



# From Reforming to Performing

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**November, 2018**

# Evaluating Quality of Road Safety

- Analyze statistical data of recent years;
- Assessment of institutional and legislative framework;
- Determining the existence of sufficient human and financial resources;
- Revealing the most acute issues and priorities in this field;
- Strengthening the possibility of road safety system management



# Efficient Road Safety System

- Road safety institute with a clearly defined structure and funded programs;
- National strategy and action plan;
- Specific goals set in time;
- The complete database;
- Implementation of United Nations road safety agreements and conventions.



# Actions and Coordination Across Many Actors

➤ Enhance National Capacity assessment

➤ Update Legal Framework

➤ Improve Management and Coordination

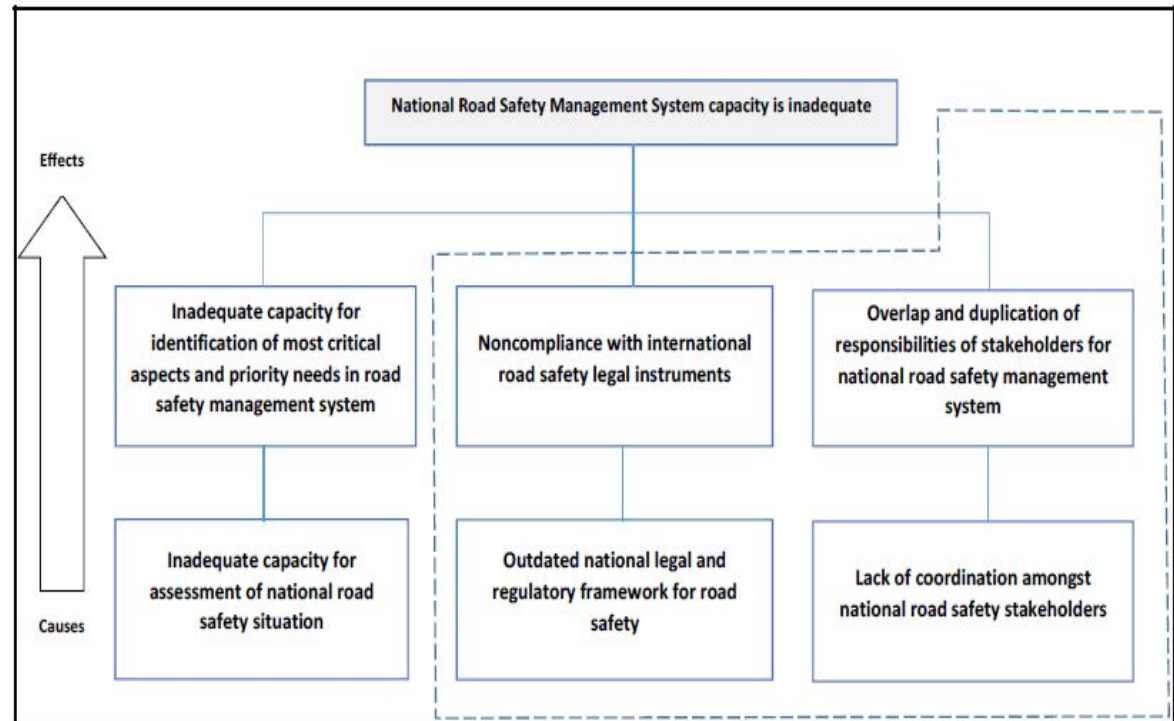


Figure 1: Problem Analysis



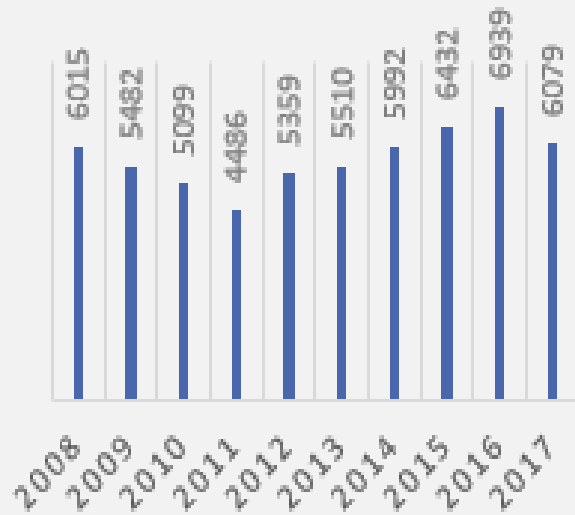
# Political Will



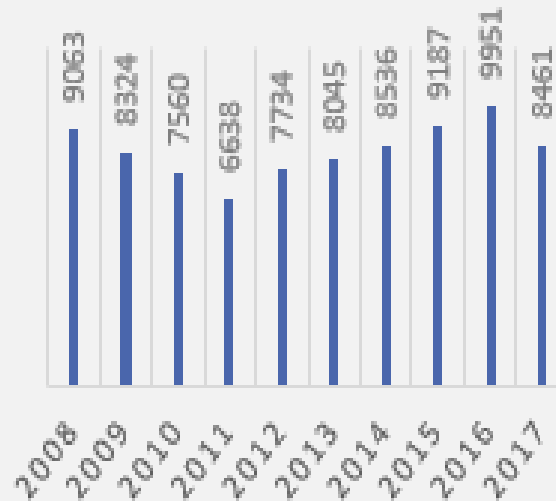
*Figure 31. National Road Safety Inter-Agency Commission and National Road Safety Working Group*

# Road Traffic Crashes 2008-2017

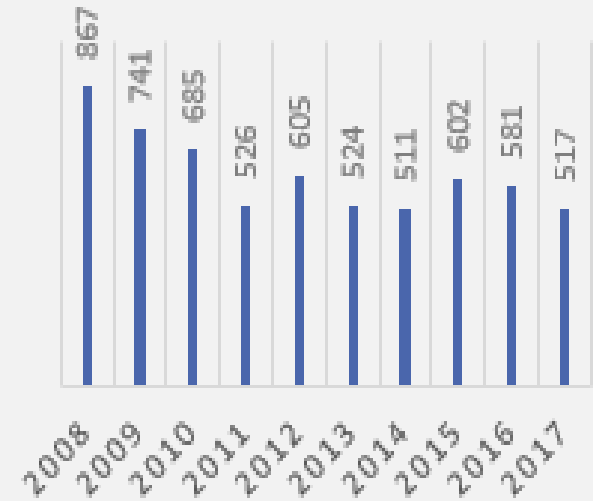
## ROAD CRASHES



## PERSONS INJURED



## PERSONS KILLED



# Speeding

■ Number of Drivers Fined

■ Including via CCTV



# Crossing Double Lines

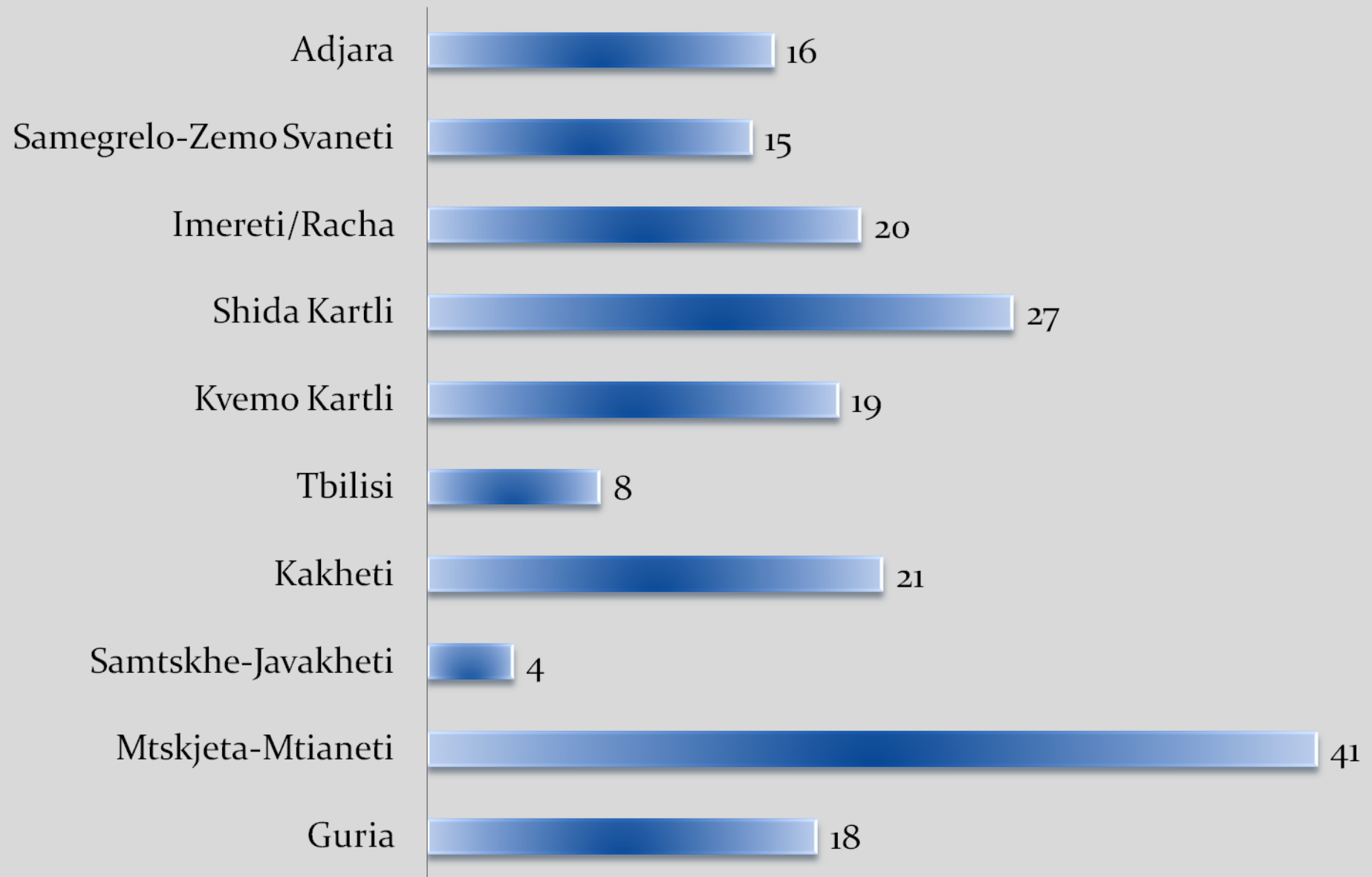


- Number of Drivers Fined
- Including via CCTV
- Repeated Violations
- Including via CCTV (Repeated)





# Person killed per 100,000 population in regions



# Road Safety in Urban Areas

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Old municipal transport fleet  
Chaotic growth of minibuses and taxis  
Non existence of parking management system  
Poor road infrastructure and standards  
Lack of NMT infrastructure  
Lack of human and financial resources

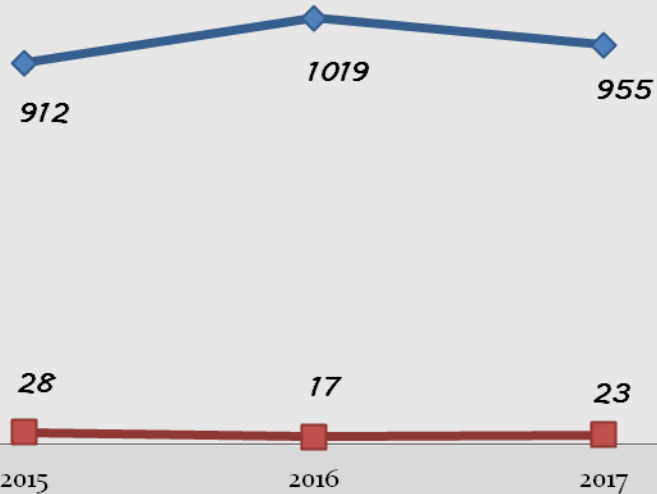


Unsafe Roads  
Increased travel time and transportation costs  
Environmental pollution  
Limited mobility and economic activity  
Loss of revenue for the government

# Child and Pedestrian safety

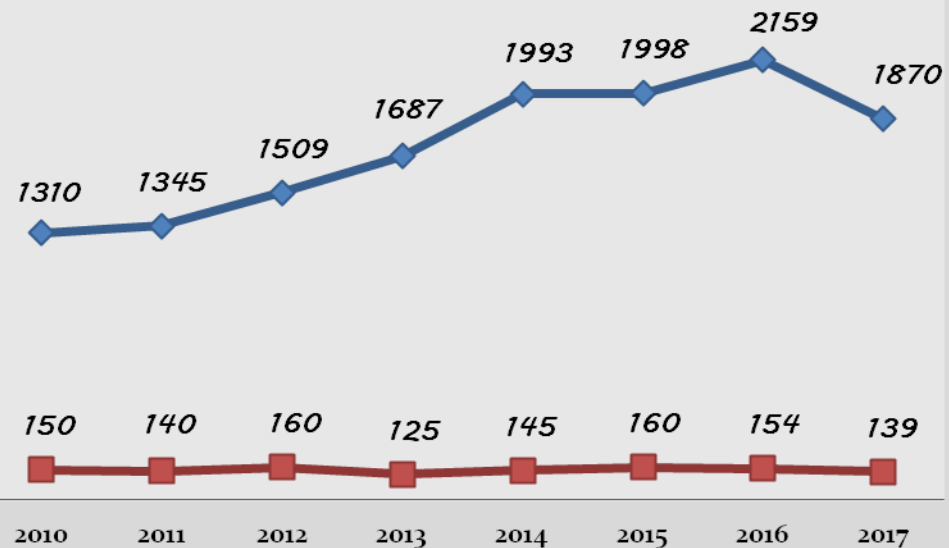
## Children

—◆— Injured —■— Killed

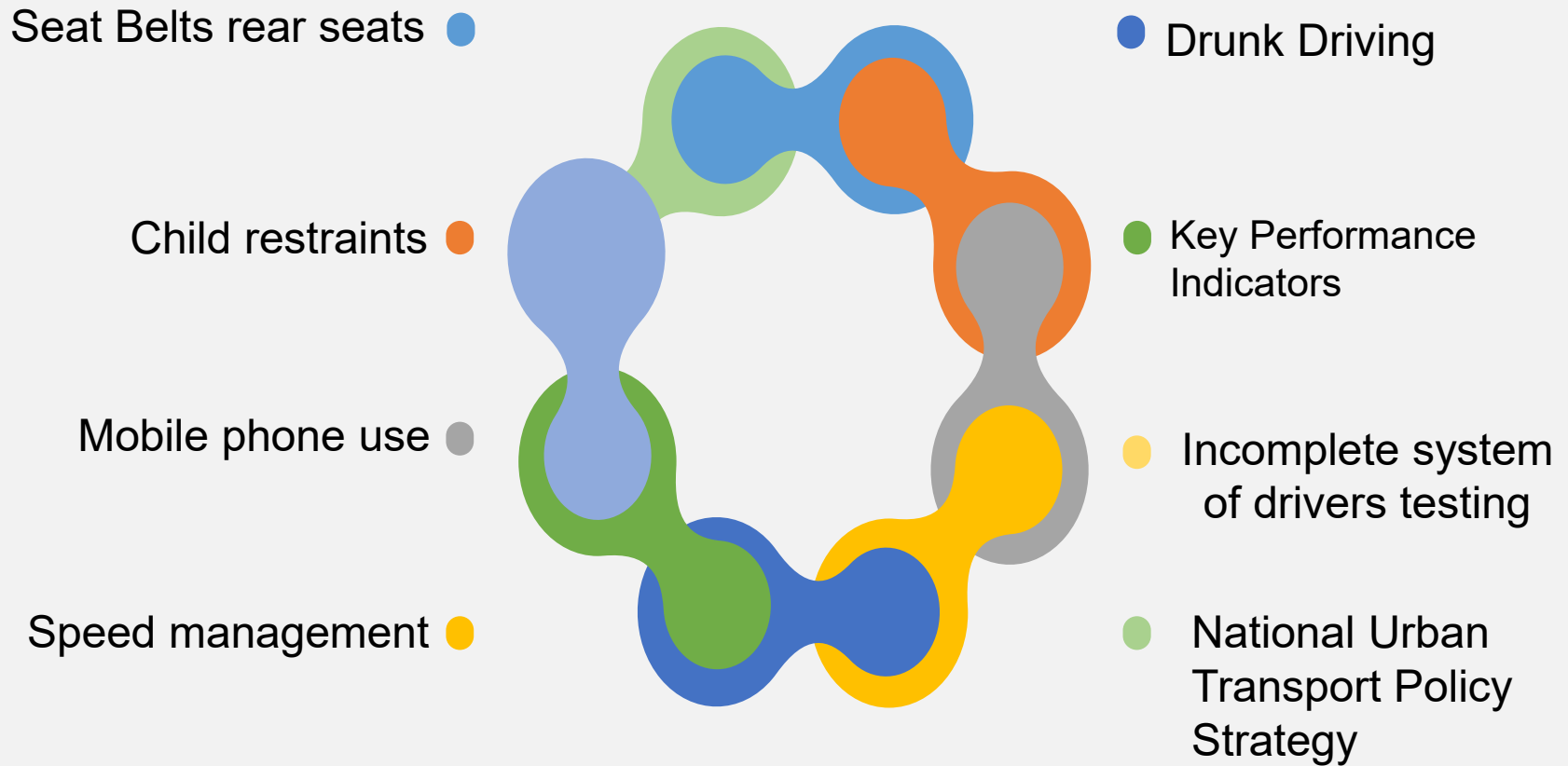


## Pedestrians

—◆— Injured —■— Killed



# Legislation and Policy



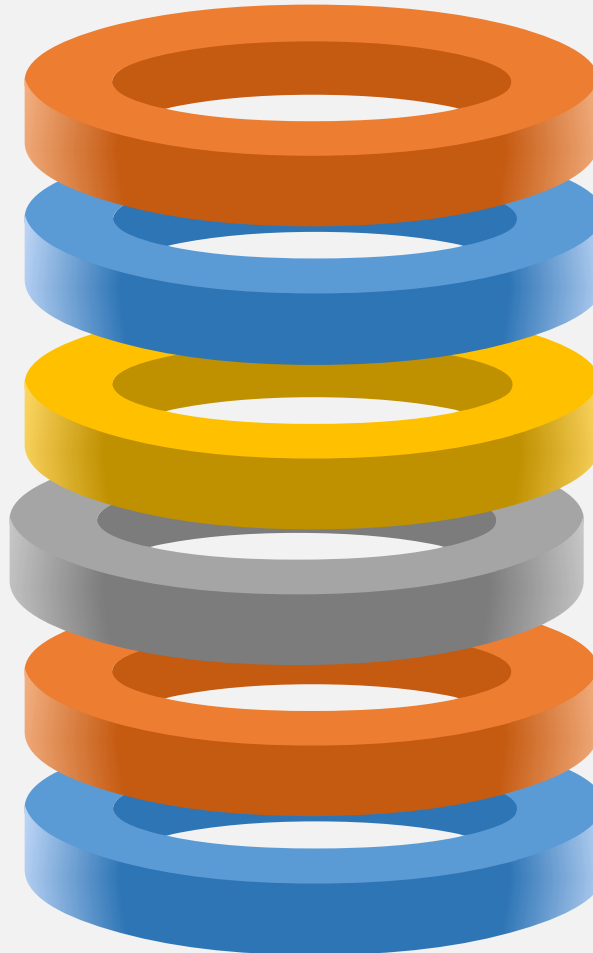


# Management

Weak human and financial capacity

Stakeholders ownership and accountability

Measurable targets in action plans



Horizontal and vertical coordination between agencies

Measure the economic impact and conduct cost-benefit analyses of interventions.

Enforcement of the main risk factors

# Inter-City Passenger Services and Fleet Management

Policy of Deregulation, Fleet management policy

Poor monitoring and execution, gaps in legislation

The existence of unregistered carriers



# Building local governments capacity

➤ Provide coordination and technical support for developing safe and accessible infrastructure at local level.

➤ Develop **sustainable domestic funding schemes for road safety at local level.**

➤ Improve National legal frameworks and road safety management vertical coordination between the central and local government



# Focus on “Low Hanging Fruits”



- Focus on speed management
- Current speed limit in urban areas 50 + 60 km/h. The permissible speed limit in many roads in cities - 60 + 15 km / h. Focus on high risk road sections.
- Reduction of the permissible speed limit in urban areas and in front of schools. Creation of school zones.



# National Roads Design standard

Improve road design standards and adopt unified national standards for all roads.

Set up engineering and speed enforcement programs on secondary and local roads.

Introduce road safety training program in low-cost safety engineering, safety auditing and road assessment for all types road, including, local municipalities.



# Evidence-based and data-driven management

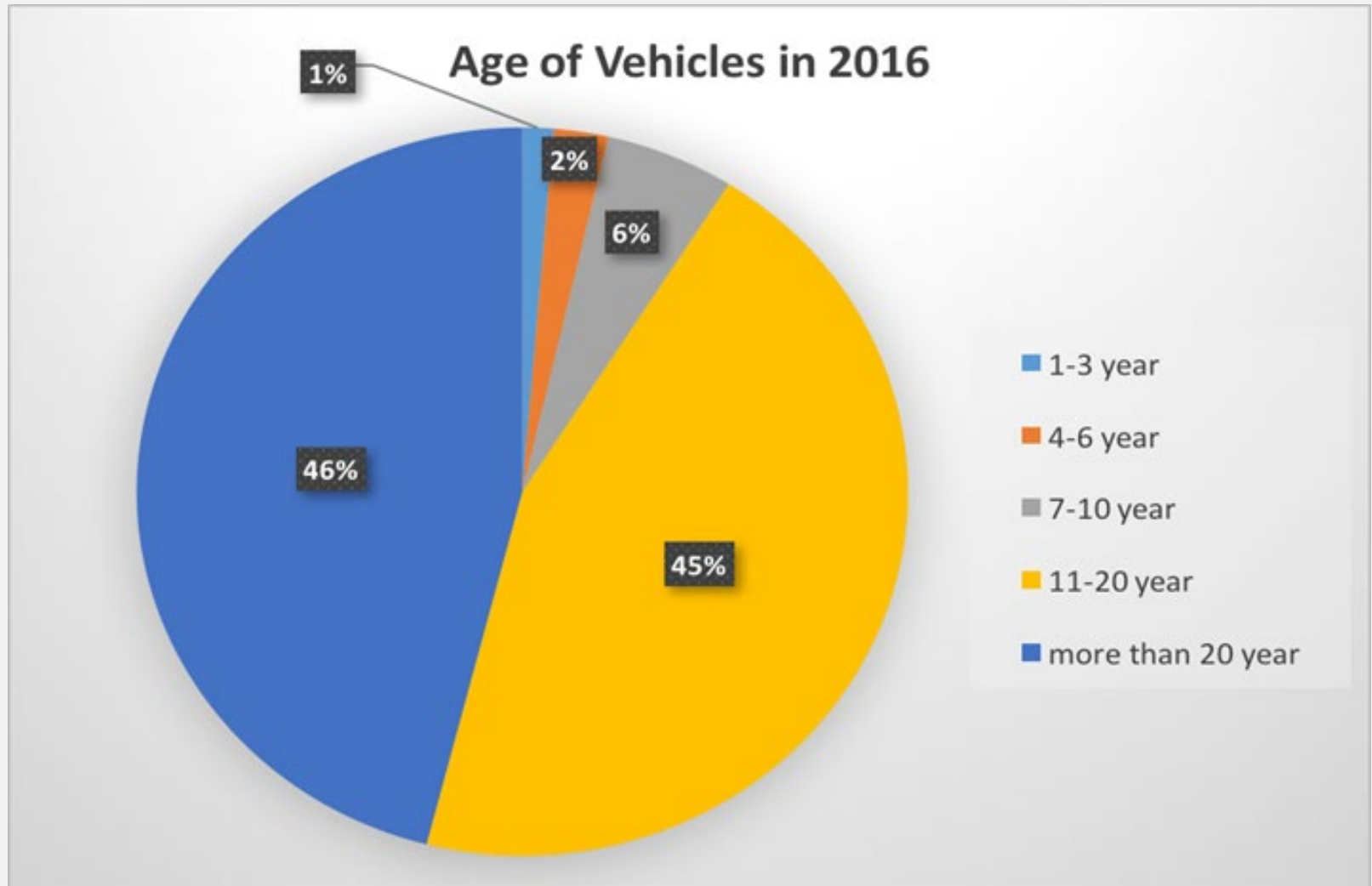


STEP FOUR


Improve the capacity of government agencies to effectively collect and analyse crash data and provide all stakeholders with access to the national crash data online

**30-day definition of road fatalities!** Improving collecting and sharing road crash data with stakeholders outside of government and provide road safety crash data to the public on weekly basis


# Aging Vehicle Fleet




# PTI and Import of Second Hand Vehicles



Ensure that all vehicles are tested regularly to check they conform to safety standards. **Improve laws and regulation on import of second hand vehicles.**



Ensure that vehicles used to **transport dangerous goods meet the standards with respect to all technical requirements**



Ensure that motor vehicle safety regulations as recognised internationally are applied **with respect to all imported vehicles.**

**Continue to develop Effective and Transparent PTI system!**



**UNECE**



# Catalytic converters and Used Tires

## Catalytic Converters

The main source of air pollution are car emissions (up to 71%)



## Used Tires

In 2015, approximately 1 in 10 tires were new. The rest were used. 30% to 40% of imported used tires are in very poor condition according to UNECE standards



# UNECE regulations and the EU directives

After Georgia signed the ADR Agreement on October 19, 2016, the Government of Georgia has to decide about the competent authority to implement the obligations as per ADR.

Usage of Tachograph: Driver's working hours, resting time, and speeding – President Decree No. 187, 7 April 2011. MIA should develop a system to check these on the roads.





# Thank You!

