

Georgia Road Safety Management Capacity Review



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Outline

- The World Bank Road Safety Management Capacity Review Methodology
- Key findings of Georgia RS Management Capacity Review, 2015
- Current Challenges and Opportunities
- (Annex)

World report on road traffic injury prevention

S U M M A R Y



**6 overarching
recommendations**

**Setting out
strategic directions**

World Report on Road Traffic Injury Prevention, 2004



Identify a Lead Agency in govt to guide the national RS effort

Assess the problem, policies & institutional settings and capacity for road traffic injury prevention

Prepare a national RS strategy & plan of action

Allocate financial & HR to address the problem

Implement specific actions to prevent crashes, minimize injuries & their consequences & evaluate the impact of these actions

Support the development of nat-l capacity & int-l cooperation

Implementing the Recommendations of the
World Report on Road Traffic Injury Prevention

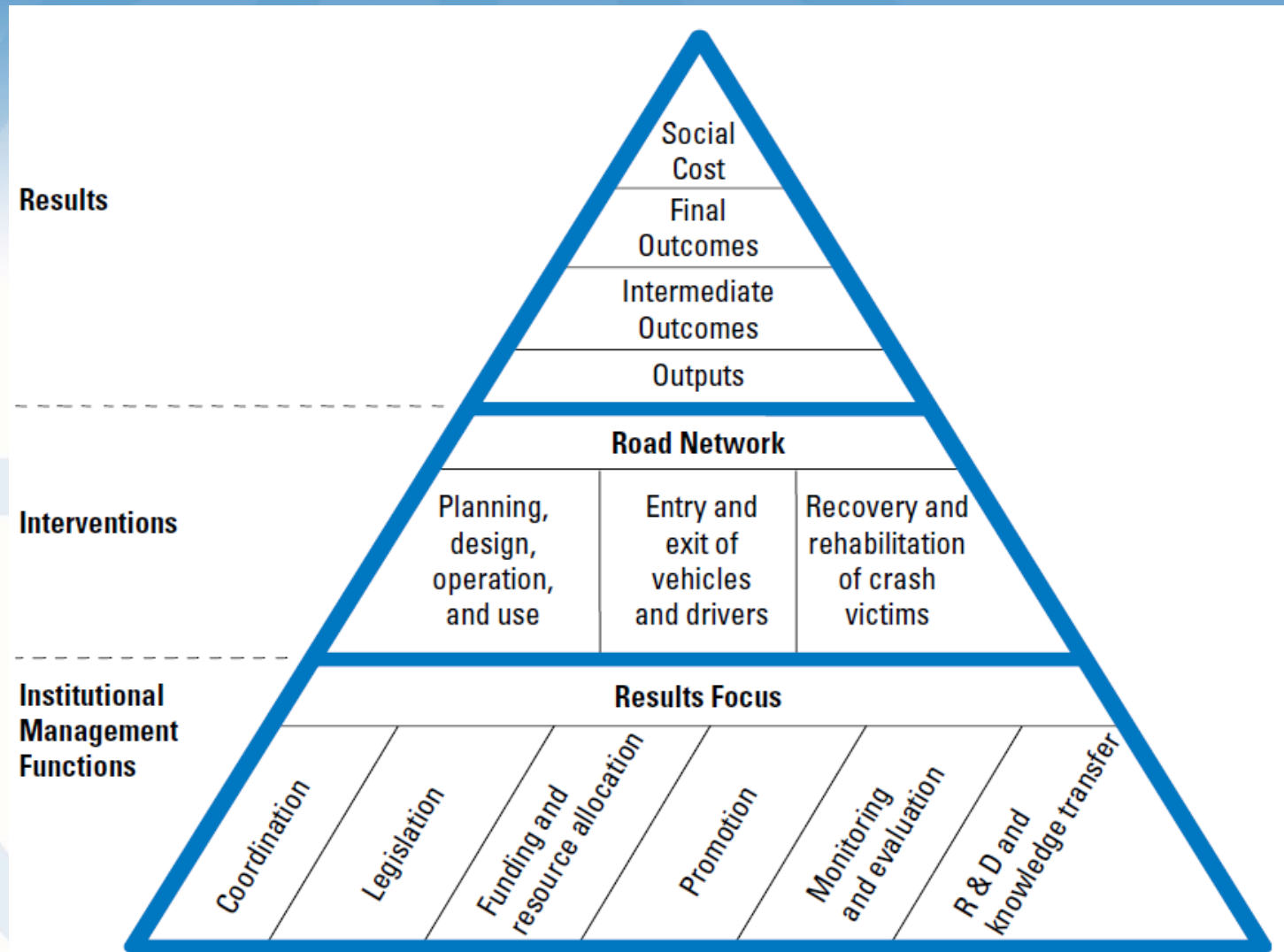
Country Guidelines for the Conduct of Road Safety
Management Capacity Reviews and the Specification
of Lead Agency Reforms, Investment Strategies
and Safe System Projects



Promotes a Safe System
approach

Specifies a management
and investment
framework

Managing for Results



Bliss, Breen. "Country Guidelines for the Conduct of Road Safety Management Capacity Reviews and the Specification of Lead Agency Reforms, Investment Strategies and Safe System Projects". 2009, World Bank Global Road Safety Facility⁶

RS Management Capacity Review Steps

1. Set review objectives
2. Prepare for review
3. Appraise results focus at system level
4. Appraise results focus at interventions level
5. Appraise results focus at institutional management functions level
6. Assess lead agency role and identify capacity strengthening priorities
7. Specify investment strategy and identify ***Safe System*** implementation projects
8. Confirm review findings at high-level workshop
9. Finalize the Review Report



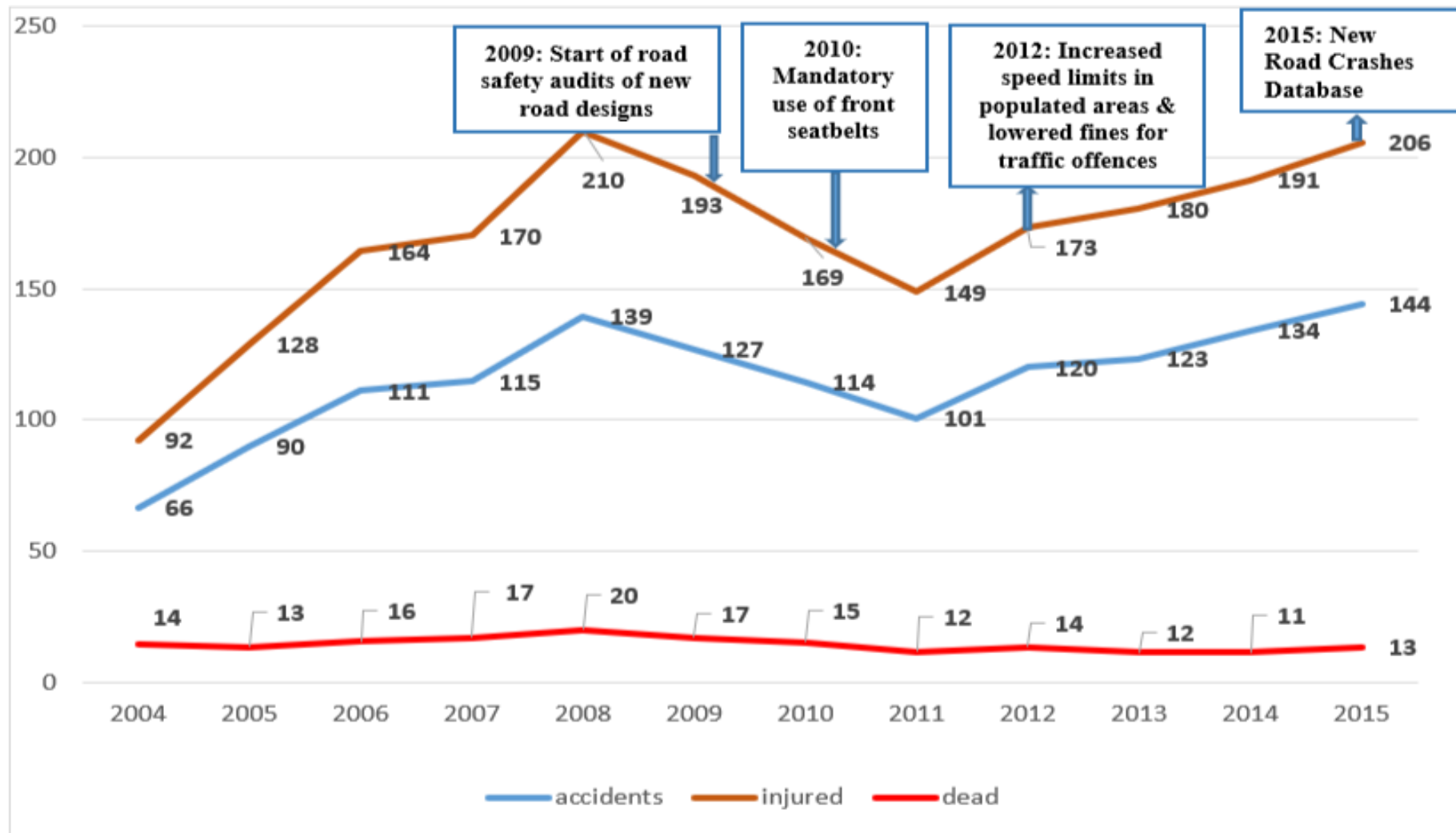
Georgia Road Safety Management Capacity Review, 2015

- **Key Findings**

Road Safety Results in 2015

- No long-term goal or vision for road safety in Georgia
- No specific targets set in the old National Road Safety Strategy
- 12% decrease in road fatalities and 13% reduction in death rate (per 100,000 people) between 2010-2012
- 9% decrease in crash death rates compared to 2.6 fold increase in traffic
- Road crash fatalities were 4 times higher in Georgia than in best performing countries
- 21% of annual road fatalities on E-60, which carries 60% of international traffic
- No definition of minor vs serious injury in road crashes database

Georgia's Road Safety in 2015



Source: Based on road crashes statistics of MIA's Road Crashes Database and total population statistics from National Statistics Office of Georgia

Road Safety Interventions



Overview: Action Plan for 2010-2013

- Fragmented & isolated interventions
- Some progress made towards aligning with good international practices and benefiting from international financing and TAs
- Mostly under-resourced and not monitored scientifically or systematically to determine the effect of these interventions

Planning, design, operation & use of the road network

- Guidelines for Road Safety Audit of new & existing roads
- National legislation permitting use of design standards from 38 countries -> inconsistency in safety practices and quality applied
- Need for urgent capacity building in Roads Department and Road Safety Unit
- Interest in piloting iRAP and need for its scaling-up to international and state roads and targeted corridors
- Too high speed prosecution thresholds and too high urban speed limits

Vehicle Standards and Compliance

- Average vehicle age – between 15-20 years -> limiting opportunities for life-saving protection requirements
- Interest in reviewing the vehicle imports policy, introducing age limits to imported vehicles
- Urgent need to adopt the key UN regulations for vehicle safety (1958 Geneva Agreement on MV signed by Georgia in 2015)

Driving Standards & Compliance & Young Novice Driver Safety

- Urgent need to review the national driver standards framework against international best practice, and
- prioritize implementation steps to improve road safety

Emergency Medical System and Trauma Care

- 112 emergency call system in operation
- Performance requirements (in urban areas) exist for emergency response times and from crash scene to medical treatment
- Mobile emergency rescue is in operation on some high-risk road sections
- Improvements in injury surveillance being pursued
- Upgrading of the health sector recording taking place and to be extended to cover serious injury
- Establishment of trauma registries to monitor the quality of health care in the medical system is envisaged

Institutional Management Arrangements



Results Focus

- Absence of interim and long-term targets
- Given ongoing improvements to the crash database, collective decision was made to postpone setting a quantitative target for road fatalities to 2020
- Targeted objectives should be developed for other road safety activities in the Action Plan and projects

Coordination and Management

- No coordination arrangements for a while
- Though RS Working Group was re-established, but need for more adequate national coordination arrangements
- Coordination to be established and streamlined into National Road Safety Executive Committee of Chairmen/Deputy Chairmen of key agencies, supported by RSWG
- Need to establish capacity for coordination in the new lead road safety office
- Absence of a funded lead agency

Legislation

- Setting up institutional roles of the Lead Agency and coordination bodies
- Introduction of rear seat belt use and provision for safe carriage of children in cars
- Lowering urban speed limit from 60 km/h to 50/h
- Introduction of a penalty points system

Funding and Promotion

- Insufficient
- General budget
- IFIs' contributions
- Lack of coordination between IFIs
- Some RS publicities carried out by police and NGOs
- Lack of a central core of national promotion and lack of appreciation by govt agencies to promote RS
- Lead office to adopt the promotion function

Monitoring & Evaluation

- Key to deliver the results
- Efforts being made to improve the scope and quality of the data collected by road, police and health sectors
- No national police-reported crash injury data published annually for, but planned for
- Lack of surveys of behavior in normal traffic
- iRAP survey data to improve safety quality of the road network
- This M&E function to be established in the new lead road safety agency in order to ensure a systematic and coordinated approach

Research and Development & Knowledge Transfer

- Fundamental to national RS success
- Virtually non-existent road safety research in Georgia (used to be strong)
- Need to encourage RS research and development – function recommended for the new Lead Road Safety Agency
- Knowledge transfer needed in important areas

Major Conclusions

- Overarching priority to establish a lead road safety agency
- Development of new strategic directions for long-term road safety work in Georgia (National RS Strategy)
- Development of a five-year, multi-sectoral action plan to implement strategic directions
- Action Plan to be developed & implemented as a funded stand-alone project (to reduce fragmentation & build capacity)
- Identify funding options to support the Strategy & Five-year Action Plan

National Road Safety Strategy: presented in October 2015 approved in July 2016



National Road Safety Strategy

- Setting Georgia's long-term RS goal
 - **Towards roads and traffic which are eventually free from death and serious injury**
- Building national capacity for shared responsibility
- Adopting a planned, systematic, results-focused approach
- Defining benefits of long-term investment in RS
- Measuring, targeting and addressing key RS problems
- Strategy performance measures

Challenges and Opportunities Now

- Almost 14 fatalities/100,000 people in 2017 opposed to 16 in 2015 (11 fatalities/100,000 people in 2014)
- MOESD as Lead Road Safety Agency
- Need for strengthening the capacity of the Lead Road Safety Agency and other stakeholder govt agencies
- Sustainable funding and financing
- Regular preparation of annual action plans
- Coordination of synergies of all IFIs/development partners

**Thank you
for your
attention
& commitment
to road safety!**



Annex: New Lead Road Safety Office

- Leading the development of multi-sectoral road safety strategy, programmes, projects, goals and targets in full consultation with the key agencies and the wider road safety partnership;
- Coordinating the implementation of the road safety strategy, programmes and projects across governmental agencies via new national agency coordination arrangements.
- Coordinating national road safety activity with cities and municipalities
- Encouraging delivery partnerships between government agencies and engaging the professional, non-governmental and business sectors in assisting the delivery of the strategy;
- Working with partners to ensure a legislative framework that meets the strategy tasks;
- Helping to secure sustainable sources of annual funding for road safety by working with partners to deliver sound business cases for investment ;
- High-level promotion of road safety strategy across government and society;
- Monitoring and evaluation of performance based on inputs from the national crash injury database, surveys and other information and the publication of annual reports to

Building national capacity for shared responsibility



Leadership role of government

New lead road safety agency

New government coordination arrangements

Building capacity in key agencies and sectors

Engaging the business sector in work-related road safety

Engaging civil society

Adopting a planned, systematic, results-focused approach



Separation of or safe integration of dangerous mixed road use

Managing vehicle speeds to align with crash protection levels in roads and vehicles

Providing crash protective roadsides and vehicles

Deterring dangerous road user behaviour

Managing risk through safety-sensitive driver and rider licensing and testing standards

Managing risk through vehicle safety standards /designs and their compliance

Fast and efficient emergency medical help, diagnosis and care

Measuring, targeting and addressing key RS problems

- Safety quality of the road network
- Safety quality of vehicles
- Efficiency of emergency medical response
- Levels of mean speed, excess speed
- Levels of drinking and driving
- Levels of seat belt use
- Levels of crash helmet use
- Levels of mobile phone use while driving
- Young, novice driver risks
- Other factors

Benefits of long-term investment in RS

Road traffic injury imposes a substantial and unacceptably high burden on the economy and the benefits to cost ratio of identified preventative measures to address avoidable trauma remains high

Meeting the challenges of increasing motorisation clearly requires increased, staged affordable investments in road safety, especially where treatments demonstrate high benefits to cost. Georgia will work, not least with its international partners, towards securing further investments in road safety