EASTERN PARTNERSHIP COOPERATION

ROAD SAFETY WORKING GROUP 1

ROAD SAFETY INSTITUTIONAL & DATA MANAGEMENT

Kickoff meeting (virtual) – December 13th, 2017

Kyiv, Baku, Chisinau, Minsk, Tbilisi, Yerevan

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EaP regional cooperation context

- The European Commission and the World Bank have agreed to work together on improving transport connectivity between EU and “Neighborhood East” region, through the EaP Transport Panel.
- Last June, participants committed to establishing regional Working Groups to share knowledge and experience, develop a common shared approach to road safety and achieve concrete results, until June 2019.
- Road safety priority areas for EaP coordination and cooperation were refined as follows: Road Safety Institutional Management, Coordination and Crash Data System Improvement (WG1); Speed Management and Enforcement (WG2); Safety Engineering and Black Spot Management (WG3).

EaP transport networks: an extension of TEN-T

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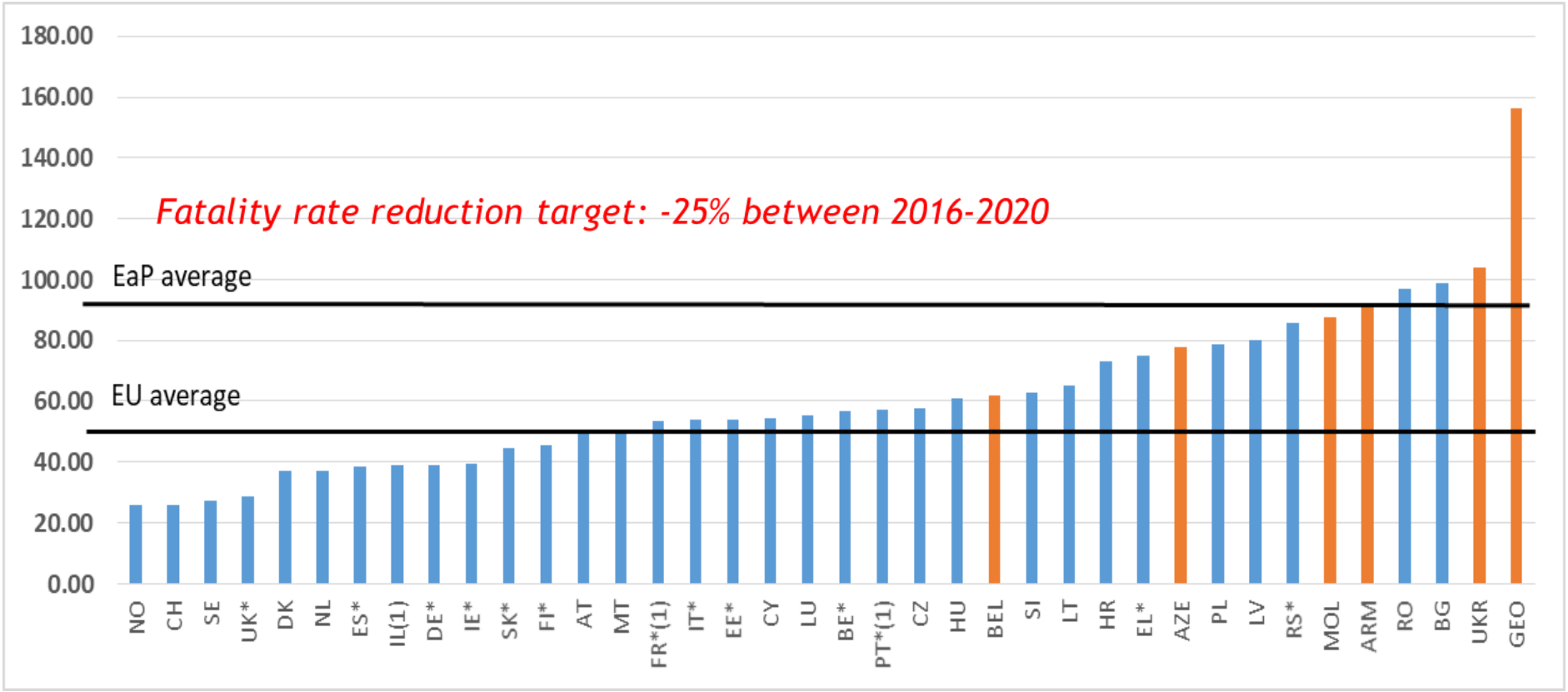
Can EU road safety situation also be extended to EaP?

Fatality rates (deaths per million inhabitants), 2016



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Presentations by EaP Countries

- Introduction of Work Group members
- Country status presentation

WG 1 (Institutions & Data): Objectives

Broader Objectives

- Improving road safety management and coordination systems
- Developing professional capacity of Road Safety Lead Agencies to manage and monitor developments in road safety related activities
- Improving crash and other data systems preferably in line with CADaS
- Initiating establishment of a regional public EaP road safety observatory

National-level objectives

- Better inter-institutional cooperation and integrated road safety actions
- Improved country level donor coordination in road safety support
- Open access to non-confidential crash and other road safety data
- Advanced cooperation in data analyses and risk mapping (police & engineers)

WG 1 (Institutions & Data): Scope

Stage 1. Working Group Establishment – DONE!

Stage 2. Benchmarking of institutional and data systems

- Agree on benchmarking scope and indicators
- Carry out country surveys, gather additional info & summarize results
- Identify strengths and weaknesses of each EaP country; document success stories & lessons learned

Stage 3. Identification of Quick Wins – knowledge briefs/guideline

- Agree on the specific and practical quick wins achievable by year 2019
- Identify actions to ensure delivery of quick wins
- Identify additional external support needed for implementation of actions (e.g. technical assistance, capacity building, investment needs etc.)

WG 1 (Institutions & Data): Proposed Action Plan

Action	Target time
Definition of key stakeholders for dialogue & decisions	by Jan 2018
Preparation of preliminary data, knowledge briefs, guidelines and/or tools for priority topics	by Mar 2018
Fine-tuning with EaP partners/ steering with EU	by Jun 2018
Presenting and discussing with EaP stakeholders: priority topics, revised knowledge briefs/guidelines/tools	by Sep 2018
Additional fine-tuning with EaP partners/steering with EU	by Dec 2018
Finalization of WG deliverables (revised knowledge briefs/guidelines/tools)	by Mar 2019
Dissemination of deliverables & policy/implementation decisions at national, regional and EU level	by Jun 2019

WG 1 (Institutions & Data): Proposed Outcomes

Benchmarking

- Verifying status of Lead Agencies and national crash data systems – recommending improvements and areas for EaP cooperation
- Explanation of CADaS and examples of regional Safety Observatories (EU Observatory, OISEVI – South-America)
- Sharing international good practices in Lead Agencies and crash-data systems

Quick wins – Technical deliverables

- Developing note(s)/manual(s) promoting good practices in managing road safety and road safety data systems
- Collecting and sharing international good practices in financing road safety
- Developing cooperation with specialized international partners (for example: ETSC, IRTAD)

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WG 1 (Institutions & Data): Proposed Main Results and Indicators

Expected main results/objectives (maximum 2)

- Management and coordination improved at national and regional level
- Management of crash and other data improved

Proposed main indicators (maximum 2)

- Lead Entity clearly designated/created in each EaP country
- Improved and accessible national crash data systems fully operational (preferably in line with CADaS)
- Regional EaP Safety Observatory agreed and development initiated

Working Group activities - discussion

- Comments & feedback on proposed actions
- Additional proposals

How we can work – Suggested organization

Meetings

- Physical meetings every approx. 6 months (1st: Feb or Mar 2018)
- Virtual meetings between the physical meetings (also twice a year)

Coordination

- Two participating countries as “co-chairs” of Working Group

Capacity-building (to be confirmed with EC)

- Study tour/intensive training in non-EaP country
- Regional workshops
- National level training/train-the-trainer workshops
- Training / workshops can be combined with WG meetings

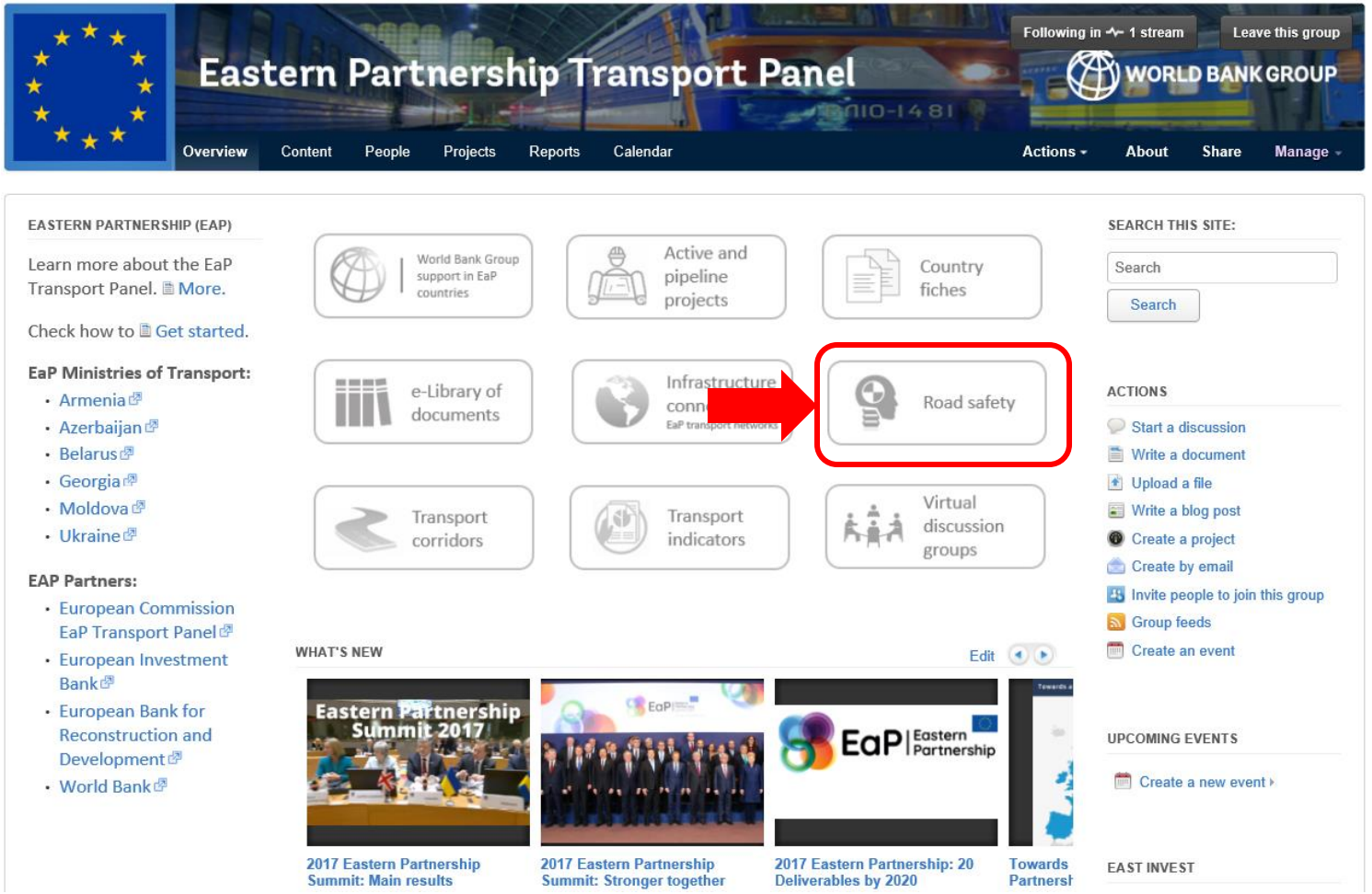
How we can communicate – the EaP panel website

https://collaboration.worldbank.org/groups/eastern-partnership-transport-panel

What is the EaP Transport Panel Website?

- A knowledge sharing platform developed by the WB in cooperation with EC
- A portal for WB staff and external experts;
- An e-library of 200 documents covering work in Armenia, Azerbaijan, Belarus, Georgia, Moldova and Ukraine
- One of most visited World Bank C4D platforms

Road Safety on EaP panel website



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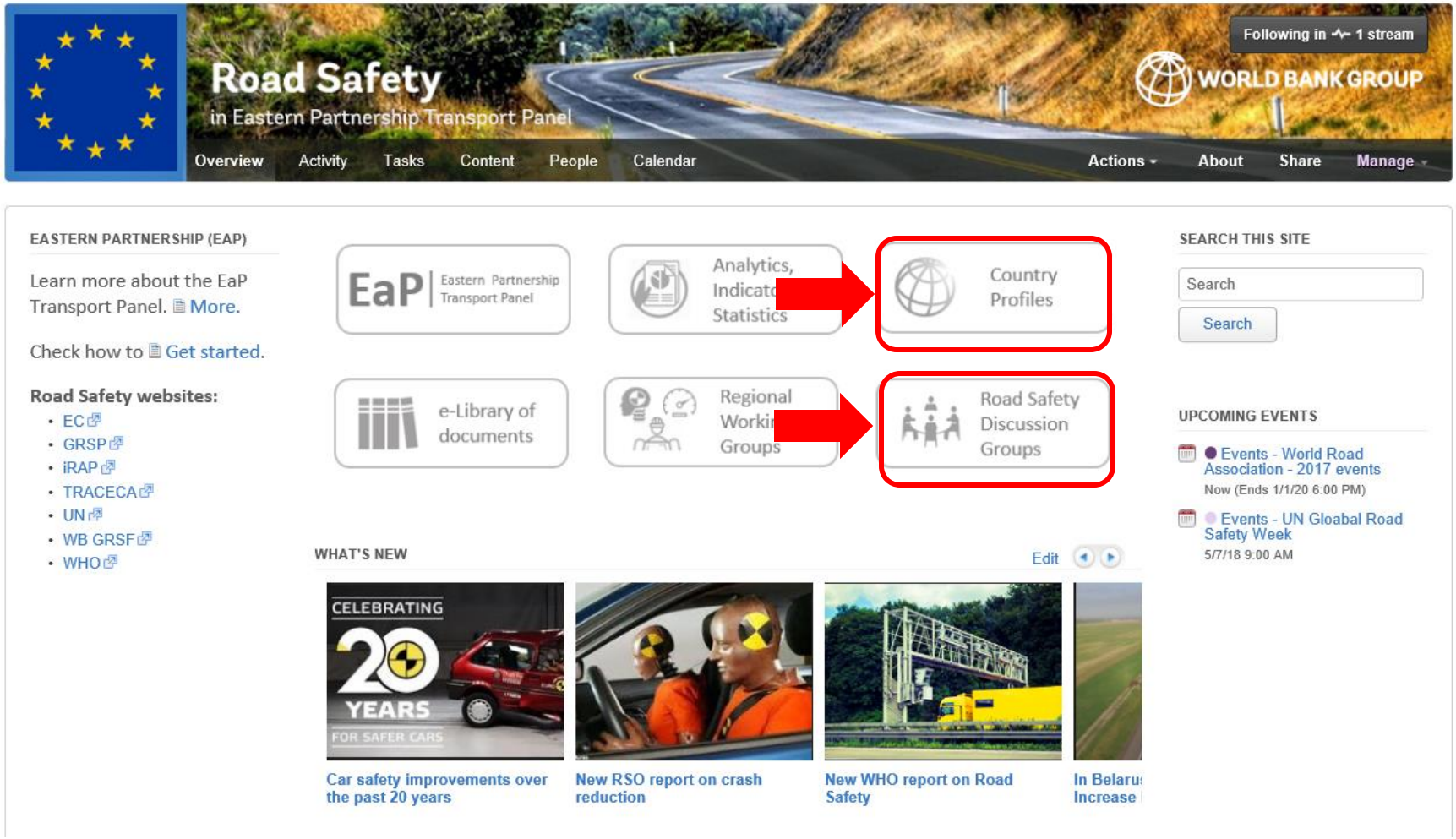
Road safety: country profiles & discussion groups



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