

**Transport Corridor Europe - Caucasus - Asia
(TRACECA)**

**Regional Road Safety Action PLAN
(RRSAP)**

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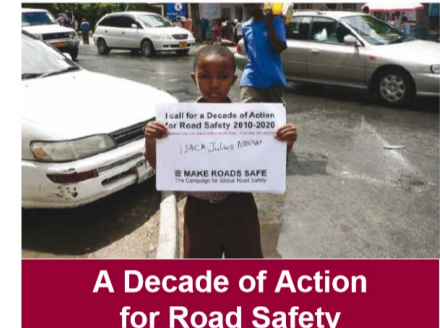
BACKGROUND

of the TRACECA Regional Road Safety Action Plan (RRSAP)



**White Paper
on EU Transport Policy**

Road Safety Action Programme



**Global Decade of Action
for Road Safety (2011 – 2020)**

Global Plan for the Decade of Action for Road Safety 2011-2020



Global Decade of Action for Road Safety (2011 – 2020)



**International
best practice...**



**DECADE OF ACTION FOR
ROAD SAFETY 2011-2020**

THE ROLE OF IGC TRACECA IN PREPARATION OF RRSAP

- The Basic Multilateral Agreement (MLA) on International Transport for Development of **the Europe-the Caucasus-Asia Corridor (TRACECA)** is signed in 1998, in Baku, Azerbaijan.
- State Parties to the MLA are **Armenia, Azerbaijan, Bulgaria, Georgia, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Ukraine and Uzbekistan.**
- One of **TRACECA MAIN OBJECTIVES** stated within latest strategic document for further development of the TRACECA corridor **“Strategy of the IGC TRACECA 2016-2026”** (Road Sector) is dedicated to the **IMPROVE OF ROAD SAFETY.**
- **ROAD SAFETY IMPROVEMENTS** are primarily based on **TRACECA Regional Road Safety Action Plan** developed within Project **“Land transport safety and security”** (2009-2012) and implemented within Project **“TRACECA Road Safety II”** (2014-2016).

CONTENTS OF RRSAP

Executive Summary

Methodology

Background

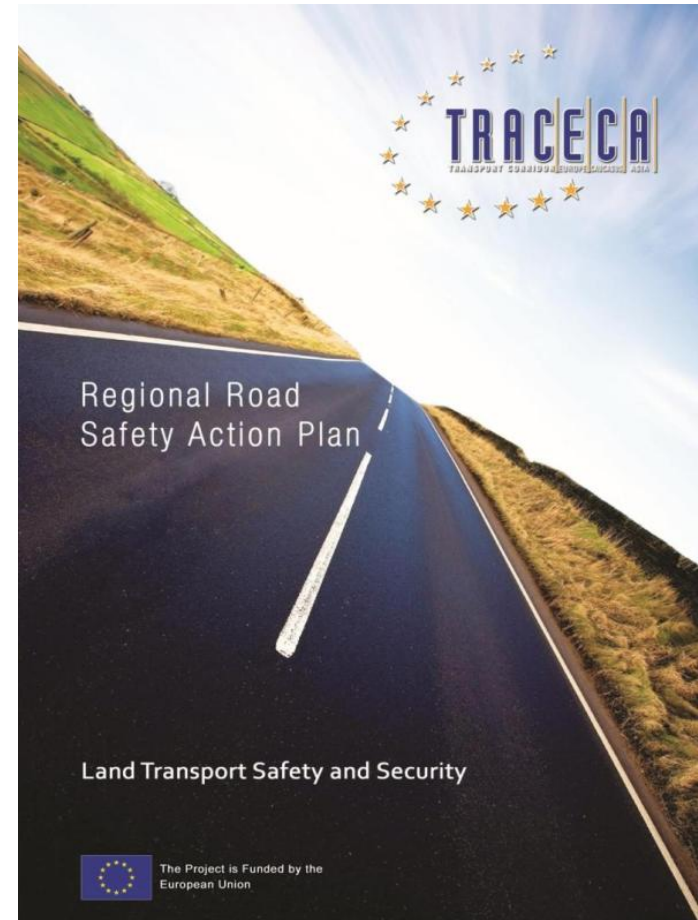
Context

Preparation of Action Plan

Structure of the Action Plan

1. **Institutional Issues**
2. **Safer Infrastructure**
3. **Safer Vehicles**
4. **Safer Road Users**
5. **Medical Care for Crash Victims**
6. **Changing Attitudes to Road Safety**
7. Existing Rating Assessment for TRACECA Countries
8. Interventions required
9. Recommendations

Appendixes



BACKGROUND 1/2

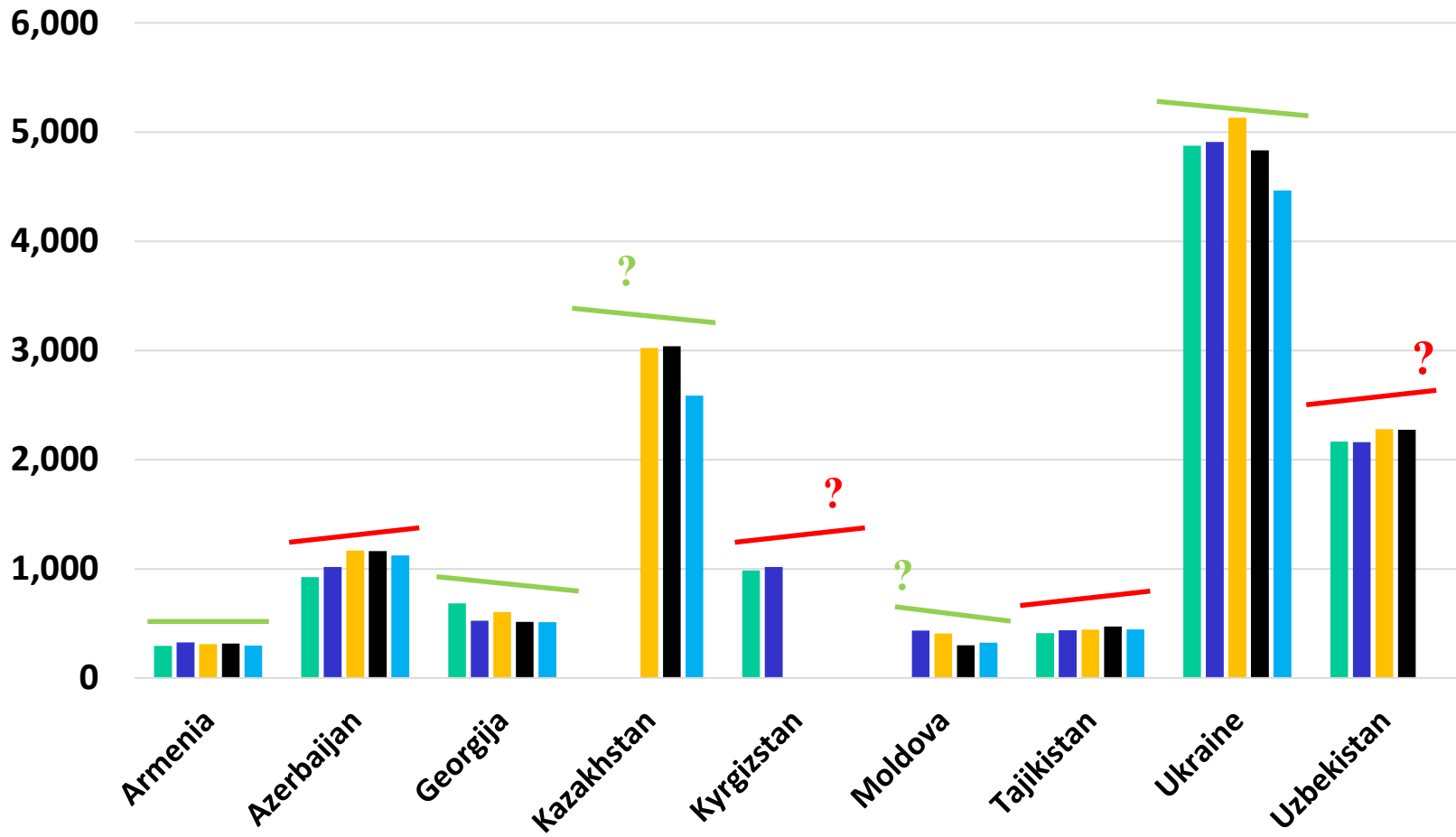
Item /Aspect	ARM	GEO	MDA	UKR	AZE	KAZ	KGZ	TAJ	UZB	TUR
Population (millions)	3.092	4.352	3.573	45.448	9.188	16.026	5.334	6.878	27.444	4.965
Estimated Road deaths	558	685	496	6,121	1,202	3,514	1,022	1,244	3,107	926
Estimated Serious inj.	5,580	6,850	4,960	61,210	12,020	35,140	10,220	12,440	31,070	9,260
Deaths/ 100,000 pop.	18.05	15.74	13.88	13.47	13.08	21.93	19.16	18.09	11.32	18.65
Estimated Econ. losses (\$millions)	414.33	438.64	198.31	4,459.92	1,720.76	7,808.64	220.35	249.98	1,048.25	591.45
Loss as % age of GDP	4.4%	3.9%	3.4%	3.3%	3.2%	5.4%	4.7%	4.4%	2.8%	4.6%

Source: WHO, Global status report on road safety 2013 (crash data for 2010)

Every year about 19 000 deaths, nearly 200 000 injuries costing the region US\$ 17billions !

BACKGROUND 2/2

Number of road deaths in TRACECA countries trend line 2010-2014



Source: TRACECA Road Safety II (2016)

CONTEXT

**Development of a Regional Road Safety Action Plan
was based on three main sources of Policies and
Frameworks:**

- **The Global Plan for the Decade of Action for Road Safety, 2011 – 2020**
- **EU Towards a European road safety area: policy orientations on road safety 2011 – 2020**
- **EU White Paper: Roadmap to a Single Transport Area – Towards a competitive and resource efficient transport system**

PREPARATION OF RRSAP 1/2

RRSAP took account of the UN Decade of Action for Road Safety and the various EU Policies.

Six Action Areas have been defined:

- 1. Institutional Improvements**
- 2. Safer Infrastructure**
- 3. Safer Vehicles**
- 4. Safer Road Users**
- 5. Medical Care for Crash Victims**
- 6. Changing Attitudes to Road Safety**

PREPARATION OF RRSAP 2/2

For each of 6 Action Areas, activities have been defined. Each country has made an assessment of their current status with respect to implementation of each of the relevant activities:

The ratings were defined as follows:

- 1. No activity**
- 2. Some activity, mainly voluntary and/or ad hoc**
- 3. Activity in progress**
- 4. Further improvements being implemented**
- 5. Activity sustainable**

Based on final assessments RRSAP was prepared.

1. INSTITUTIONAL IMPROVEMENTS

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GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Institutional Improvements (continued)	1.8. Established multidisciplinary Road Safety agency	1. Charter produced 2. Staff employed 3. Funds available	1. Definition of role 2. Capacity building 3. Make the agency financially sustainable	2012 - 2014	Azerbaijan Kazakhstan Romania Ukraine	Political commitment
	1.9. Implementation of National Road Safety Strategy	1. National Road Safety strategy approved by Government/ Parliament	1. Develop and publically discuss National Road Safety Strategy	2012 - 2014	Kazakhstan Kyrgyzstan Romania Tajikistan	Political commitment Sufficient budget resources
	1.10. Realistic and long term targets for road accident reduction available	1. At least 5 year detailed National Strategy approved by the Government / Parliament	1. Develop and publically discuss National Strategy	2012 - 2014	Azerbaijan Kazakhstan Kyrgyzstan Moldova Romania Ukraine Uzbekistan	Political commitment Sufficient budget resources

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2. SAFER INFRASTRUCTURE

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Safer infrastructure	2.1. Implementation of road safety audit/ assessment	1. Assessment and / or road safety audit of all major roads and a programme of remedial works in the plan of the Government for the following year/s	1. Discuss and approve legal basis for road safety audit	2012 - 2013	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Romania Turkey Ukraine	Political commitment Sufficient budget resources
	2.2. Black spot treatment	1. Programme of black spot treatments approved	1. List of crash black spots drawn up and assessed	2012 - 2013	Azerbaijan Georgia Kazakhstan Moldova Romania	Political commitment Sufficient budget resources
	2.3. Implementation of the program to define routes for freight avoiding residential areas	1. Legislative acts signed and approved	1. Determine legal basis for defining routes for freight	2012 - 2013	Armenia Azerbaijan Bulgaria Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Turkey Ukraine Uzbekistan	Political commitment Sufficient budget resources

3. SAFER VEHICLES

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Safer vehicles	3.1. Vehicles regularly checked for technical requirements	2. Vehicles checked regularly	1. Ratify international convention 2. Certify suitable workshops and staff	2012 - 2013	Armenia Georgia Kazakhstan Ukraine	Legislation is approved in given time frame
	3.2. Internationally recognized vehicle safety regulations applied to imported vehicles	1. Imported vehicles comply with international standards	1. Ensure staff involved in import checks apply the standards	2012 - 2013	Armenia	Legislation is approved in given time frame
	3.3. Vehicles used to transport dangerous goods meeting the standards of all technical requirements	1. ADR approved vehicles	1. Test TDG vehicles to ADR specifications	2012 - 2014	Armenia Georgia Kazakhstan Kyrgyzstan Moldova Ukraine	Legislation is approved in given time frame

4. SAFER ROAD USERS

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Safer road users	4.1 - 7. Legislation to cover: seat belts, motorcycle helmets, child restraints, mobile phone use, speed, drink, drugs are in place and enforced	1. Missing legislation identified 2. Available legislation and legislative acts, where necessary 3. Legislation enforced	1. Survey compliance with existing legislation 2. Draft and approve the missing legislation 3. Substantially increase enforcement	2012 - 2013	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Moldova Tajikistan Turkey Ukraine Uzbekistan	Legislation is approved in given time frame Suitable level of enforcement
	4.8. Improved public awareness	1. Media covers road safety issues regularly 2. CSOs involved in advocating road safety 3. School curriculum includes road safety subject	1. Devote 10%-15% of media time to Road Safety 2. Make special funds available for CSOs to run the public awareness/education campaigns 3. Produce educational material for schools / children	2012 - 2016	Armenia Kyrgyzstan Romania Ukraine	Support of media, CSOs and education establishments Priority given for funding for road safety by donors and Government

5. IMPROVED MEDICAL CARE FOR CRASH VICTIMS

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Improved medical care for crash victims	5.1. Medical care for crash victims is practiced	1. Pre-hospital and hospital care system established and appropriate rehabilitation and support to injured patients provided	1. Draft and approve appropriate legislation 2. Develop a comprehensive and regular training program for paramedics, ambulance drivers and traffic police	2012 - 2016	Kyrgyzstan Moldova Ukraine Uzbekistan	Funds available within the state budget Political and Emergency services commitment
	5.2. Appropriate hospital trauma care and capacity building	1. Suitably trained and equipped staff	1. Make first aid training available for general public through public seminars several times a year 2. Equip and staff at least 70% of hospitals' accident and emergency departments	2012 - 2016	Armenia Azerbaijan Kyrgyzstan Tajikistan Ukraine	Funds available within the state budget Political and Emergency services commitment
	5.3. Appropriate rehabilitation and support for victims	1. Suitable therapy available	1. Designate and train physical and psychological therapists and councillors to deal with the injured and bereaved.	2012 - 2016	Armenia Bulgaria Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Ukraine	Funds available within the state budget Political and healthcare professionals commitment

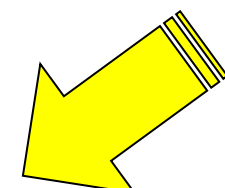
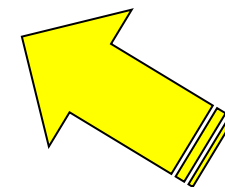
6. CHANGING ATTITUDES TO ROAD SAFETY

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Changing attitudes to road safety	6.1. Partnerships between Government and Civil Society Organisations developed	1. CSOs are involved in decision making related to road safety at local and national levels	1. Have at least one CSO as a member of a decision making body for road safety at local and national level	2012 – 2013	Kazakhstan Kyrgyzstan Tajikistan Ukraine	Positive response by public in general Commitment to road safety by Government Commitment of donors / investors in road safety
	6.2. Road safety lessons are conducted regularly in schools	1. Road safety is part of the National Curriculum	1. Design and approve road safety materials for all age groups of schools 2. Approve an education policy, which includes the road safety as part of curriculum	2012 - 2016	Armenia Bulgaria Kyrgyzstan Moldova Romania Ukraine Uzbekistan	Political and educational commitment

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6. PRIORITY ACTIVITIES WHERE SUPPORT IS NEEDED

Action Area	Activity	Priority
Institutional Issues	Technical assistance with accession, ratification and implementation of UNECE Agreements	2
	Technical assistance with developing a Safety Policy for transport of dangerous goods	2
	Technical assistance for the development of a Centralised Database for the collection of road safety statistics	2
	Training enforcement officials in the application of ADR and AETR	2
Safer Infrastructure	Funding of projects to improve existing infrastructure according to modern road safety standards	1
	Training of responsible staff in Road Assessment and Road Safety Audits	1
	Technical assistance with the development of a network of safe and secure parking areas within the TRACECA Region	1
Safer Vehicles	Technical Assistance with the organisation of a system for technical inspection of vehicles	3
Safer Road Users	Capacity development of enforcement officials	2
Medical Care for Crash Victims	Technical assistance with the review of needs for improved medical care for crash victims	3
	Training of Medical Care Staff	3
Changing Attitudes to Road Safety	Technical assistance with the production of road safety campaigns	1
	Technical Assistance with development of Road Safety Training at primary school level	1
	Technical assistance with the improvement of driving training	1

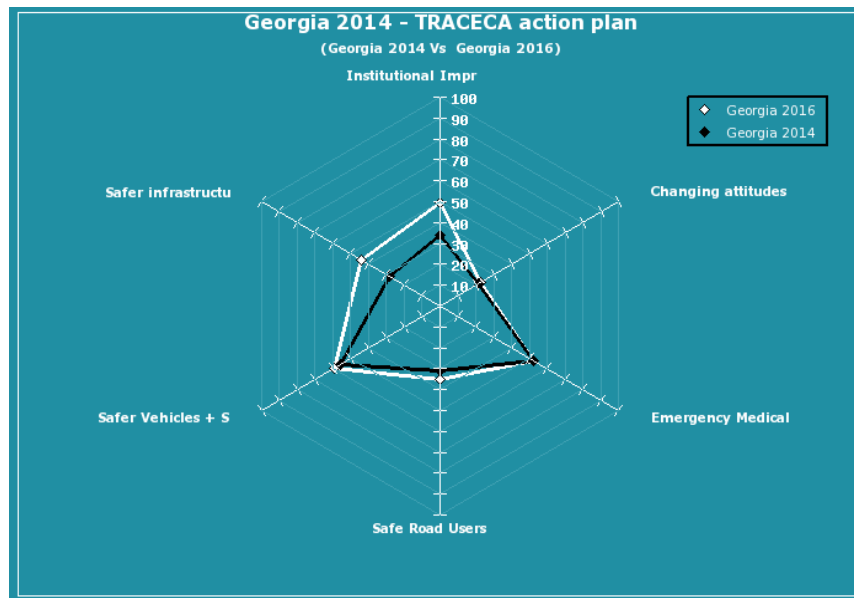
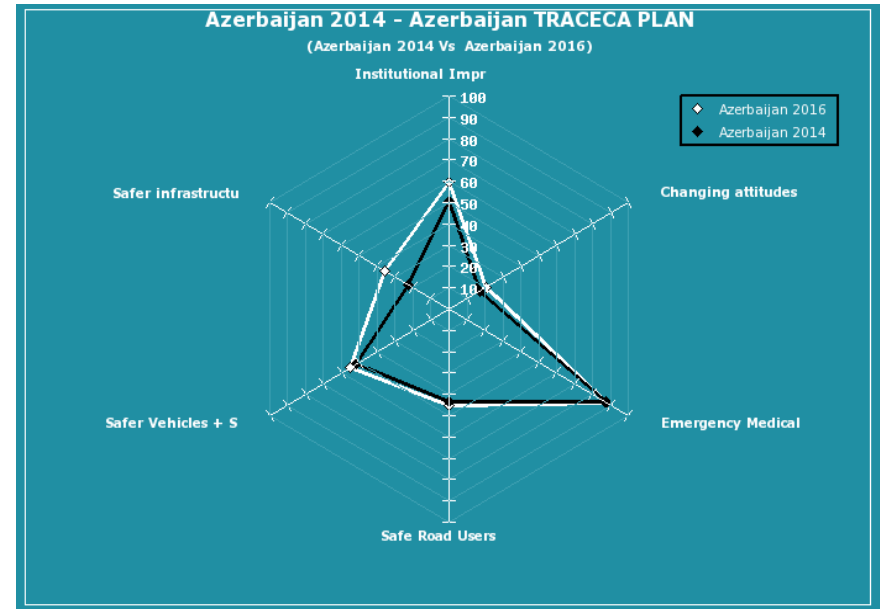
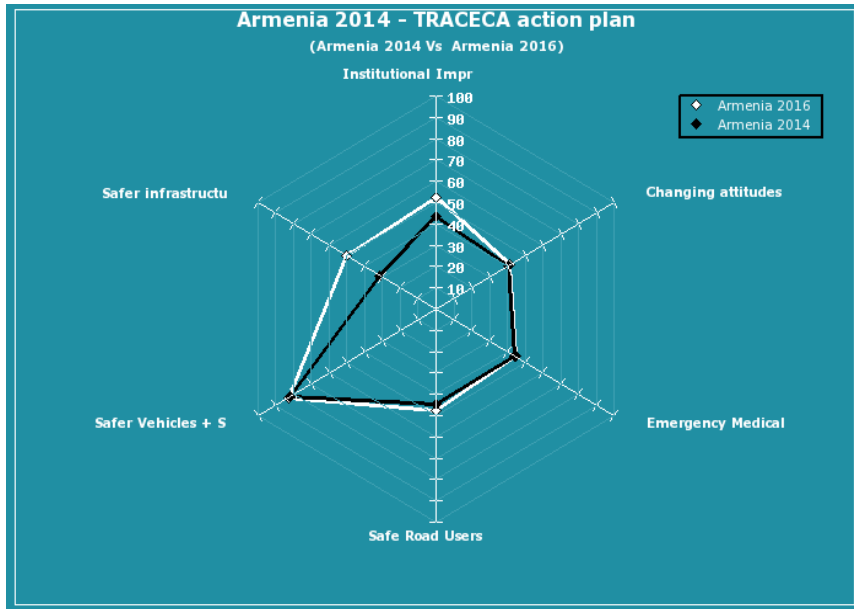


ROAD SAFETY II

Project Implementation (2014-2016)



ROAD SAFETY II

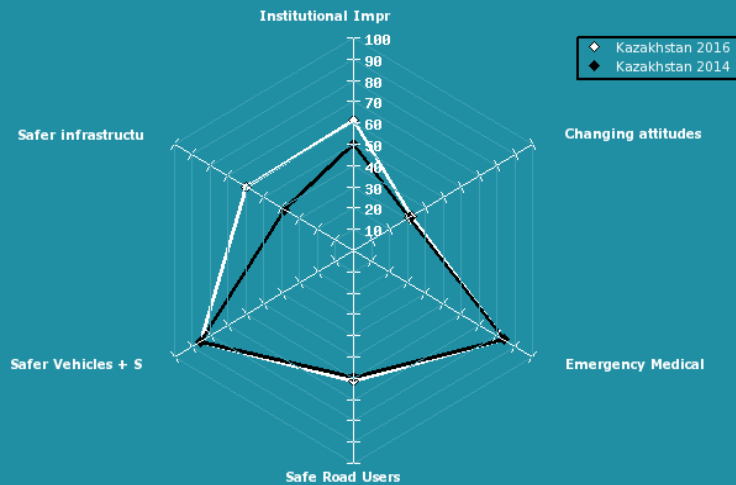


Project assess of the current stage of RRSAP implementation progress in each sector in each country in relation to the recommendations of TRACECA Regional Action Plan

ROAD SAFETY II

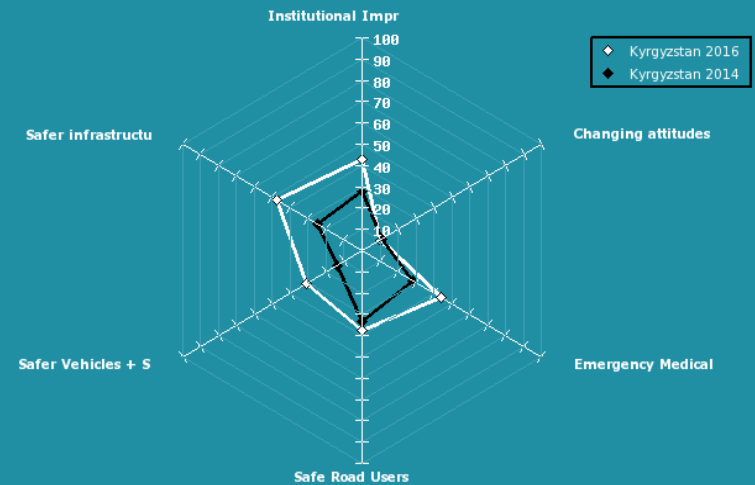
Kazakhstan 2014 - TRACECA action plan

(Kazakhstan 2014 Vs Kazakhstan 2016)



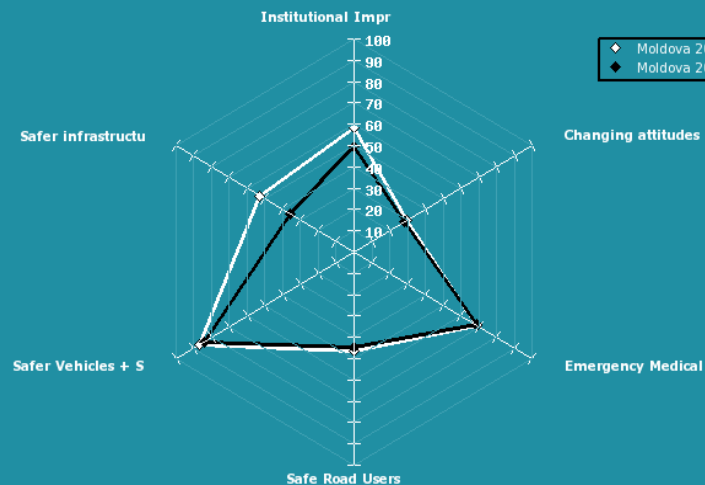
Kyrgyzstan 2014 - TRACECA action plan

(Kyrgyzstan 2014 Vs Kyrgyzstan 2016)



Moldova 2014 - TRACECA action plan

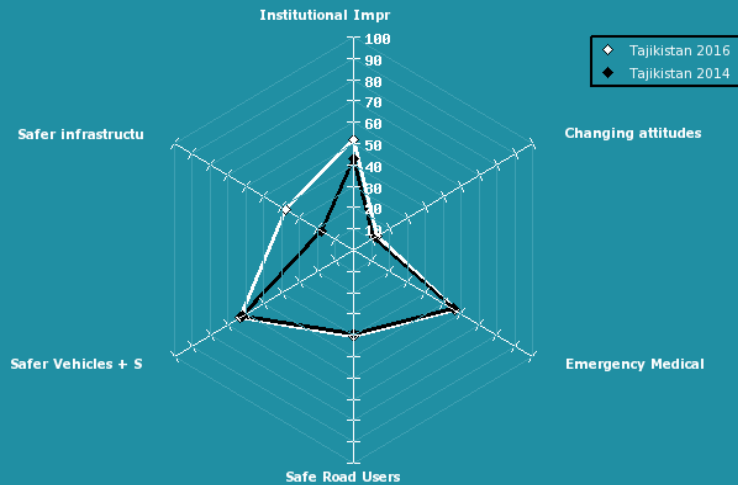
(Moldova 2014 Vs Moldova 2016)



ROAD SAFETY II

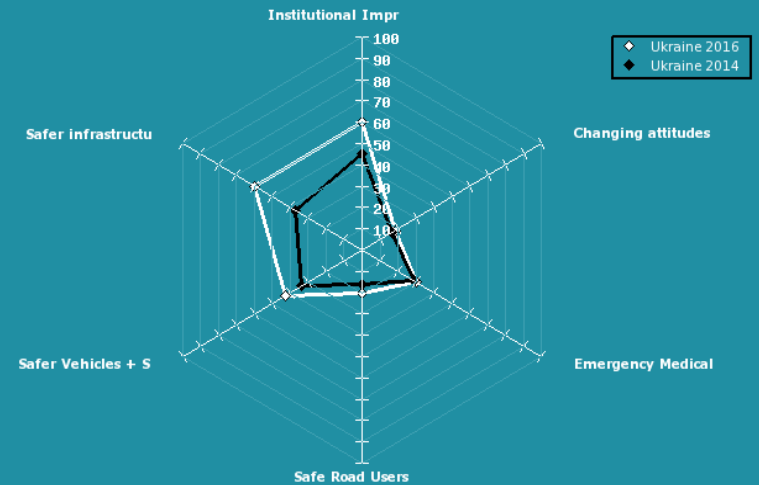
Tajikistan 2014 - TRACECA action plan

(Tajikistan 2014 Vs Tajikistan 2016)



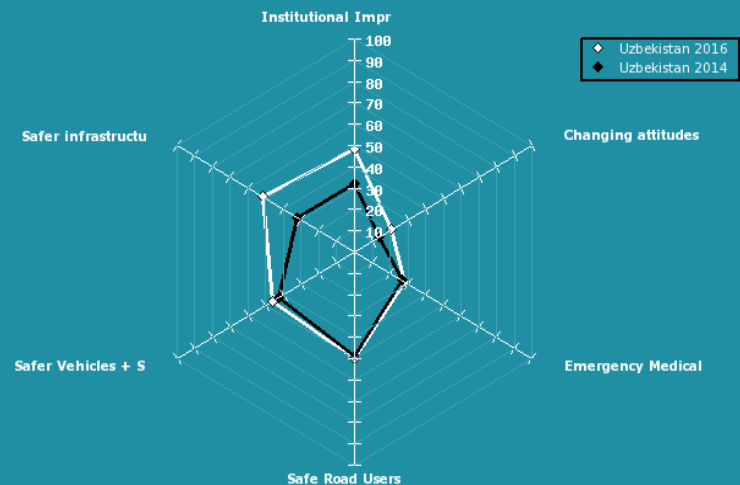
Ukraine 2014 - TRACECA action plan

(Ukraine 2014 Vs Ukraine 2016)



Uzbekistan 2014 - TRACECA action plan

(Uzbekistan 2014 Vs Uzbekistan 2016)



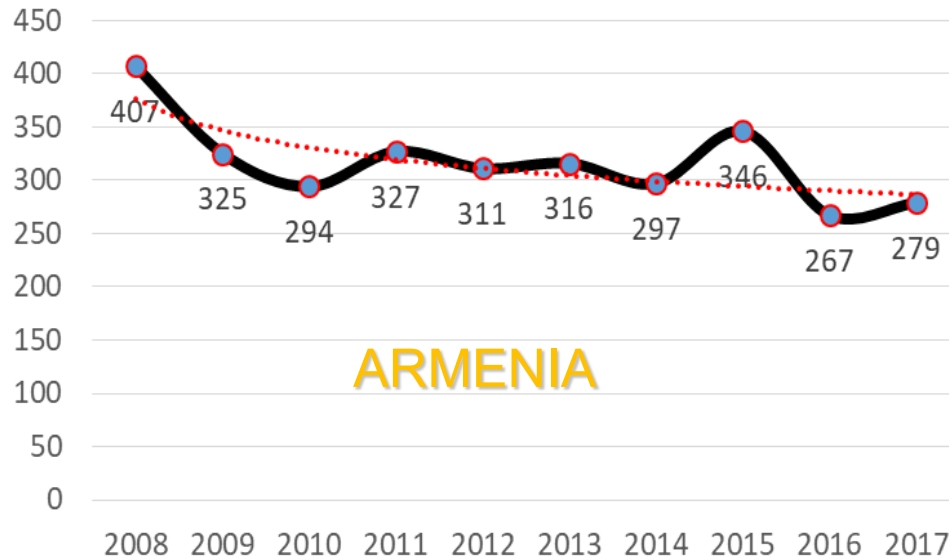
ROAD SAFETY II

Set of activities
performed ...

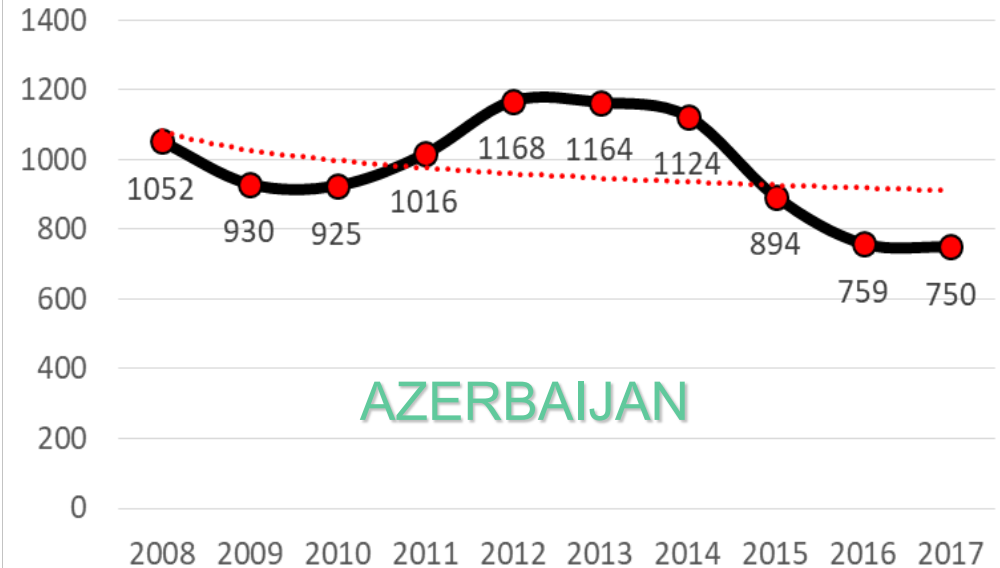


RRSAP FOLLOW-UP 1/3

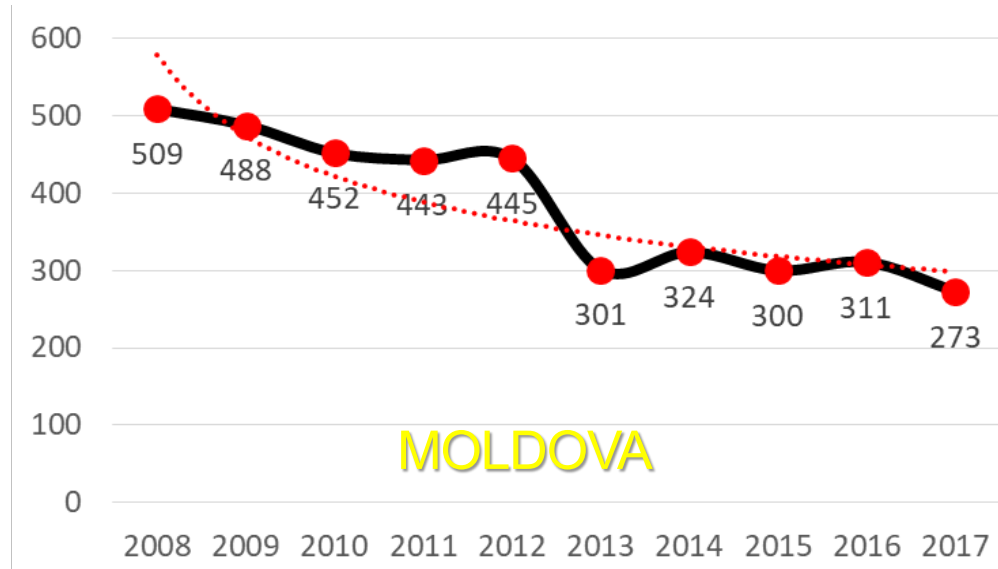
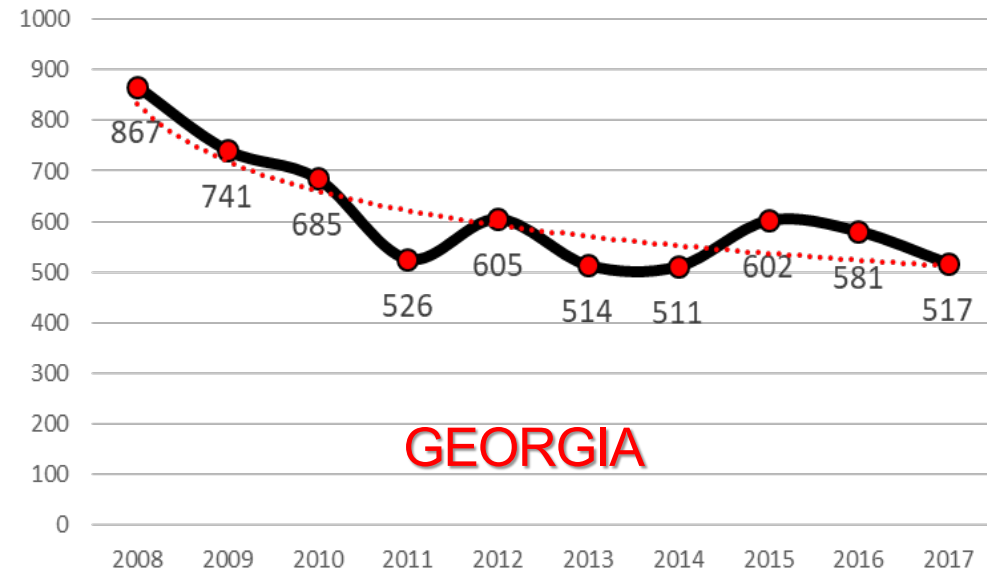
ARMENIA



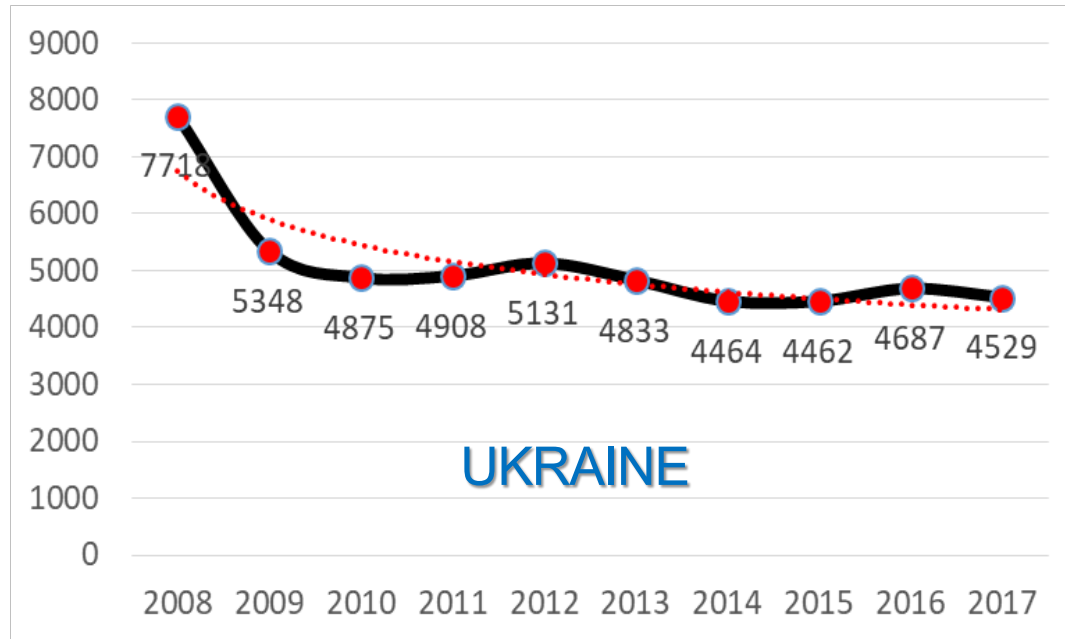
AZERBAIJAN



RRSAP FOLLOW-UP 2/3



RRSAP FOLLOW-UP 3/3



It is still early to evaluate a **results** of TRACECA Road Safety II,
but they look promising ...

LESSONS LEARNED 1/2

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
European Union ((EU)	54302	30108	-44.6	11.3	6.0

Source: TRACECA Road Safety II (2016)

Experience of others Ex-Soviet countries
shows that **you can reduce crashes on your roads ...**

LESSONS LEARNED 2/2

- Road Safety Strategies are **ESSENTIAL** for road safety improvements
- Action Plans with clear responsibilities and impact indicators should be integral part RSS
- Monitoring/Evaluation are usually at low level (missing)
- UN/EU provide strong support to TRACECA Countries
- IFI's are supportive too
- ...



Yes, Alice again 😊

... “**Alice:** Would you tell me, please, which way I ought to go from here?

The Cheshire Cat: That depends a good deal on where you want to get to.

Alice: I don't much care where.

The Cheshire Cat: Then it doesn't much matter which way you go” ...

*Lewis Carroll,
Alice in Wonderland*

**Only systematic work,
based on implemented
Road Safety Strategies and
Action Plans will lead to the
decreasing of crash
fatalities.**

**Thank you
for your attention!**