



Eastern Partnership

Road Safety Cooperation



EaP | Eastern
Partnership



THE WORLD BANK

IBRD • IDA | WORLD BANK GROUP



WG 3: Road Safety Engineering
& Blackspot Management

Kyiv, June 8, 2018

Regional Working Group 3 – Road Safety Engineering and Black Spot Management

COMMITMENTS AND ROADMAP

1. Blackspots
2. EU Road Safety Directive

WHERE WE STAND TODAY (BENCHMARKING UPDATE) - WHERE WE CAN GO

PROPOSALS FOR RELEVANT CONSULTANCY PROJECTS

1. Crash data
2. Blackspot locations
3. Road safety impact assessment
4. Preparation for introduction of EU Directive

FURTHER TOPICS (DISCUSSION; WEBSITE; NEXT STEPS AND NEXT MEETINGS)

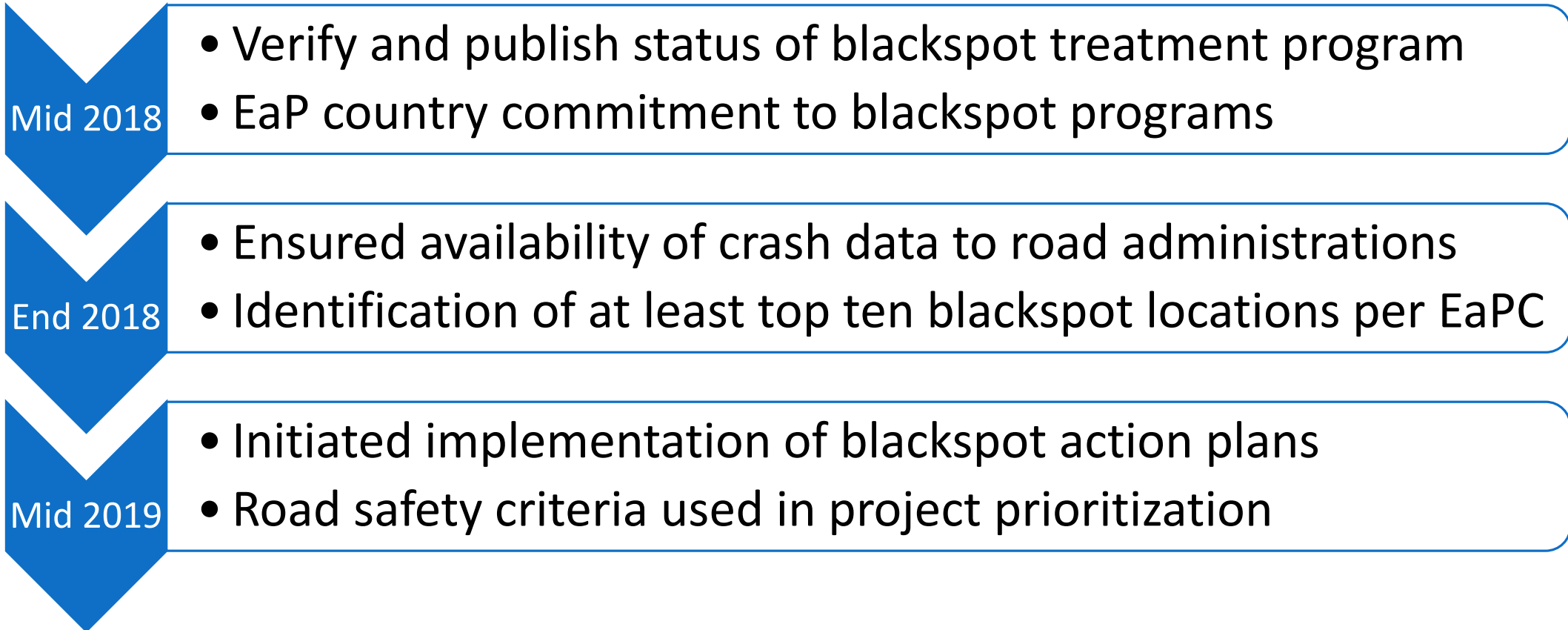
Road infrastructure-related excerpts of the Ljubljana Declaration (April 2018)

- *Mainstream road safety in national and regional road projects, also beyond those benefiting from EU financing or receiving support from international financial institutions, and also beyond the TEN-T network*
- *Apply the EU road infrastructure safety management principles on the Eastern Partnership road network through a combination of proper planning and safety assessment, design, building and maintenance of roads, and in particular through the identification of the most dangerous portions and their improvement in terms of road safety*
- *Establish and enforce adequate speed limits supported by appropriate safety measures such as road signs, speed cameras, and other speed restricting mechanisms, to ensure the safety of all road users*
- *Improve the safety of vulnerable road users, and develop specific measures for their protection, in particular the safety of pedestrians, cyclists and motorcyclists by appropriate infrastructure design and speed management*

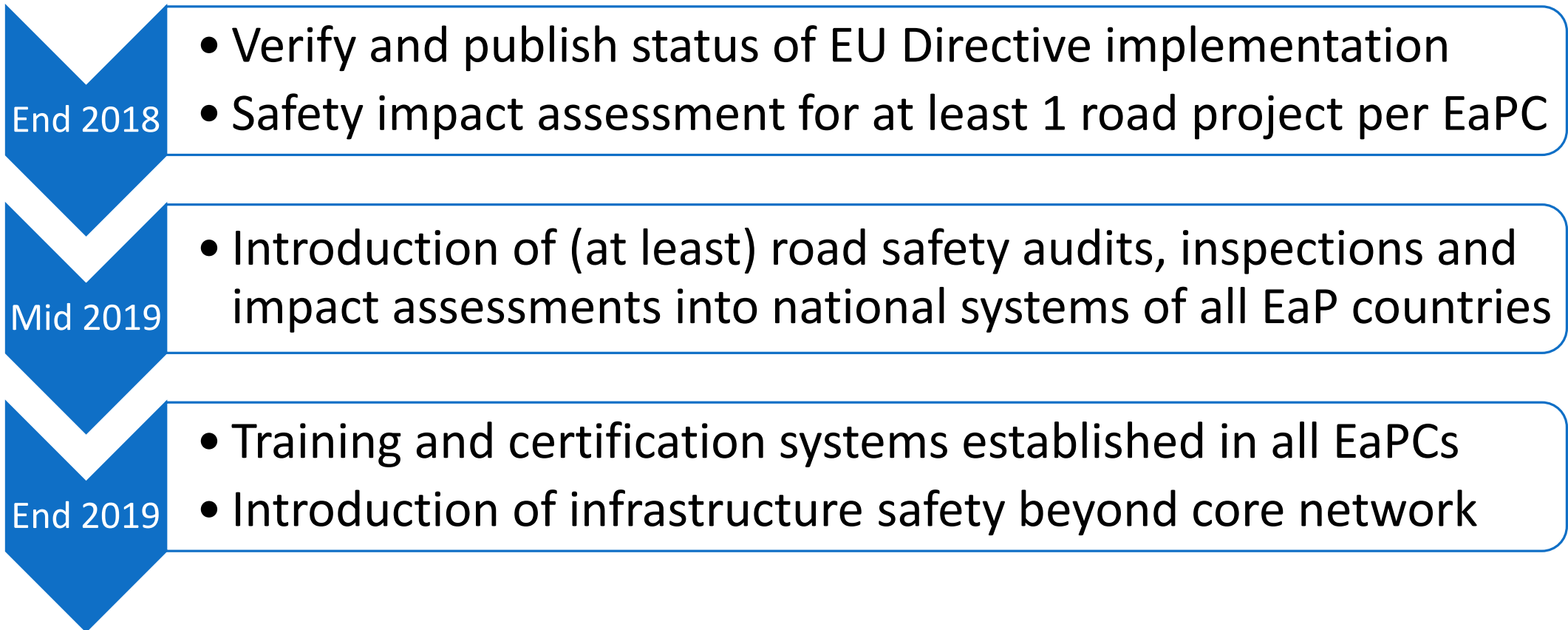
Regional Working Group 3 – Targets agreed by EaP Transport Panel (following Tbilisi meeting last March)

- Practice of safety impacts identification following the Directive 2008/96 for at least one priority road investment project in each EaP country.
- Definition of Black Spots (high-crash locations) and at least top ten Black Spot locations identified in each EaP country.
- At least one specific Black Spot treatment project at one location initiated in each EaP country.

Timeline of actions - BLACKSPOTS



Timeline of actions – EU ROAD SAFETY DIRECTIVE



Where we stand today - BLACKSPOTS

- According to self-reported benchmarking, Belarus (average 79%) & Armenia (78%) are the most advanced, while Moldova (19%) & Ukraine (16%) are the least
- Belarus colleagues mentioned existence of guideline (technical code) TCP 586-2016 defining a.o.t. “areas of concentration of traffic accidents”, including methodology and formula, performed by *RUE Beldorcenter* (under Ministry of Transport and Communications).
 - Criteria include road class; 3-year no. of accidents; AADT; base length of 1 km
 - Road administrations are in possession of the data needed
 - There is no separate budget for road safety (maintenance budget is used); road managers plan remedial works annually (also consulting police)
- Ukraine colleagues mention the SOU 45.2-00018112-007:2008 (Standard) defining procedure. Methodology for definition specifies a minimum of 12 accidents over a “specified period”. *Ukravtodor* is in possession of the data needed. Road safety budget was introduced from 2018 (road fund). Remedial works planned annually in coordination with police.
- Georgia colleagues stated that a method is under preparation but there is an ongoing remedial program worth 4.1 mn GEL for 18 road sections. Otherwise, there is no regular safety budget (it is included in maintenance / rehab / reconstruction). Nevertheless, the national road administration is in possession of data, which it receives from the Ministry of Internal Affairs.

Where we stand today – EU ROAD SAFETY DIRECTIVE (1/2)

- **Road safety inspection (RSI)** was reported as the most familiar measure (average rating of 55%), followed by impact assessment (RSIA, 49%) and lastly audit (RSA, 46%)
- Focus on road safety inspection (RSI)
 - Azerbaijan declares the highest familiarity with RSI (88%), followed by Belarus (70%). In contrast, Ukraine's self-rating is extremely low (average under 1%)
 - Belarus, Moldova and Ukraine perform seasonal inspections (with RSI elements, but no explicit procedure and no specified budget) **twice a year**, with participation of police
 - In Belarus, RSI is part of the seasonal inspection routine (twice/yr), carried out under technical code 604-2017, with participation of police, environmental authorities and *RUE Beldorcenter*. There is no dedicated budget and no requirement for explicit follow-up.
 - In Moldova, inspections are performed twice a year; RSI is performed by order of the Ministry of Economy and Infrastructure, by State Road Administration jointly with police. Administration solely decides on follow-up. No dedicated budget.
 - In Ukraine, inspections are performed twice a year; no separate RSI exists, but road owners appoint inspection commissions involving police and "other bodies". No separate budget. Follow-up is made by road owner in agreement with national police.
 - In Georgia, there is an RSI manual and a dedicated budget (1.5 mn GEL in 2018) and it is required to perform RSI **every 3-5 years**. RSI is performed by the *Road Safety and Organization Division* of the Roads Department (for the upper two classes of road).

Where we stand today – EU ROAD SAFETY DIRECTIVE (2/2)

- Focus on road safety impact assessment (RSIA)
 - Azerbaijan declares the highest familiarity with RSIA (88%), followed by Armenia (73%). Ukraine has the lowest self-rating (zero), followed by Belarus (36%). *Inadequate qualitative info so far.*
- Focus on road safety audit (RSA)
 - Azerbaijan declares the highest familiarity with RSA (76%), followed by Georgia (63%). Ukraine has the lowest self-rating (2%), followed by Moldova (28%)
 - Georgia states that RSA is not mandatory but pre-opening audits (jointly with patrol police) and design audits are carried out on the order of the head of road department; guidelines exist and external auditors are used and there is follow-up
 - Moldova states that RSA is used only in IFI-financed road projects
 - Ukraine states that RSA is planned for introduction (draft amendment to roads law exists)
- Qualitative benchmarking is ongoing
- Please feel free to showcase your country's experience!

Where we stand today, where we can go – and where the World Bank / EaP TP Secretariat can help

- Several countries use standard methodologies for blackspots & data are available
- Inspections are familiar; step to RSI is not huge, but not automatic either
- Solid capacity-building (training and certification) needed for introducing and mainstreaming EU Directive measures in each country
- EaP countries can learn from successful examples also *within* the region
- Where the World Bank / EaP TP Secretariat can help:
 - Concluding the benchmarking
 - Supporting Working Group in identifying projects as well as in ensuring/seeking funding
 - Facilitating training and knowledge / experience exchange
 - Achievement of quick wins (e.g. action plans, start of process implementation)

Where we can go - Suggested phased implementation

Phase One (Establishment) - immediately: confirming commitments through quick wins, e.g.:

- Definition of action plans for blackspots and adoption of EU Directive principles
- Confirmation of immediate accident data availability for at least the national road administration
- Selection of at least one project on core (extended TEN-T) network for road safety impact assessment
- Procurement of study to identify at least top ten accident blackspots on core (extended TEN-T) roads

Phase Two (Development) – 2018-2019: specifications are prepared for internal reforms (adoption of RSI, RSIA, RSA; blackspot program) and for multilateral/bilateral technical assistance projects

Phase Three (Delivery of Projects) – 2019+: implementation of action plans and projects; expansion & mainstreaming

Proposed projects

ON BLACKSPOTS

1. “ACCESSIBILITY OF NON-CONFIDENTIAL CRASH DATA TO ROAD ADMINISTRATIONS, FOR EFFECTIVE USAGE OF ANALYSIS IN ROAD SAFETY MANAGEMENT” [in cooperation with WG1]
2. “IDENTIFICATION OF AT LEAST TOP TEN BLACKSPOT LOCATIONS IN EACH EaP COUNTRY AND INITIATION OF BLACKSPOT IMPROVEMENT PROGRAMS”

ON EU ROAD SAFETY DIRECTIVE

3. “IDENTIFICATION AND QUANTIFICATION OF SAFETY IMPACTS FOR AT LEAST ONE PRIORITY ROAD INVESTMENT PROJECT IN EACH EaP COUNTRY”
4. “PREPARATION FOR FORMAL INTRODUCTION OF KEY PROCEDURES OF DIRECTIVE EU 2008/96 IN EACH EaP COUNTRY, WITH EMPHASIS ON ROAD SAFETY INSPECTION, AUDIT AND IMPACT ASSESSMENT”

PROJECT NO. 1:

“ACCESSIBILITY OF NON-CONFIDENTIAL CRASH DATA TO ROAD ADMINISTRATIONS, FOR EFFECTIVE USAGE OF ANALYSIS IN ROAD SAFETY MANAGEMENT”

Objectives:

- Assistance to EaP countries in assuring efficient exchange of crash data between the crash database holders and the road administrations, with emphasis on assuring reliable data on crash locations.
- An effective data analysis and management system will ensure usage of the crash data analysis in the determination of policy measures, allocation of resources and measuring of progress.

PROJECT NO. 1

SCOPE OF WORK

- Definition of data needs for accident analysis, blackspot identification and overall road safety management
 - Consultation with national road administrations of all EaP countries
- Confirmation of relevant data availability in all EaP countries
 - Consultation with crash database holders
- Definition of procedure for data exchange between crash database holder and national road administration
 - Legal framework examination in all EaP countries
 - Identification of any technical, administrative or other gaps and identification of timelines for their resolution
 - Formulation of protocols
 - Consultation with database holders and administrations in all EaP countries
 - Preparation of MoUs
- Proposal for monitoring and publishing of crash statistics
- Proposal for extension of procedure to regional and local road administrations

PROJECT NO. 2:

“IDENTIFICATION OF AT LEAST TOP TEN BLACKSPOT LOCATIONS IN EACH EaP COUNTRY AND INITIATION OF BLACKSPOT IMPROVEMENT PROGRAMS”

Objectives:

- Adoption of definitions for accident blackspots by all EaP countries.
- Analysis of crash data and identification of at least ten top blackspot locations in each EaP country for improving safety in the short / medium term.
- Development of action plans in all EaP countries for blackspot improvement programs.
- Initiation of implementation of blackspot programs through procurement of relevant works projects.

PROJECT NO. 2

SCOPE OF WORK

- Definition of what constitutes an accident blackspot in all EaP countries
 - Consultation with national road administrations of all EaP countries
- Identification of accident blackspots on the national road networks of all EaP countries
 - Collection of available data
 - Analysis of data
 - Consultation with national road administrations
 - Report on top ten blackspot locations
- Development of national action plan for blackspot improvement programs
 - Proposal on methodology - Consultation with national road administrations
 - Costed proposal for multi-year blackspot improvement program
 - Identification of legal, procedural, administrative requirements for implementation in all EaP countries
 - Draft national action plans - Consultation with national, regional & local administrations
 - Final national action plans
- Draft bidding documents for blackspot improvement works in all EaP countries

PROJECT NO. 3:

“IDENTIFICATION AND QUANTIFICATION OF SAFETY IMPACTS FOR AT LEAST ONE PRIORITY ROAD INVESTMENT PROJECT IN EACH EaP COUNTRY”

Objectives:

- Analyze safety impacts for at least one priority project, belonging to the extended TEN-T network, in each EaP country, using the principles of the EU 2008/96 road safety Directive.
- Using results from this pilot, develop an action plan for introducing Road Safety Impact Assessment processes in each EaP country and for road safety mainstreaming (using safety management techniques) to cover all projects and all networks.

PROJECT NO. 3

SCOPE OF WORK

- Identification (jointly with EC and EaP Transport Panel Secretariat) of at least one project for pilot RSIA implementation in each EaP country
- Performance of pilot RSIA jointly with national administration staff
- Development of national guideline for RSIA implementation, based on EU Directive 2008/96 and results of pilot
 - Analysis of national legal / administrative frameworks
 - Costing
 - Draft RSIA action plans – consultations
 - Final RSIA action plan for each EaP country
- Development of national action plan for road safety mainstreaming
 - Draft toolbox of measures for national, regional and local networks
 - Identification of legal, procedural, administrative requirements for implementation in all EaP countries
 - Draft national action plans - Consultation with national, regional & local administrations
 - Final costed and timed national action plans

PROJECT NO. 4:

“PREPARATION FOR FORMAL INTRODUCTION OF KEY EU 2008/96 PROCEDURES IN EACH EaP COUNTRY - EMPHASIS ON ROAD SAFETY INSPECTION, AUDIT & IMPACT ASSESSMENT”

Objectives:




- Identify technical and legal requirements for introduction of road safety inspection (RSI), audit (RSA) and impact assessment (RSIA) in the national systems of each EaP country.
- Define national action plans for training and certification of inspectors and auditors in accordance with principles of EU 2008/96, adapted to each EaP country.
- Perform pilot RSI and RSA in all EaP countries.

PROJECT NO. 4

SCOPE OF WORK

- Identification of legal / institutional requirements for introduction of RSA and RSI in all EaP countries
- Identification of technical (capacity-building incl. training) requirements for introduction of RSA and RSI in all EaP countries
- Identification of projects / sections for pilot RSI and RSA in all EaP countries, jointly with national road administrations
- Performance of pilot RSI and RSA (at least one of each, per EaP country) in joint teams including national road administration staff
- Draft training and certification plan for RSA and RSI in each EaP country
- Consultation with national road administrations; usage of RSIA consultancy results (as available)
- National action plan for RSI, RSA and RSIA for each EaP country, including
 - Manual
 - Training curriculum
 - Certification framework
 - Time and cost estimate for national road network
 - Proposals for extension to regional and local networks

INDICATIVE TIMELINE OF THE PROPOSED PROJECTS AND WG3 TARGETS

Year1	2018							2019								
Month	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	
Targets																
	MID 2018: Commit to blackspot programs				END 2018: Identify blackspots; perform pilot RSIA					MID 2019: Start blackspot remedy; introduce RSA-RSI-RSIA						
Projects:																
1. Crash data accessibility	Procurement of consultancies			4 months												
2. Blackspot program				10 months												
3. Safety impacts				8 months												
4. EU Directive				12 months												

Q&A:

- Are the projects relevant to your countries?
- Which of these would be priorities for you?
- Any additional ideas for priority projects?
- Can we work together to develop Terms of Reference?
- Who can further help in preparing, procuring and implementing such projects?
- What are possible sources of funding for such projects?