

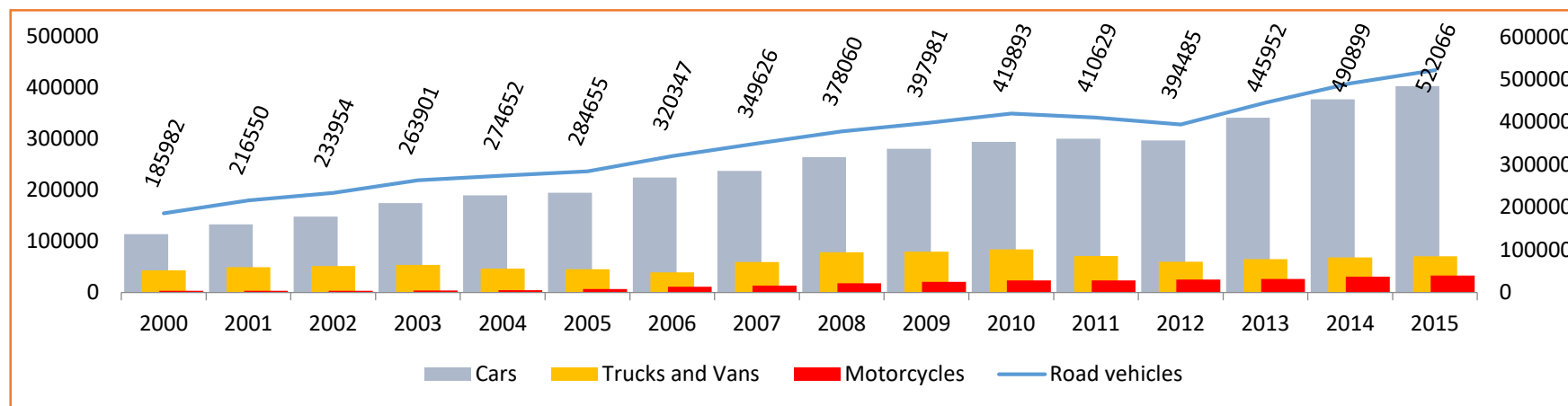
# The Road Safety Performance Review – Case of Albania



Albania is a Constitutional Parliamentary Republic located in the Southeastern Europe. It is bordered by land with Montenegro in the north west, north east Kosovo, FYROM in the east, and Greece in east south and south region. Albania has a coastline of 450 km kilometers alongside Adriatic and the Ionian Sea in the west side which separates it from Italy via the Strait of Otranto (72 km). Most of Albania's surface is mountainous. The average height above sea level is 708 m. Mount Korab on the Macedonian border, is the highest peak at 2.753 m.

# The Road Safety Performance Review – Case of Albania

Inflation	Percent change	2,37	2,94	3,36	2,25	3,61	3,43	2,04	1,93	1,63	1,90
Unemployment rate	Percent of total labor force	13,8	13,4	13,1	13,8	14,0	14,0	13,4	16,0	17,5	17,1
Population	in millions	2,99	2,97	2,95	2,93	2,91	2,91	2,90	2,90	2,89	2,89
National debt	Percent of GDP	56,69	53,55	55,14	59,67	57,72	59,41	62,14	70,39	72,04	73,32



# National Legal Framework

- Law No. 8378, dated 22.7.1998, entered into force on 21.7.1999 “Road Code of the Republic of Albania”, as amended;
- As it is stated in Article 1 of the Code :”...norms and acts on the applications of this code, are led by the principle of security of movement in the road, following the objectives for a rational movement, the protection of environment and saving of energy”;
- 
- Law No. 118, dated 13.12.2012) “On the transport of dangerous goods”, which aims to improve safety in road and rail transport of dangerous goods, by setting out procedures under which the transport of dangerous goods by road and rail shall be carried out;
- 
- Law No.158/213, date 10.10.2013 “On safety in the road tunnels”, which aims to improve safety in road tunnels;
- 
- Law No.10211, date 23.12.2009, on the Approval of the normative Act No.9, date 11.12.2009 of the Council of Ministers “On the ways of operation and financial resources for the digital tachograph in Albania, for production and disbursement of the digital cards of tachograph;
- 
- Law No.8308, dated 18.3.1998 “On road transport”, as amended, which regulates the conditions for admission to the activity of national and international transport operator of goods and passengers;
-

# Transposition of International Regulations and Agreements

- Transport Infrastructure
  - European Agreement on Main International Traffic Arteries (AGR), of 15 November 1975, (date of accession of Albania- 2 August 2006)
- Road Traffic and Road Signs and Signals
  - Convention on Road Traffic, of 19 September 1949 (including Final Act and related documents), Geneva, (date of accession of Albania- 1 October 1969).
  - Convention on Road Traffic, of 8 November 1968 (2006 consolidated version), (date of accession of Albania- 29 June 2000).
  - Convention on Road Signs and Signals, of 8 November 1968 (2006 consolidated version), (date of accession of Albania- 6 February 2004).
  - European Agreement supplementing the 1968 Convention on Road Traffic, of 1 May 1971 (2006 consolidated version), (date of accession of Albania- 27 October 2005).
  - European Agreement supplementing the Convention on Road Signs and Signals (1968), of 1 May 1971, (date of accession of Albania - 6 June 2005).
  - European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties, of 16 September 1950, (date of accession of Albania- 14 October 2008).
  - European Agreement on Road Markings, of 13 December 1957, (date of accession of Albania- 4 June 2004).
  - Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals, of 1 March 1973, (date of accession of Albania- 6 June 2005).

# Transposition of International Regulations and Agreements

- Road Vehicles

- Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958, (date of accession of Albania- 6 September 2011).
- Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997, (date of accession of Albania- 22 December 2004)

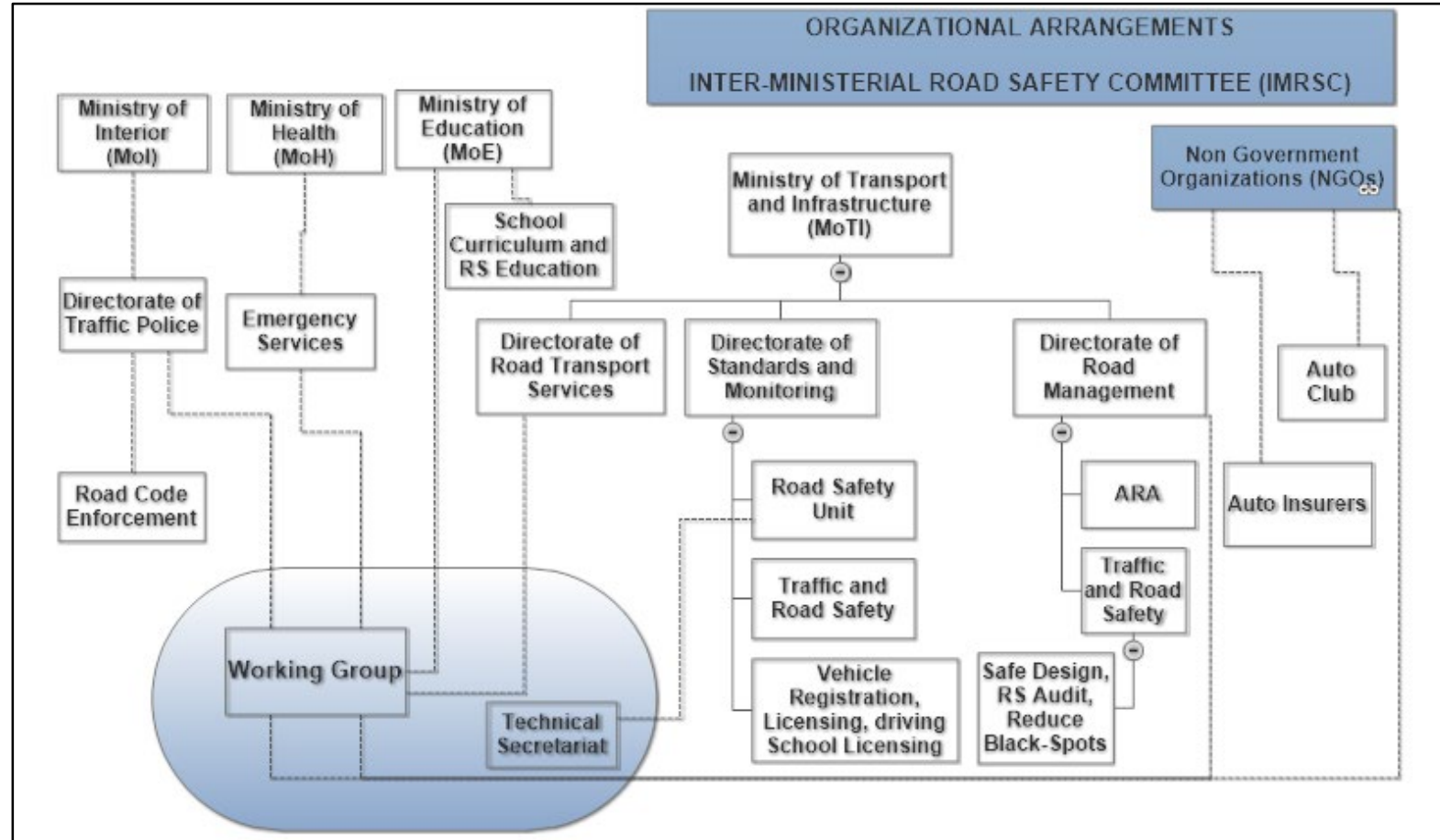
- Transport of Dangerous Goods

- European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 30 September 1957, (date of accession of Albania- 26 January 2005)
- Protocol amending article 1 (a), article 14 (1) and article 14 (3) (b) of the European Agreement of 30 September 1957 concerning the International Carriage of Dangerous Goods by Road (ADR), of 28 October 1993, (date of accession of Albania- 9 March 2006).

- Transport of Perishable Foodstuff

- Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP), of 1 September 1970, (date of accession of Albania- 26 January 2005).

# Institutional Setup for road safety



# Strategic Approach and National Strategies on Road Safety

- Albania has embraced the philosophy of “Vision Zero” as it pointed out in Albanian Road Safety Strategy. The strategic goal is to reduce the fatalities at long term by 50 %, an objective fully compatible with EU objectives and the accepted standards by all SEETO members.

# Road Safety Management

- The Inter-Ministerial Road Safety Committee is the highest organ for road safety policy and strategic work in Albania
- *Technical Secretariat for the IMRSC (Former Directorate of Road Safety and Traffic -DRST)*
- The Road Police has a key role both in enforcement and promotion of road safety
- The Albanian Road Authority (ARA) and its subordinate agencies, have a key role dealing with road engineering
- The General Directorate of Road Transport Services (GDRTS) deals with vehicle registration, technical inspection and the issuing of driver licenses



# Road Safety Management

- At present the IMRSC does not really coordinate activities in practice. The IMRSC is more to be seen as a policy decision organization.
- The IMRSC consists of Ministers from concerned Ministries and they have many high priority issues to deal with besides the road safety which makes it difficult to arrange meetings on a regular basis.
- The existing Technical Secretariat does not have coordinating power it only provides some statistics and proposals.
- There is no dedicated road safety fund available.
- It is evidenced a limited capability and power to deal with road safety issues within ARA, which in turns results in poor involvement in road safety, therefore lacking necessary tools and know-how in road safety management.
- The Traffic Police has its own (separate) agenda and planning and monitoring tasks.
- Local government is not playing any significant role in road safety management, due to its reorganization, lack of power, funding and willingness.
- Overall, there are no coordinated actions among various stakeholders and no systematic quality supervision/enforcement.

# Road Safety Management

- **Legislation improvement**
  - the legislation should be in full compliance with the international/UN legal instruments and EU *Aquis Communautaire*
- **Management and coordination**
  - *It has been recommended to transform the IMRSC into a national Road Safety Coordination Council as an independent body, under the Prime Minister Office* SweRoad – Final Report, Technical Assistance to the Government of Albania on the result-focused Road Safety Project, October 2010

# Road Safety Management

- **Administration**

- Works for elimination of black spots and implementation of road ITS will continue as per the targets set in the Transport Strategy and its Action Plan

- **Road safety funding**

- Earmarked funding should be exclusively used for road safety programs and projects. Information on funding must be publicly available.
- Provide incentives and funding from the central budget on competitive basis to interventions targeting safety interventions.

# Road Safety Management

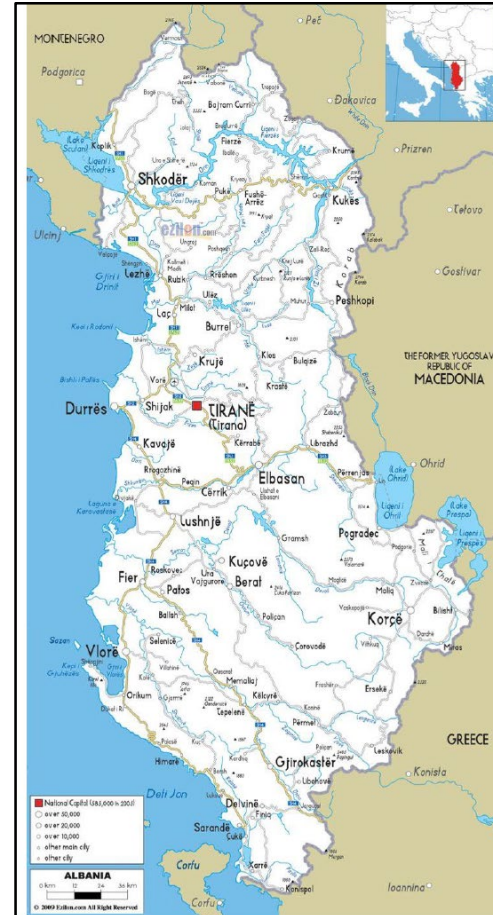
- **Public campaigns**

- Awareness of the public on road safety policies and initiatives should target both drivers and pedestrians

- **Research & Development/ Capacity building**

# Road Infrastructure over the last 15 years

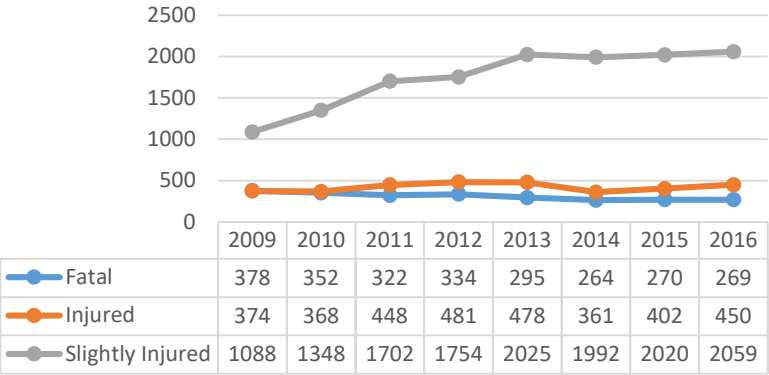
Year	Cars	Buses/Minibuses	Trucks and Vans	Motorcycles	Total
2007	237,932	29,506	68,329	13,859	349,626
2008	264,828	6,645	88,258	18,329	378,060
2009	281,236	6,598	89,867	20,874	398,575
2010	294,729	7,035	94,699	24,022	420,485
2011	300,974	6,723	79,124	24,009	410,830
2012	297,341	5,279	66,538	25,492	394,650
2013	341,691	5,713	72,074	26,664	446,142
2014	378,053	6,093	76,003	30,975	491,124
2015	403,680	6,477	78,839	33,070	522,066



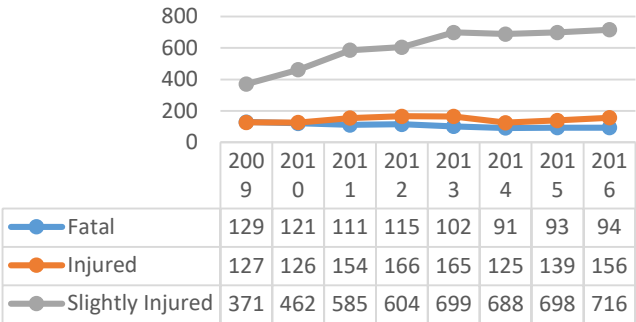
Road Network	Length (in km)
Main Roads	3400
Regional roads	4411
Rural Roads	4980
Urban Roads	2500
Total	15291

# Road Safety Indicators

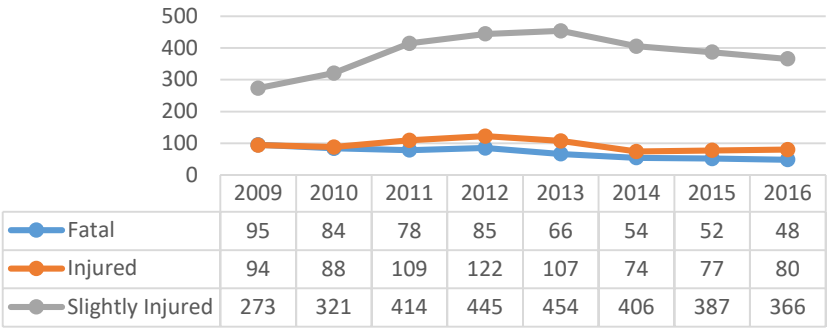
Number of Killed and Injured



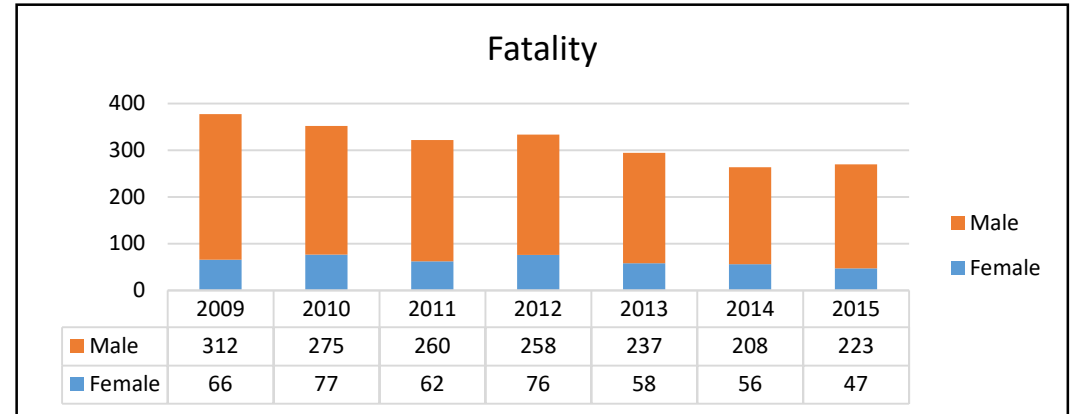
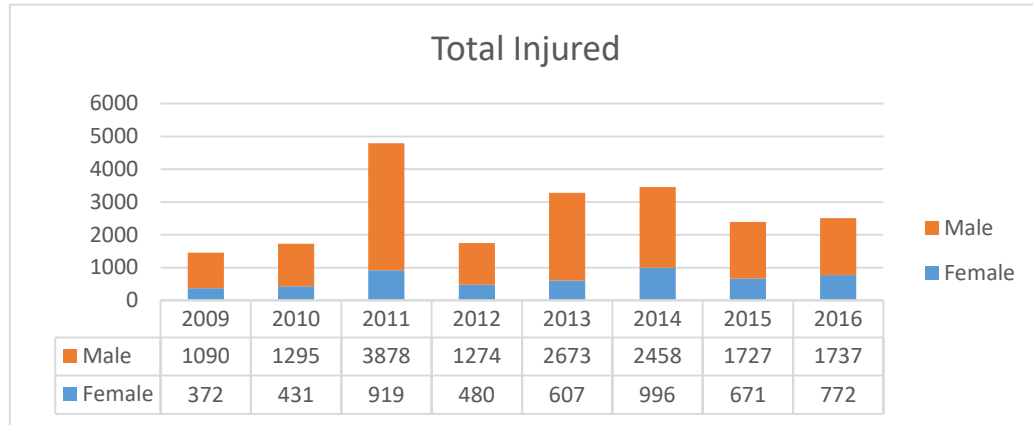
Number of Fatality and Injured/Million Inhabitants



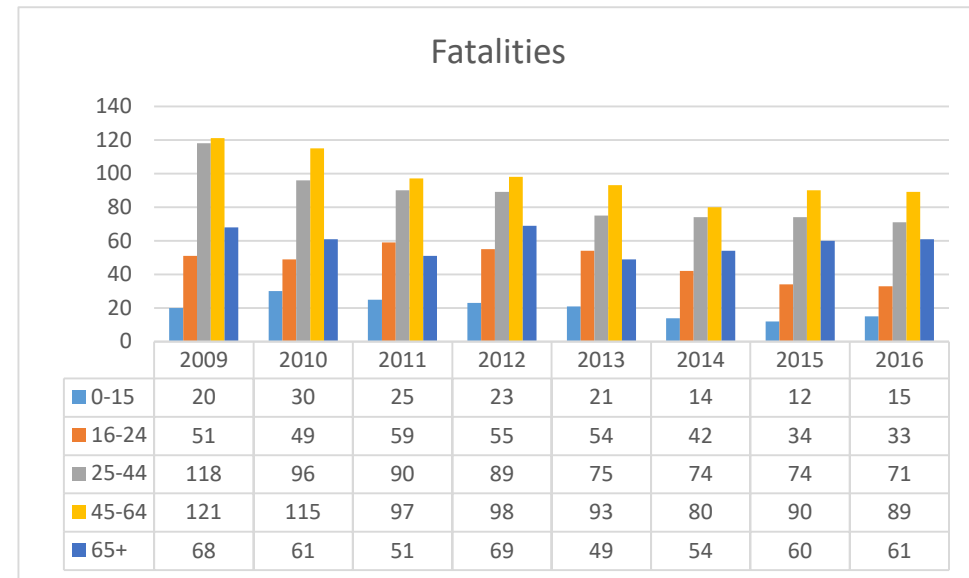
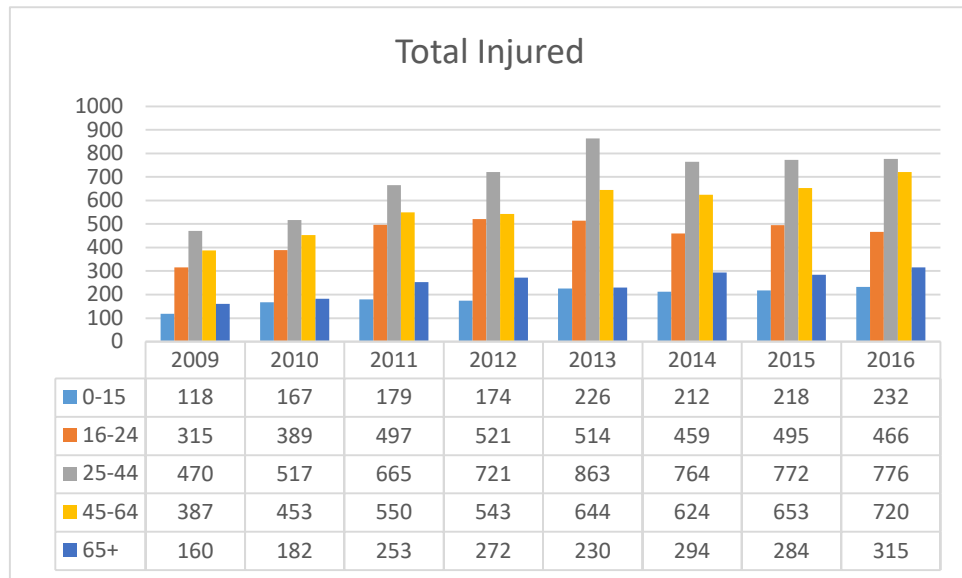
Number of Fatality and Injured/100 000 Vehicles



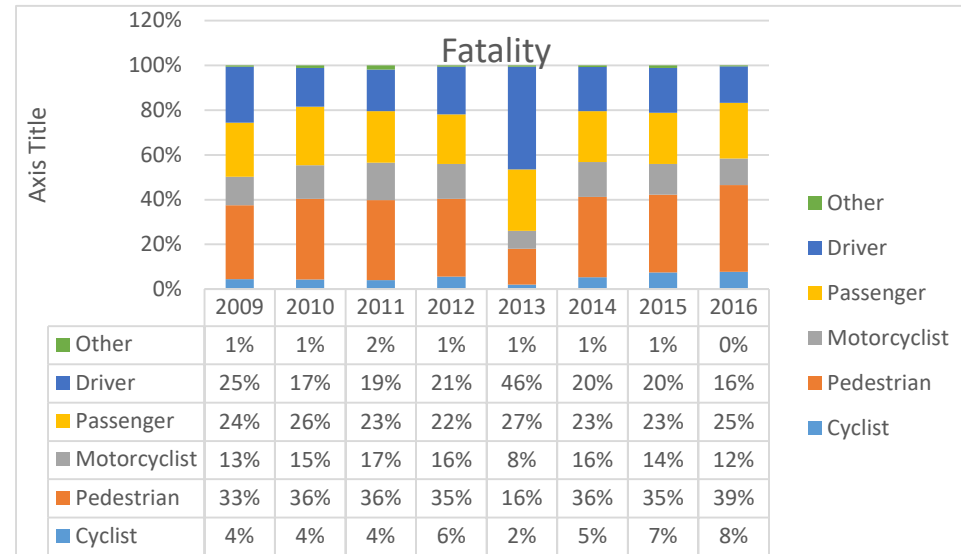
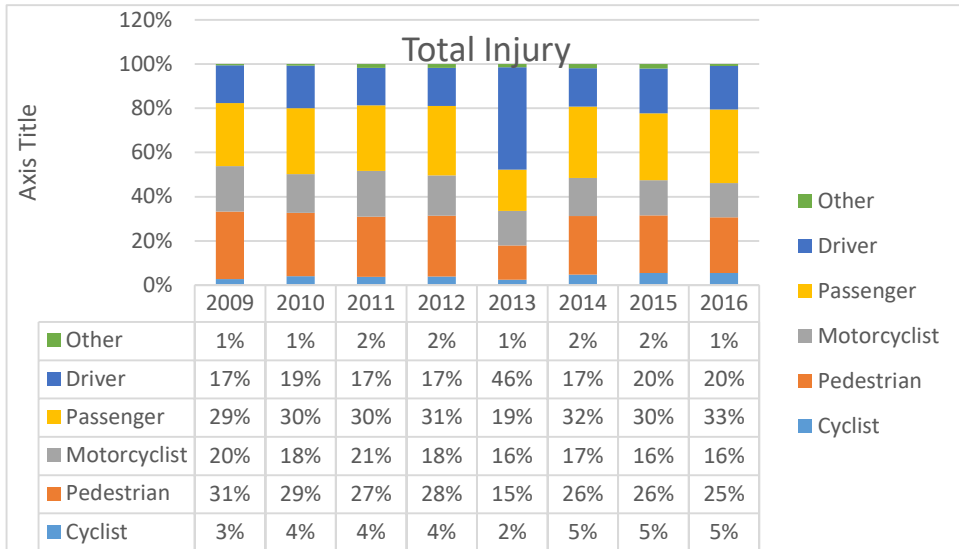
# Gender



# Age

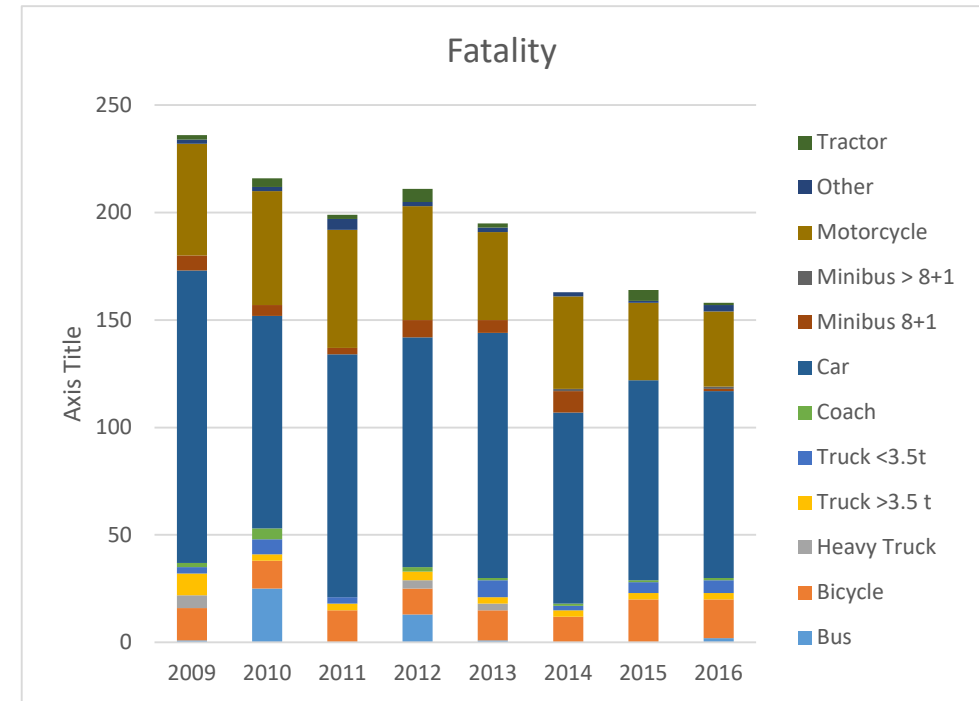
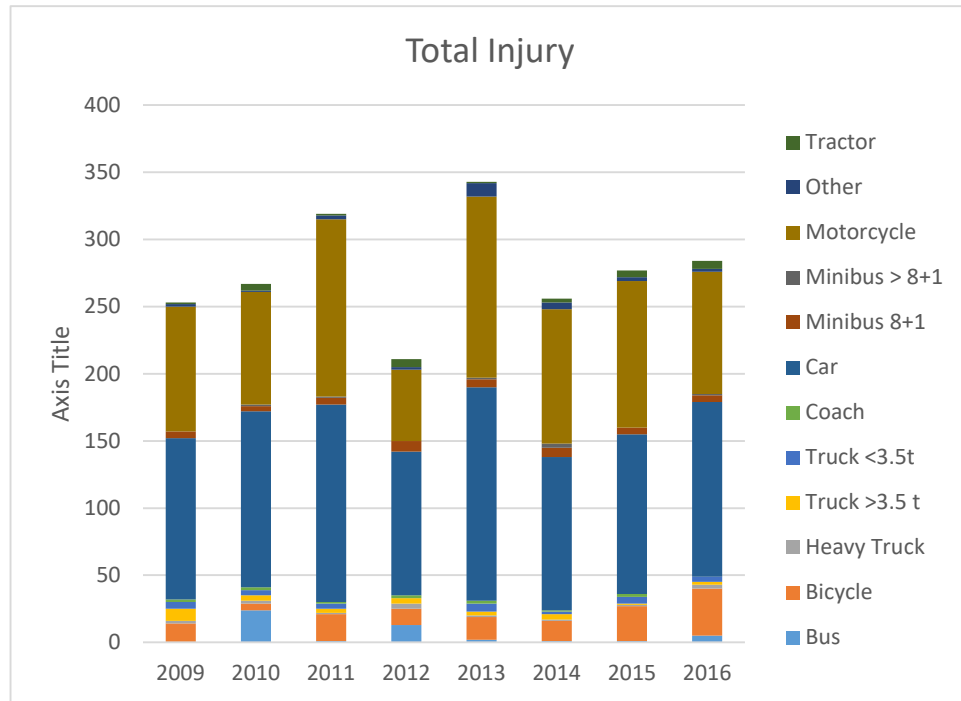


# Accidents by Road Users

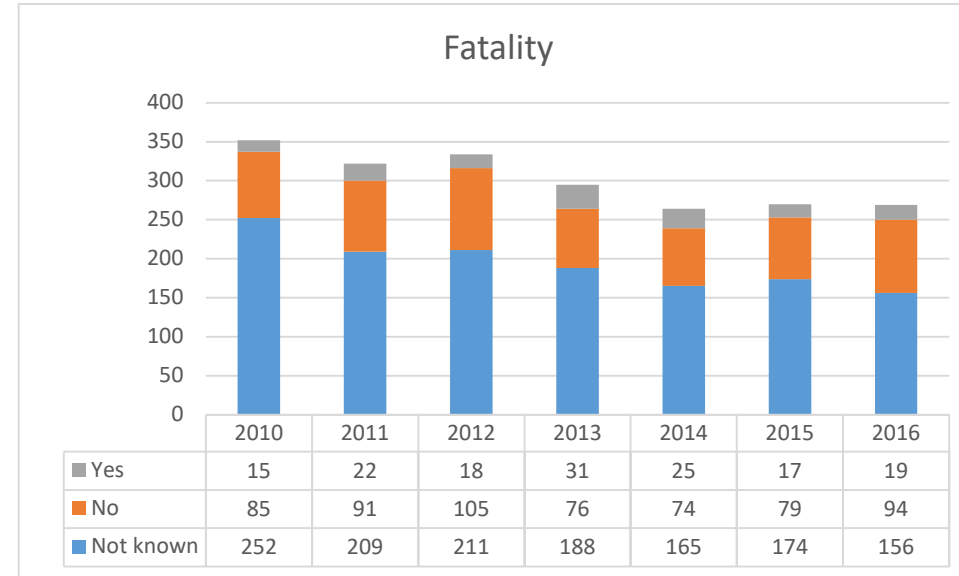
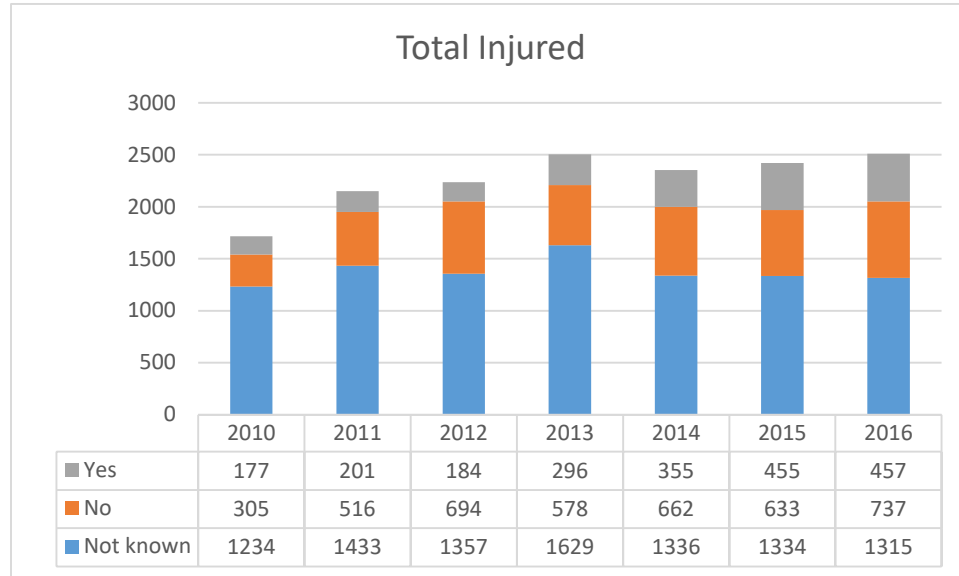




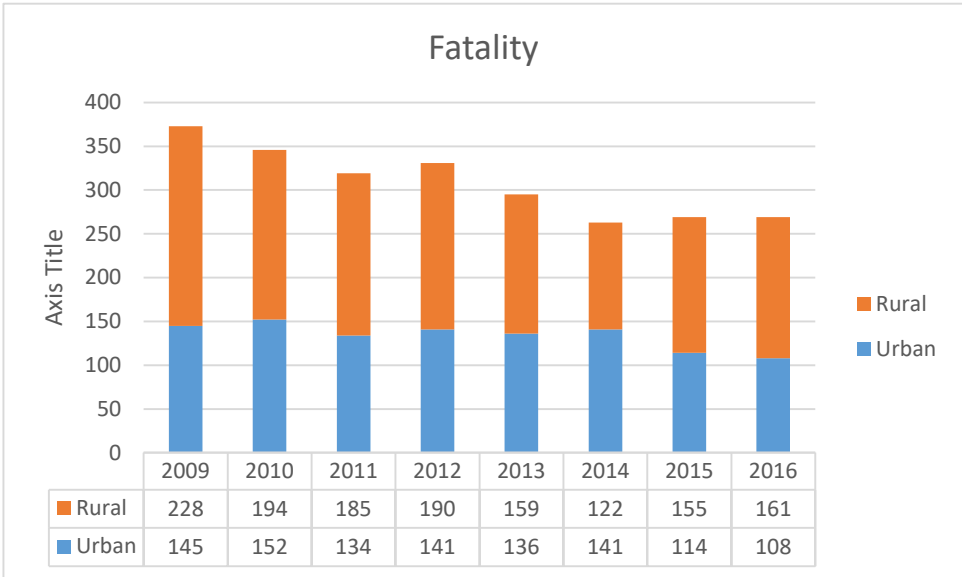
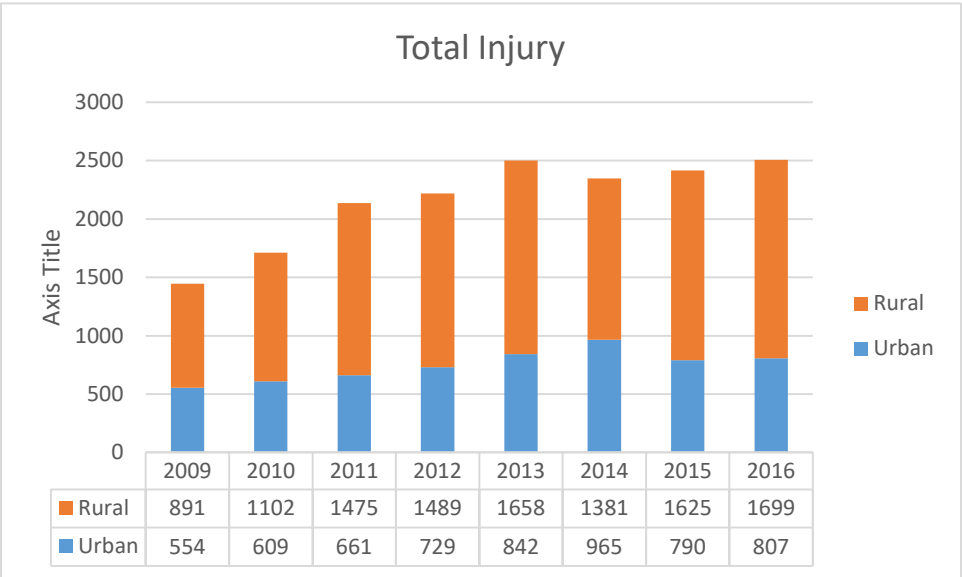
# Accidents by type of vehicle



# Accidents by Helmet and Seat Belt use



# Accidents by Location



# Recommendation –Crash Database System

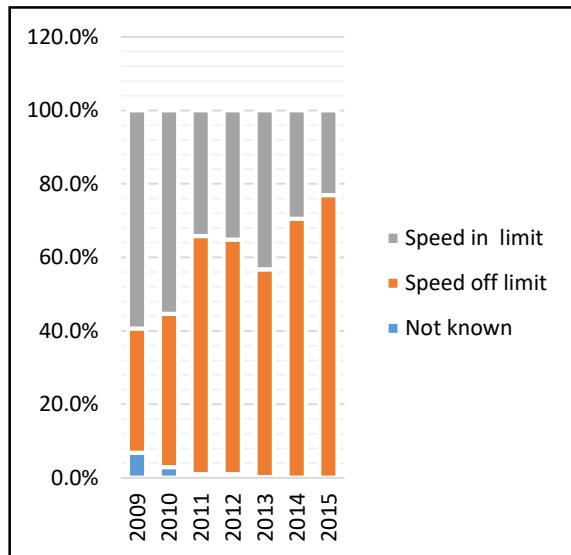
- Improve the accident data statistics related to filling the information for some of the variables
  - Alcohol Data -17% missing
  - Use of seat belt – 46%
  - Vehicle Defects – 85% missing
  - Urban vs Rural very unclear
- Intermediate indicators of Road Safety performance on the network
  - The platform to monitor the level of enforcement of dangerous road user behavior such as driving at excessive speed, car occupants not using seat belt and supervision and enforcement of drunken driving is very important factor contributing in the reduction of accident risk. The Traffic Police have to conduct surveys which shows the level of enforcement of user behavior.
- In depth study
  - There are not in depth studies conducted by the Traffic Police in Albania. The aim of in depth study is to find the chain of events causing the accident. The traffic Police together with an appointed institution have to carry out such studies in order to have immediate remedy actions.

# Recommendation –Crash Database System

- Data collected for helmet and seat belt use have to recorded separately
- Upgrading of Accident Crash Database software

# Safer Road Network

Road Network	Length (in km)
Main Roads	3400
Regional roads	4411
Rural Roads	4980
Urban Roads	2500
Total	15291



# Safer Road Network

- **National Road Network**
  - Standards
  - Land Use Planning
- Urban Road Network
- Road Signing and Marking
- Intelligent Transportation System
- **Road Works Zone**



# Recommendation -Safer Road Network

- The preparation of the Road safety inspection Guidelines;
- The preparation of a Road Access Guideline which describes how the secondary roads and services have to be linked with the main national network;
- The preparation of Design Standards for Streets;
- The preparation of a speed limit manual;
- Law enforcement regarding implementation of the road works zone traffic schemes;
- The training of Police Department and Construction Companies with the Albanian Road Code rules and regulation related to the Road Works Zone



# Recommendation -Safer Road Network

- Revision of the road code regarding
- Driver's behavior approaching pedestrian crossing
- Zone 30 are urban areas with speed limit of 30 km/hour

# Safer Vehicles

- The Albanian Legislation is based on the following EU Directives
- Directive 2007/46 of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers , and of systems, components and separate technical units intended for such vehicles;
- Directive 2002/24 of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles ;
- Directive 2003/37 of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units

# Safer Vehicles

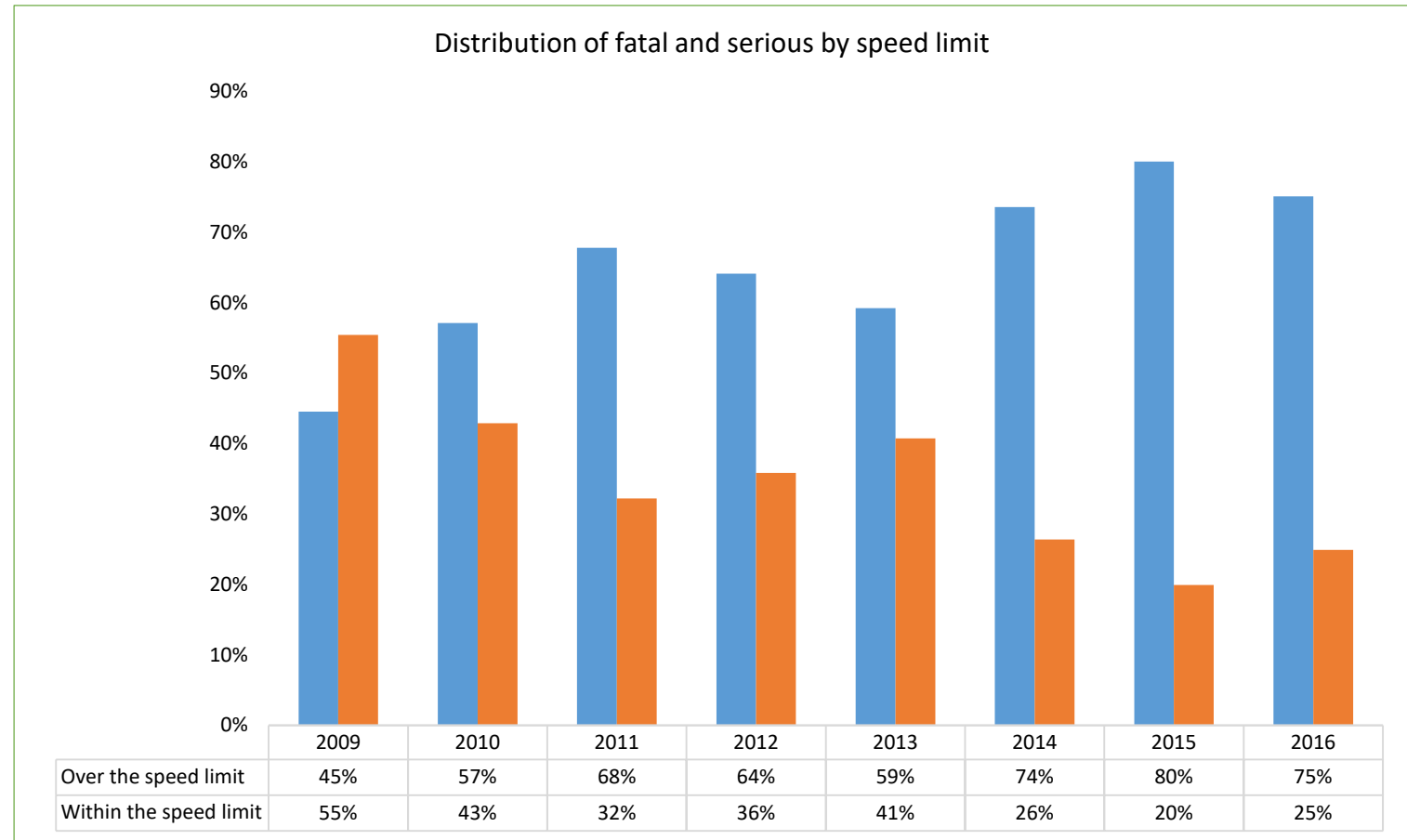
- The technical inspection is covering the following items
  - Identification of the Vehicle
  - Braking System
  - Steering System
  - Visibility Checks
  - Lighting equipment and parts of electric system
  - Axles, wheels, tires, suspension
  - Chassis and chassis attachment
  - Nuisance including gas emissions.

# Safer Vehicles

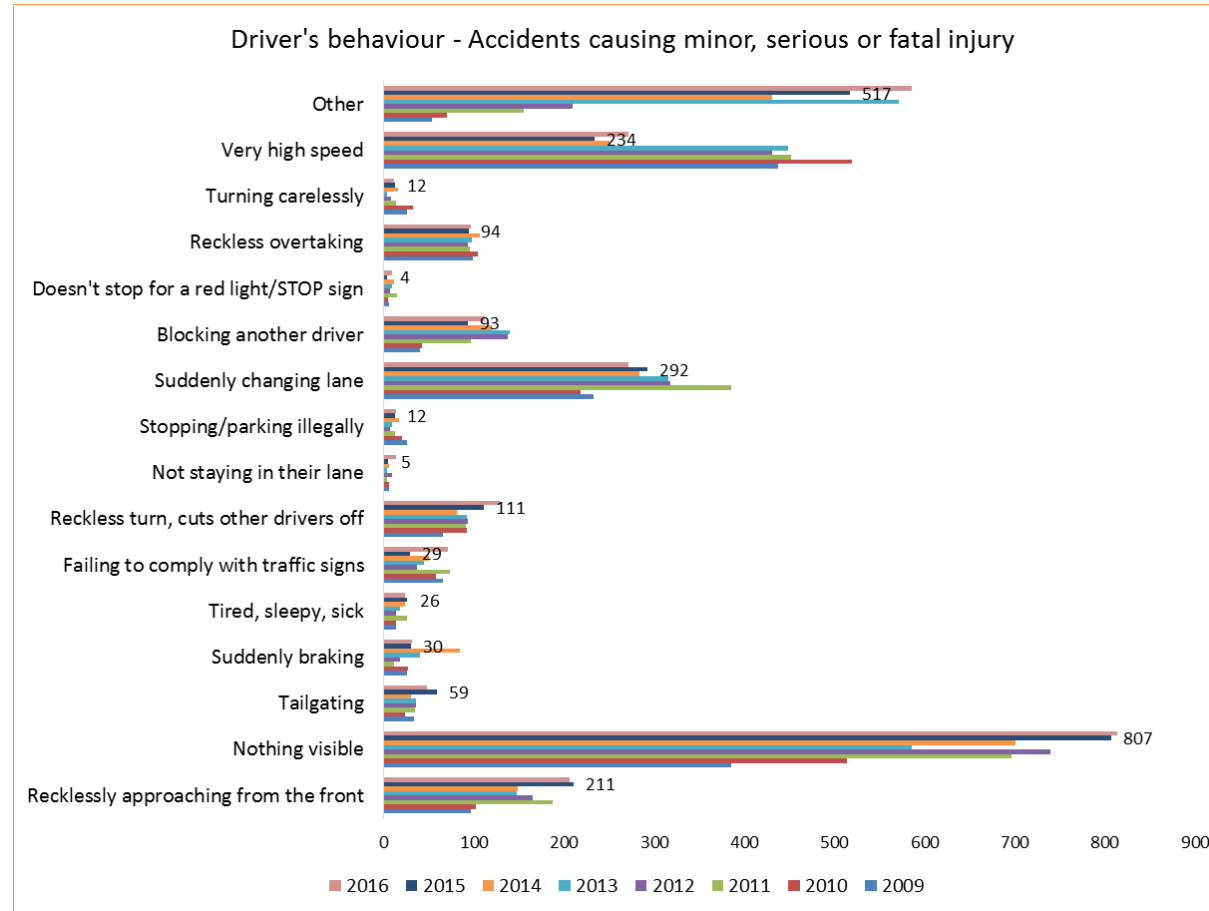
- Roadside Inspection
  - Vehicle documentation such as driver license , municipality certificate
  - Condition of the vehicle and possible interventions in the vehicle
  - Axial Loads
  - Vehicles carrying dangerous goods the equipment which the law foresee such as first aid and fire extinguisher.

# Road User Behavior

- Speeding
- About 75% of the road accidents are caused by above limit.

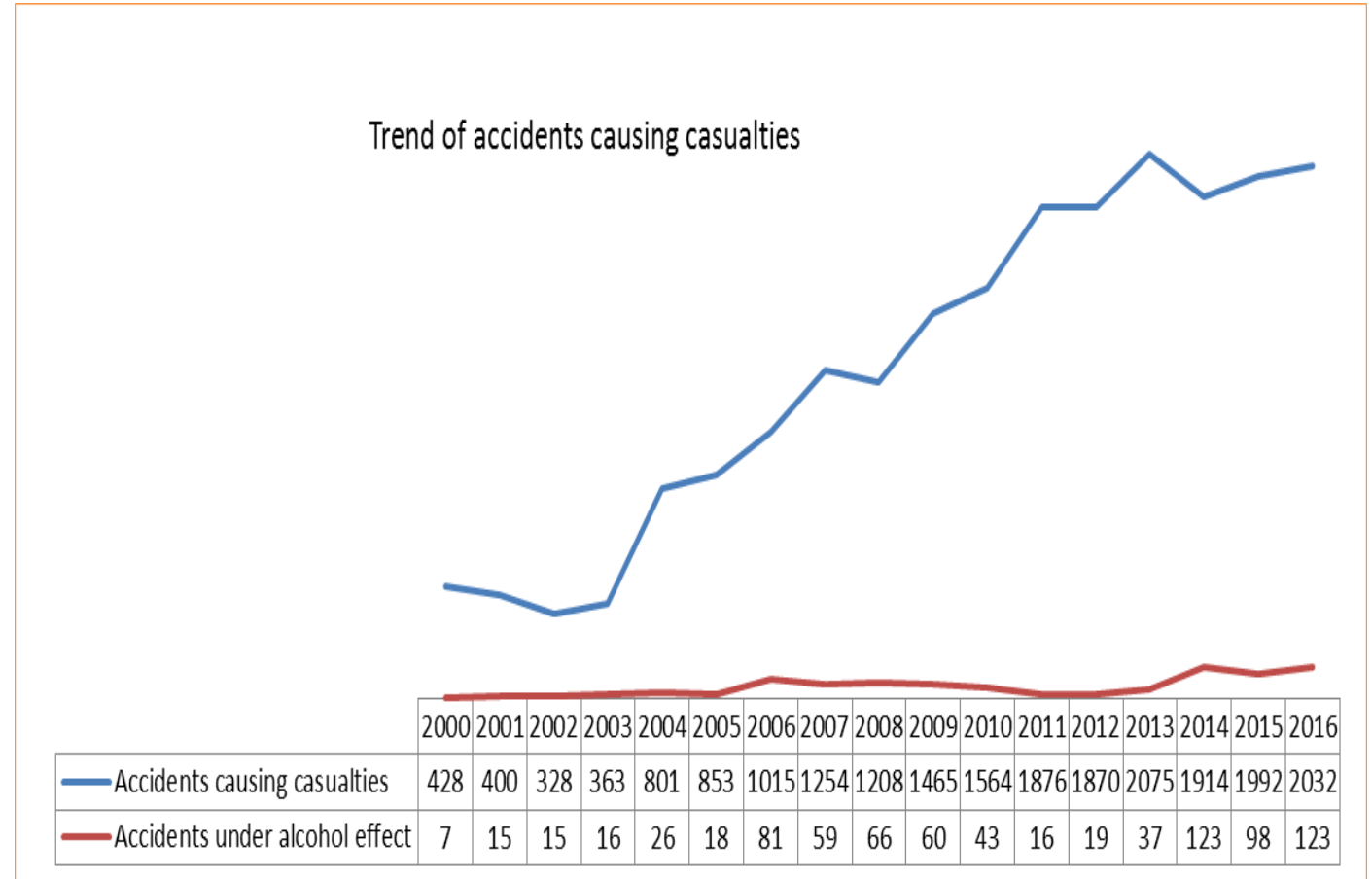


# Road User Behavior



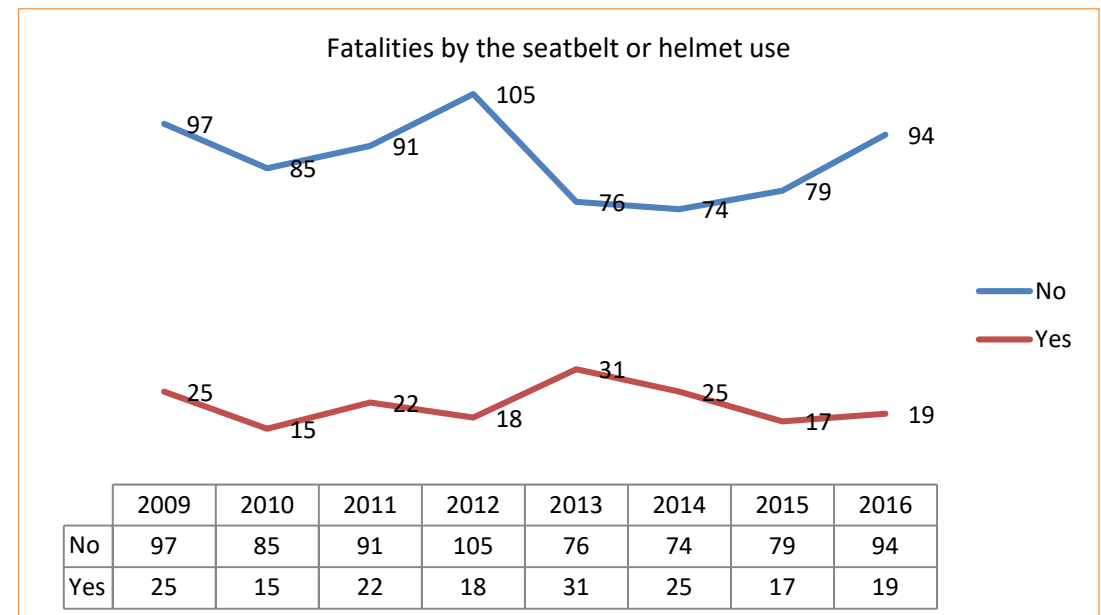
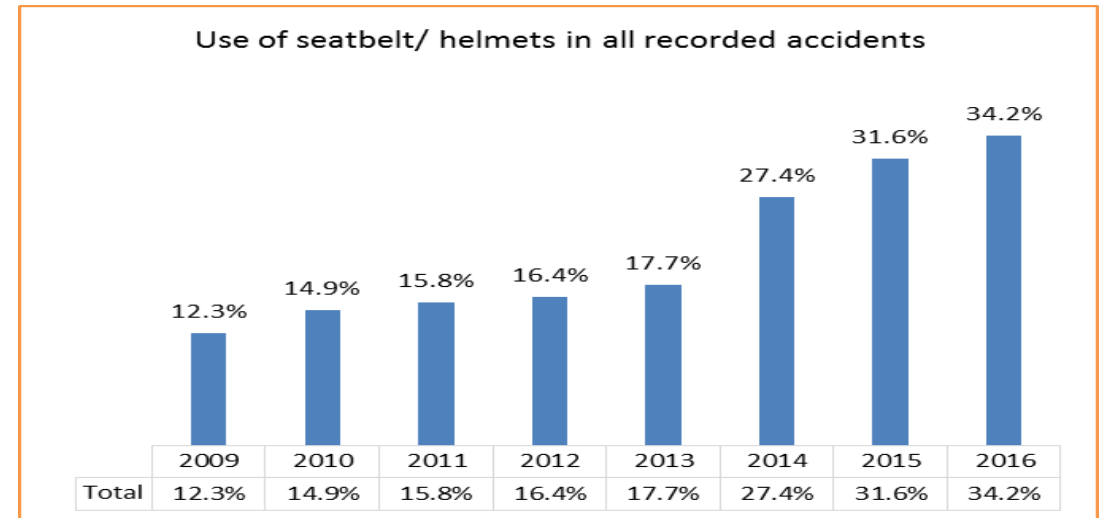
# Road User Behavior

- Driving Under Influence
- A driver is considered drunk if they have a blood alcohol content of more than 0.5 grams/liter (g/l), and are fined from 37-110 Euro (5000 to 15000 ALL). After the offense has been verified, the driver has their license suspended for 6 months to a year, or for one to two years if they have repeated the offense within a year.



# Road User Behavior

- Use of Seatbelt and Helmet

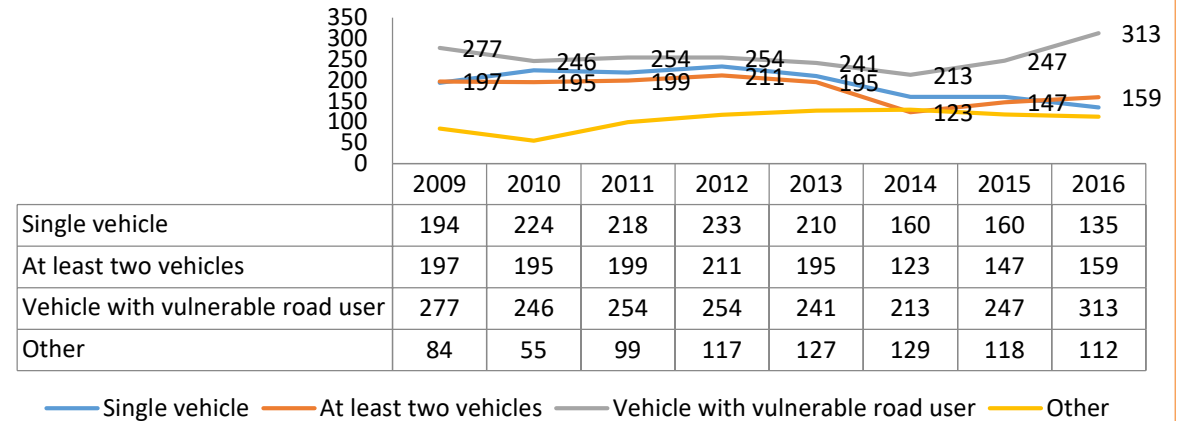




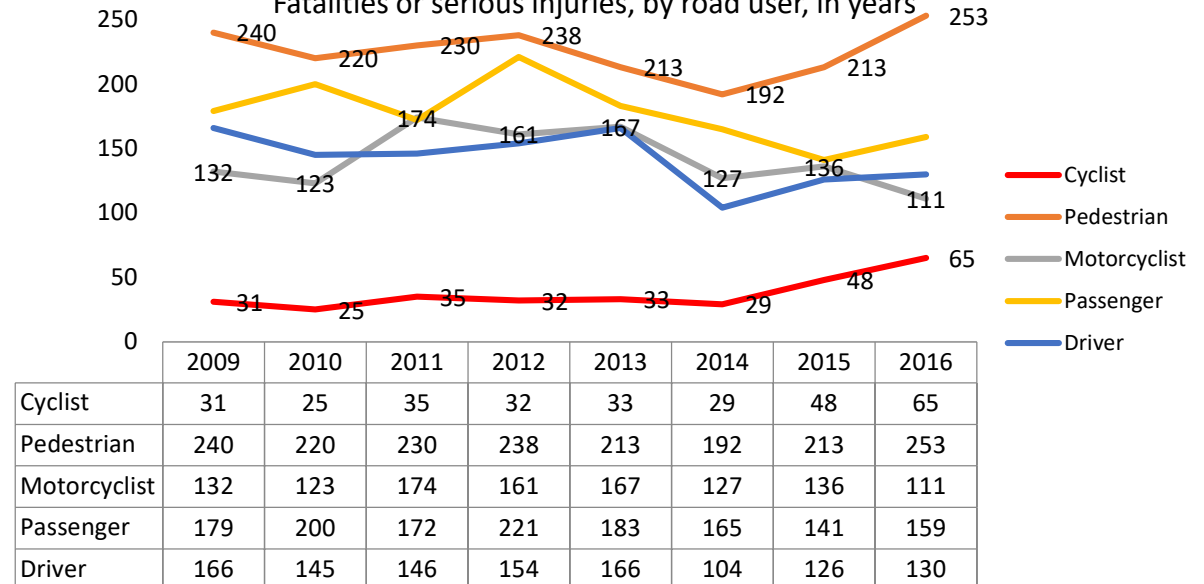
# Road User Behavior

- Vulnerable road user
- Pedestrians
- Motorcyclist
- Cyclist

Fatalities and serious injuries by accident type

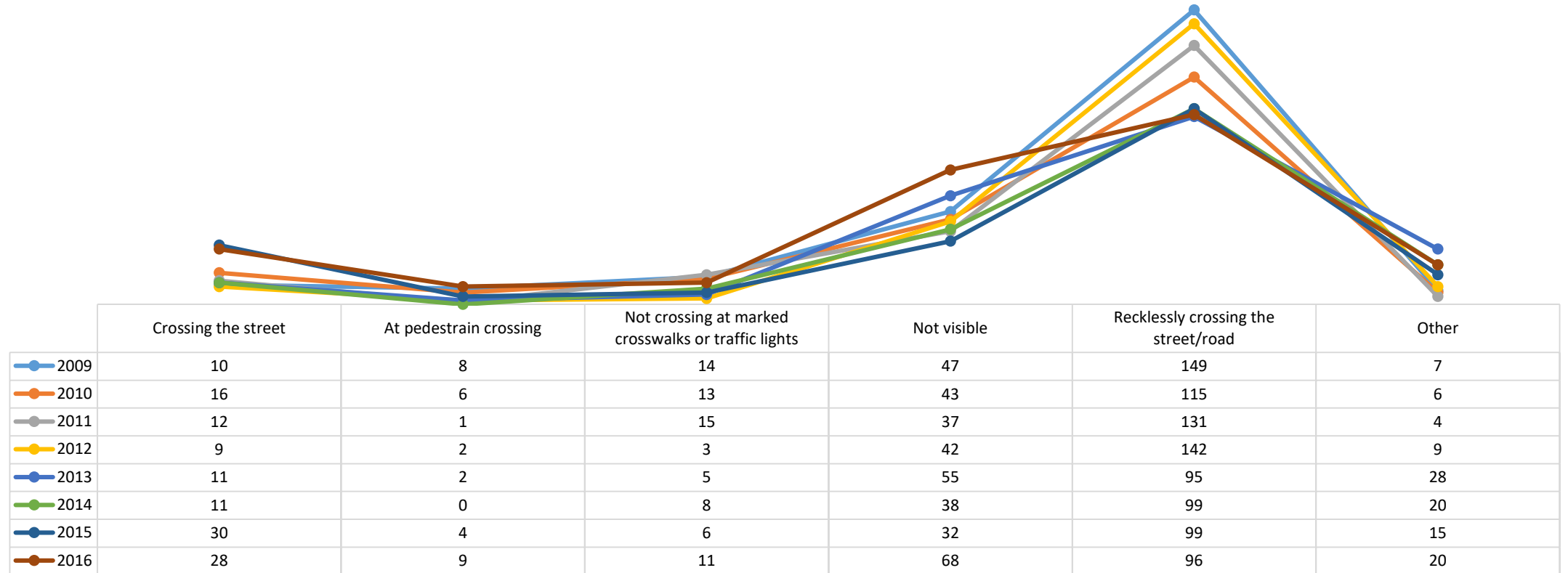


Fatalities or serious injuries, by road user, in years



# Road User Behavior

Serious or fatal accidents by pedestrian behaviours



# Road User Behavior

- Recommendation
- Strengthening of law enforcement can contribute to changing key risky behaviors such as speeding, drink or drug-driving, red light driving, etc.
- The legislation should be understandable by all road users. The traffic police would use the help of a continuous nationwide public awareness campaigns
- Training of school children should take priority. The number of hours devoted to the road safety and traffic rules at both elementary and middle school should be increased
- Drug-driving is an emerging road safety issue. It is necessary to understand and study the current situation and take preventive measures.
- While the Accident Information System provides a good pool of data, its improvement is necessary. Also, the development of high quality databases to also collect hospital data, driver data, etc. is an immediate need

**THANK YOU FOR THE ATTENTION**