



UNDA Project
Strengthening of the national road safety
management capacities of selected developing
countries and countries with economies in transition


Road Safety Performance Review Georgia

DR Gela Kvashilava,
The United Nations Economic Commission for
Europe,
Lead National Consultant, Project Team
Leader

JULY 4-7, GENEVA 2017

Presentation Overview

Identify the most critical aspects and priority needs



Legal and Institutional Framework for Road Safety

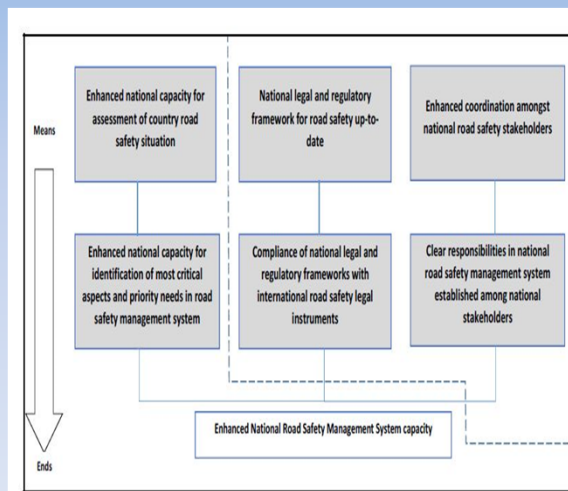
Current road safety situation and trends

In- depth analysis of the most relevant topics identified

Conclusions and Recommendations on strengthening national road safety management capacities

Goals for Georgia's Road Safety

- **Enhance National Capacity for Assessment**
- **Update Legal and Regulatory Framework**
- **Improve Management and Coordination amongst stakeholders**



Evaluating Quality of Road Safety



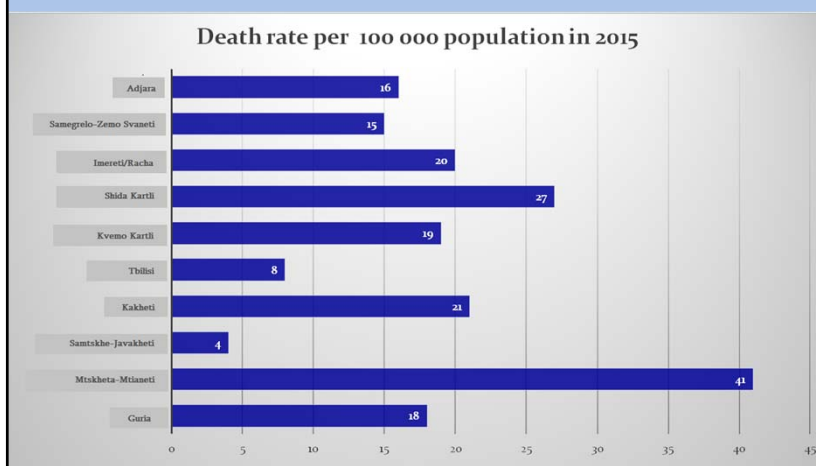
- 1 Analyze statistical data from 2005-2015
- 2 Assessment of institutional and legislative framework
- 3 Determining the existence of sufficient human and financial resources
- 4 Revealing the most acute issues and priorities in road safety field

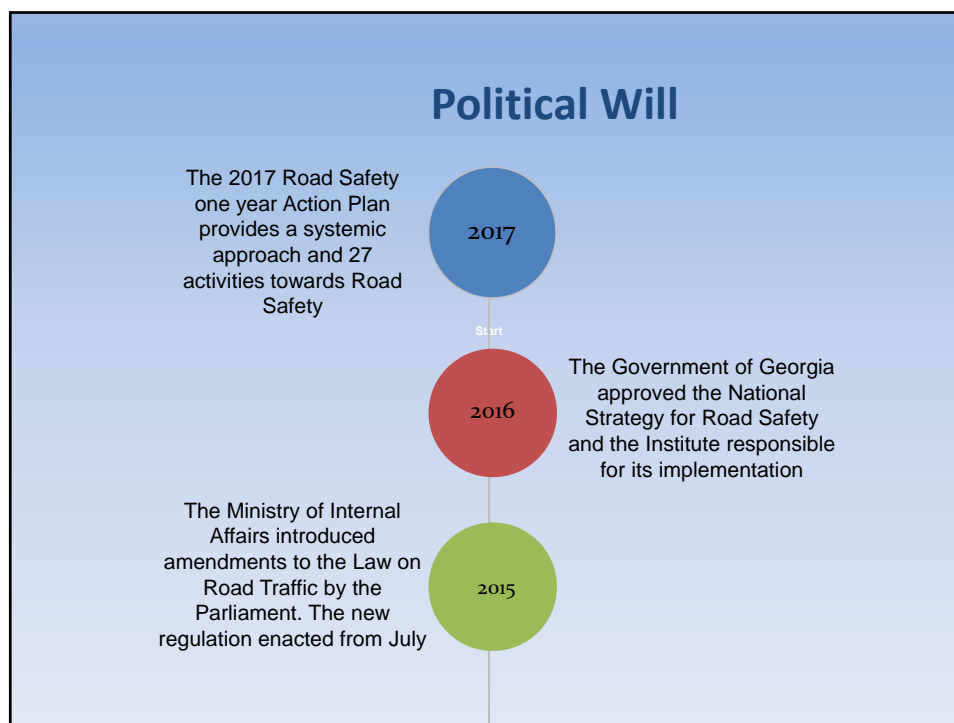
Humanitarian Impacts

- 602 deaths in road crashes in 2015 and 9187 injuries - mostly avoidable.
- In 2015 there were 16.1 road deaths per 100,000 of population - more than 4 times higher than that of the best global performer (2.8).
- The Leading cause of death of children and young adults aged 5 to 29.

5

Death Rate in the Regions





Problems and Consequences in Cities

PROBLEMS

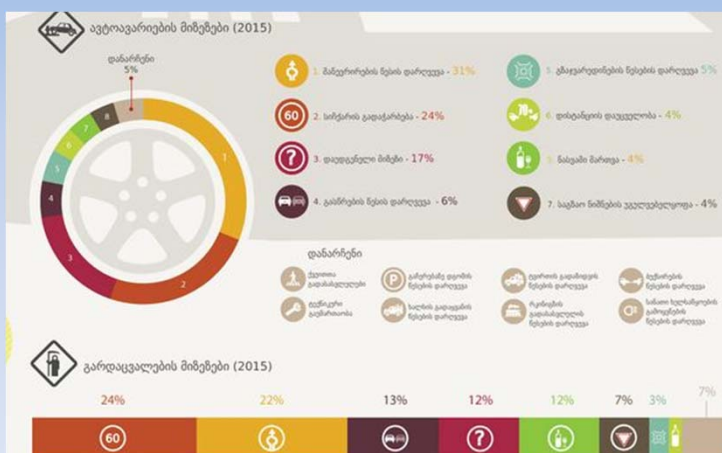
Old municipal transport fleet
Chaotic growth of minibuses and taxis
Lack of a parking system
Poor road infrastructure
Lack of interventions and resources



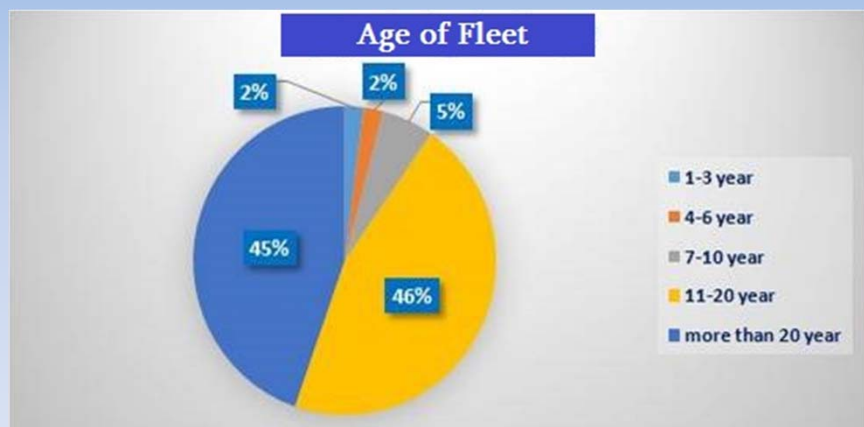
CONSEQUENCES

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

Unknown Causes of Accidents (20%)



Aging Vehicle Fleet



Poor Technical Standard of Vehicles in Georgia

Catalytic Converters, Used Tires

Catalytic Converters

- ▶ The main source of air pollution are car emissions (up to 71%)
- ▶ Non-functional or removed catalytic convertors

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



Problems in Inter-City Services

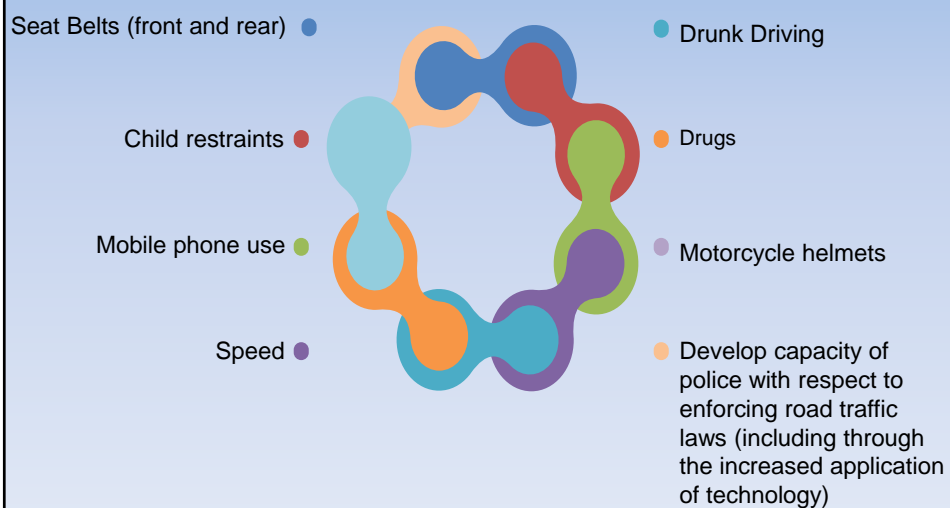
Policy of Deregulation

Poor monitoring and execution, contradictory laws

The existence of unregistered carriers



Safer Road Users: Shortcomings in Legislation



Challenges:

Weak institutional and technical capabilities

Hazardous and poorly equipped vehicles

Quality of initial care after accident



Hazardous roads and infrastructure

Incomplete system of drivers training

Weak enforcement of the main risk factors: speed control, using safety belts, control of drivers' drunkenness

Main Recommendations



- Strengthen capacity of institutions: Georgia's Transport and Logistics Development Policy Department with human resources.
- Strengthen the National legal frameworks for road safety, and distribute the responsibility more clearly among the central and local level.
- Set concrete and measurable targets in road safety action plan for stakeholders. (SMART)
- Improve data gathering of road crash information and integrate the data retrieved from government and private sectors in a single data base.
- Elaborate and establish a trauma registry with relevant indicators.

Recommendations (cont.)

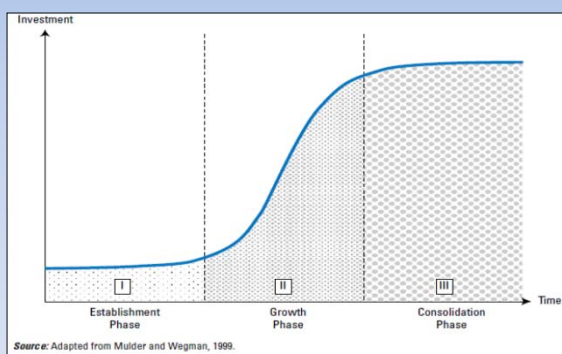
- Introduce the ISO traffic safety management standard ISO 39001 to be followed by all organisations (police, governments, businesses).
- Provide coordination and technical support for developing safe and accessible infrastructure at local level.
- Develop sustainable domestic funding sources for road safety, including from Insurance companies.
- Set up national system to measure and monitor the economic impact of road traffic crashes



Long-term strategy and commitment

Effective road safety management comprises 3 key phases:

- establishment
- growth
- consolidation



World Bank GRSF Country Guidelines, 2009, 2013



Safer Infrastructure



- Implement a programme of analysis and treatment of “black spots”
- Implement a programme to define routes for freight / through traffic, avoiding residential areas
- Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads
- Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance/

Focus on “Low Hanging Fruits”



- Focus on speed management
- Current speed limit in urban areas 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.

Improve Data Collection and Sharing



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

Encourage research and development, as well as knowledge transfer in road safety.

Improving sharing road crash data with stakeholders outside of government and provide road safety crash data to the public on weekly basis

Measure Road Crashes and Interventions

Establish national and local systems to measure and monitor road safety interventions.



Set up national system to measure and monitor health and social impact of road traffic crashes and elaborate and implement trauma registry



Set up national system to measure and monitor the economic impact of road traffic crashes


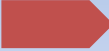

Develop Sustainable funding sources for road safety activities within, third-part insurance, vehicle registration and other sources.

Black Spot Management

-  Create Black spot and hazardous place identification and improvement program
-  Improve road design standards and adopt unified national standards for all roads.
-  Set up engineering and speed enforcement program on secondary and local roads.
-  Introduce road safety training program in low-cost safety engineering, safety auditing and road assessment for local municipalities.



Re-introduce Periodical Technical Inspections (PTI)

-  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.



International Commitments

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.



Safer Roads and Mobility



- Elimination of high-risk roads and sections
- Implementation of road safety audits and assessment programs on existing and new roads at local municipalities
- Increase financing programs related to safe infrastructure
- Implementation of sustainable mobility programs in cities



Improving Safety through Driver Standards

Fully Implementation of AETR agreement and introduce the UN regulations of driving hours and rest breaks for drivers and fleet operators, maintenance of vehicles and driver training procedures.

Improve practical testing standards and set up special monitoring system for novice drivers for first 2 years.

Conduct driving test in road conditions.



Improve post-crash response and services

- Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene
- Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved
- Provide appropriate rehabilitation and support to injured patients to minimise physical and psychological trauma
- Train accident investigation professionals to ensure fair settlements and justice for those involved in road crashes



Thank You For Your Attention!

