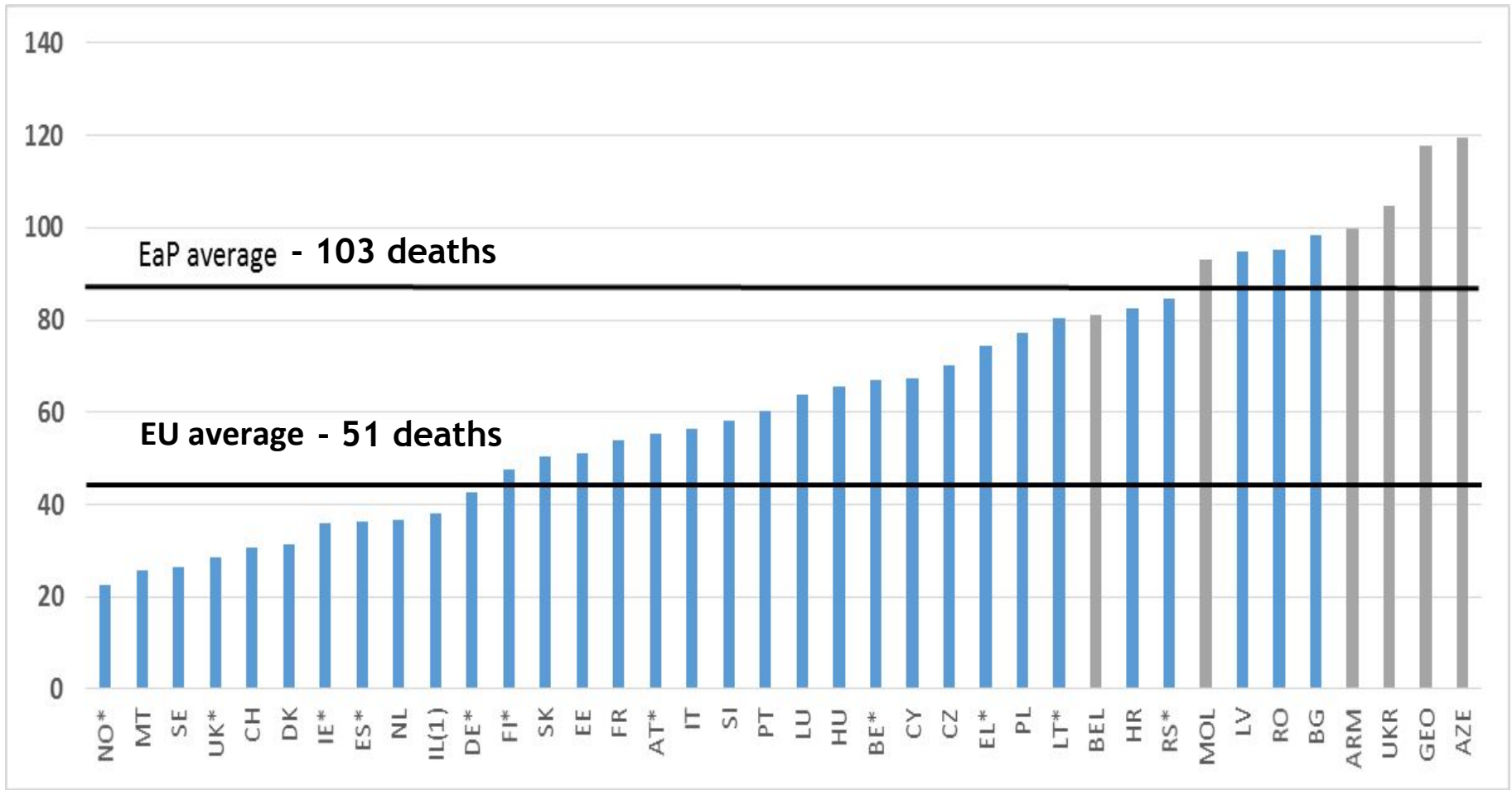
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Regional approach to safety



Fatality rates in EaP countries and EU MS (deaths/million inhabitants) in 2015



Road safety cooperation in the EaP region



While the road safety improvement is still a big challenge in EaP countries, significant work has been done so far in assisting the countries to address the road safety needs both with the infrastructure investment projects and technical assistance (TA) projects.



Overview of the road safety studies in the last 5 years

- **TRACECA Road Safety II project, EU funded** (Armenia, Azerbaijan, Belarus, Georgia, Moldova, Ukraine)
- **World Bank Road Safety Management Capacity Review** (Ukraine, Moldova, Armenia, Georgia)
- **World Bank assistance with the development of a Road Safety Strategy and Action Plan** (Georgia)
- **Modernization and Safety Improvements of the Road Network – EIB Technical assistance project** (Ukraine)
- **EIB Urban Road Safety project** (Ukraine)
- and other road safety projects



National Strategies in EaP countries

- Almost all EaP countries have developed a national Road Safety Strategy and Action Plan, while in other EaP countries, such plans are under development or awaiting their approval.
- These plans have been in many cases developed with the support of multilateral development partners, so are based on the “safe system” approach to safety.
- Funding remains the key issue for implementation of the activities included in the national action plans in many EaP countries.



Country	Road Safety Strategy	Road Safety Action Plan	Lead Agency
Armenia	The last Road Safety Strategy was approved in 2009.	National Road Safety Program 2017-2021 is under development.	National Road Safety Council under the PM office.
Azerbaijan	National Road Safety Strategy (2012-2022) is awaiting Government approval since 2012.	State Program on Road Safety (2012-2016) is awaiting Government approval since 2012.	National Road Safety Commission under the PM office.
Belarus	n/a	n/a	The Permanent Commission on Ensuring Traffic Safety under the Council of Ministers.

Country	Road Safety Strategy	Road Safety Action Plan	Lead Agency
Georgia	The National Road Safety Strategy was approved by the Government of Georgia in July 2016.	Road Safety Action Plan was approved in December 2016. The action plan involves 8 purposes and 27 activities.	MoESD is the lead agency responsible for the National Road Safety Strategy implementation. Road Safety Inter-Agency Commission and National Road Safety Working Group were established for the implementation of the action plan.
Moldova	The National Road Safety Strategy is approved.	The Action Plan on implementing the National Strategy for Road is approved.	The National Road Safety Council (NRSC) is established by the Government to act as the Advisory Body for promoting and directing road safety policy in Moldova.
Ukraine	The Government Draft Decree on “Adoption of the Road Safety Strategy till 2020” was adopted.	The “Road Safety Action Plan” till 2020 is currently under development by the interim coordination body, but is more in the nature of a road safety programme with a number of activities identified for action.	Interagency Working Group on reforming state road safety management system in Ukraine was established by the Decree of the Cabinet of Ministers № 938 dated 09.11.2016.

Common problems in all EaP countries

Despite some distinctions in the causes of road crashes from country to country, the following ones are shared by all the EaP countries:

- Speeding is a common cause of crashes
- Low rate of seat belt usage (particularly rear seat belt wearing)
- The number of pedestrian deaths is the highest among all other road users
- Poor-quality road design, construction, and maintenance



Focus on the key topics in the next 2 years that can deliver a serious reduction in the number of deaths

- **Speed reduction** - especially in towns and linear settlements (engineering / red light / speed cameras)
- **Vulnerable road users** needs are addressed
- **Seatbelt wearing** (front and rear seatbelt wearing)
- **Blackspot improvement programs** at each level of roads authority



Systematic approach to ensure sustainability

- To establish a high-level National Road Safety Council or Commission (NRSC) to coordinate activities;
- To establish a Permanent Secretariat (5-6 persons working under Prime Minister's Office) to implement NRSC decisions;
- To do horizontal and vertical coordination and to ensure all key agencies do their part to improve road safety;
- To establish data base system and provide free access to data for the other stakeholders;
- To ensure sustainable funding of Secretariat and its activities;
- To address the road safety “quick wins” as a first priority



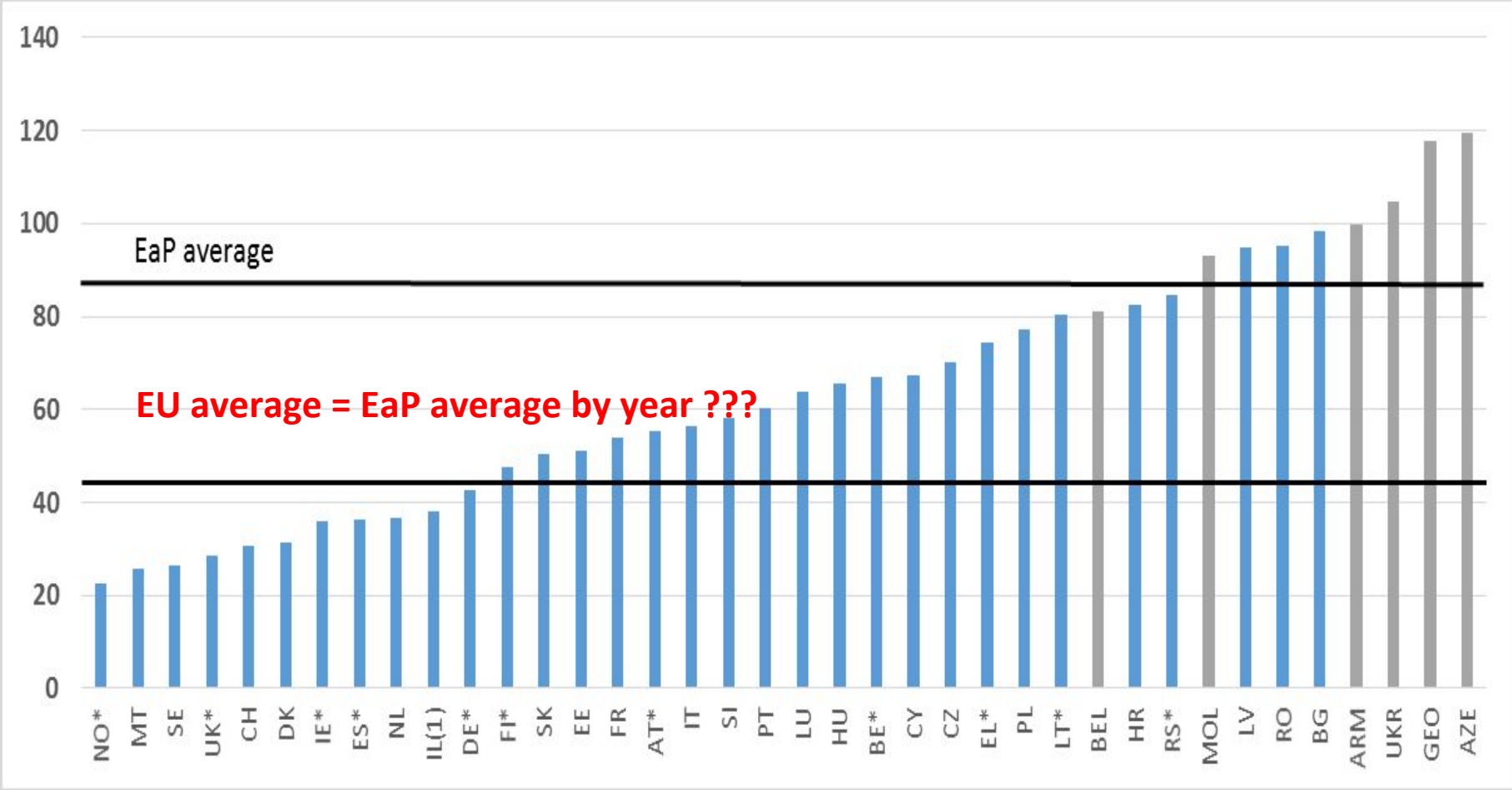
Template for Breakout Groups

Expected outcomes of the discussion:

- Draft plan of actions based on the provided template and indicators
- Define the regional working groups to manage this work
- Regional road safety goal till 2020 is set up



Fatality rates in EaP countries and EU MS (deaths/million inhabitants)



Questions/comments?



Together
We can save
lives.