



## **Tentative list of relevant topics for Road Safety Performance Review**

Tentative list of relevant topics to be discussed during the Preparatory mission in Tirana, Albania and from which several most important topics for detailed elaboration during the Road Safety Performance Review will be selected:

### **1. Road Safety Management Capacity**

- 1.1. UN road safety agreements and conventions
  - 1.1.1. Convention on Road Traffic
  - 1.1.2. Convention on Road Signs and Signals
  - 1.1.3. AETR Agreement
  - 1.1.4. National legal framework
- 1.2. Lead agency and coordination**
  - 1.2.1. Lead agency/coordination body for road safety
  - 1.2.2. Relevant road safety stakeholders (Govt., decision makers, private sector, NGO's)
  - 1.2.3. Road Safety Programmes
- 1.3. National Road Safety Strategy
  - 1.3.1. Road Safety Goals
  - 1.3.2. Evidence based decision making (data, accident costs, monitoring)
  - 1.3.3. Action Plan for Strategy implementation
- 1.4. Realistic and long term targets**
  - 1.4.1. Measuring and monitoring
  - 1.4.2. Trends
  - 1.4.3. High risk groups
  - 1.4.4. Potential of different measures (planning and monitoring)
- 1.5. Funding for activities**
  - 1.5.1. Annual economic losses
  - 1.5.2. Earmarked funds for road safety
  - 1.5.3. Systematic resource allocation
- 1.6. Safety Support systems
  - 1.6.1. Crash Data System
  - 1.6.2. Road Safety Education and Research
  - 1.6.3. Training (police, rescue, etc.)

### **2. Safer Roads and Mobility**

- 2.1. Road Safety Ownership and accountability**
  - 2.1.1. High risk road sections elimination
  - 2.1.2. Road Authorities responsibility
  - 2.1.3. Safe system approach

- 2.1.4. Regional road infrastructure Agreements
- 2.2. Sustainable planning
  - 2.2.1. Planned land use
  - 2.2.2. Access control
- 2.3. Safe operation of existing Network
  - 2.3.1. Road users, especially vulnerable road users
  - 2.3.2. Monitoring of safety performance
  - 2.3.3. High risk road sections and locations
  - 2.3.4. Speed management
  - 2.3.5. Road work zones safety
  - 2.3.6. Road safety inspection
- 2.4. Safer new roads and networks
  - 2.4.1. Road safety audit
  - 2.4.2. Promotion of modal shift and safe mobility
- 2.5. Capacity building and knowledge transfer
  - 2.5.1. Training
  - 2.5.2. Development of design standards
  - 2.5.3. Partnership with international and national organizations
- 2.6. Research and knowledge transfer
  - 2.6.1. Research and the best practice sharing
  - 2.6.2. Regional cooperation

### 3. Vehicle Safety

#### 3.1. Minimum vehicle safety standards

- 3.1.1. WP.29 recommendation and relevant UN Conventions
- 3.1.2. Minimum safety standards for imported vehicles
- 3.1.3. Annual vehicle inspection (personal and public transport)
- 3.1.4. Roadside checks

#### 3.2. Seat Belt and Restraints

- 3.2.1. New vehicles fitted and with visual and sound reminders

#### 3.3. Transport of dangerous goods

- 3.3.1. UN dangerous goods agreement and conventions
- 3.3.2. Institutional and legal framework
- 3.3.3. Standards for transport of dangerous goods
- 3.3.4. Roadside checks and monitoring

#### 3.4. Intelligent Transport Systems

- 3.4.1. Crash Avoidance technology

#### 3.5. Government and private fleet managers

- 3.5.1. Fleet managers encouraged to operate safer fleet and to buy safer vehicles

#### 3.6. Research and Development

- 3.6.1. Research and the best practice sharing

### 4. Road Users Behaviour

#### 4.1. Driver's licence

- 4.1.1. Categories and requirements
- 4.1.2. Demerit points
- 4.1.3. Novice drivers

#### 4.2. Road safety risk factors

- 4.2.1. Road safety risk factors identified and benchmarked
- 4.2.2. Graduated driver licence system

- 4.3. Speed management
  - 4.3.1. Institutional and legal framework
  - 4.3.2. General speed limits
  - 4.3.3. Community attitude
  - 4.3.4. Speed surveys
  - 4.3.5. Zoning and safe system approach
- 4.4. Drink Driving
  - 4.4.1. Institutional and legal framework
  - 4.4.2. BAC limits, especially for commercial and novice drivers
  - 4.4.3. Community attitude
- 4.5. Helmets
  - 4.5.1. Institutional and legal framework
  - 4.5.2. Mandatory use
  - 4.5.3. Enforcement
  - 4.5.4. Helmet standards
- 4.6. Seatbelts and Restraints
  - 4.6.1. Institutional and legal framework
  - 4.6.2. Mandatory use
  - 4.6.3. Public acceptance
- 4.7. Commercial vehicles
  - 4.7.1. Institutional and legal framework
  - 4.7.2. Certificate of professional competence
  - 4.7.3. Training and certification of dangerous goods drivers
- 4.8. Enforcement campaigns publicity
- 4.9. Road safety management
  - 4.9.1. ISO 39001
  - 4.9.2. Promotion of safety at work by fleet managers

## 5. Post-crash Care<sup>1</sup>

- 5.1. Pre hospital care
  - 5.1.1. WHO guidance on pre hospital trauma care
  - 5.1.2. National emergency call number
  - 5.1.3. First aid - Rescue and Police fully equipped and trained
  - 5.1.4. “Golden hour” for ambulance at the crash site
- 5.2. Care in transit
  - 5.2.1. Ambulance fully equipped and trained
  - 5.2.2. Transit time to hospital
  - 5.2.3. Regular assessment
- 5.3. Hospital trauma care
  - 5.3.1. Hospital trauma care
  - 5.3.2. Hospitals fully equipped and trained
- 5.4. Rehabilitation
  - 5.4.1. Insurance scheme for crash victims
- 5.5. Employer incentives
  - 5.5.1. Encouraged to employ disabled crash victims

<sup>1</sup> Topics from this pillar will not be analyzed in details, but will be included in general in country’s Road Safety Performance Review.