

Albania Road Safety Presentation



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Albania Road Safety Management

Overview

- Central Government of Albania main responsibility
- Local Government partial responsibility
- Albanian Road Safety Strategy
- The goal to reduce fatalities by 50% in long term

Albania Road Safety Management

Central level

- **Ministry of Transport and Infrastructure** and **Ministry of Interior Affairs** share the main responsibility
- The **funding programs** are provided by central and local government

Albania Road Safety Management

Central level

Ministry of Transport and Infrastructure:

- Proposes the legislation
- Issues by-law and regulations
- National program and accident data analysis
- Monitors the activity of agencies such as: Albanian Road Authority and General Directorate of Road Transport Services and concessionaire of vehicle inspection (private company)

Albania Road Safety Management

Central level

- **Albanian Road Authority** builds and administers state roads
- **General Directorate of Transport Services** administers registration of vehicles and driving licenses

Albania Road Safety Management

Central level

Ministry of Interior Affairs

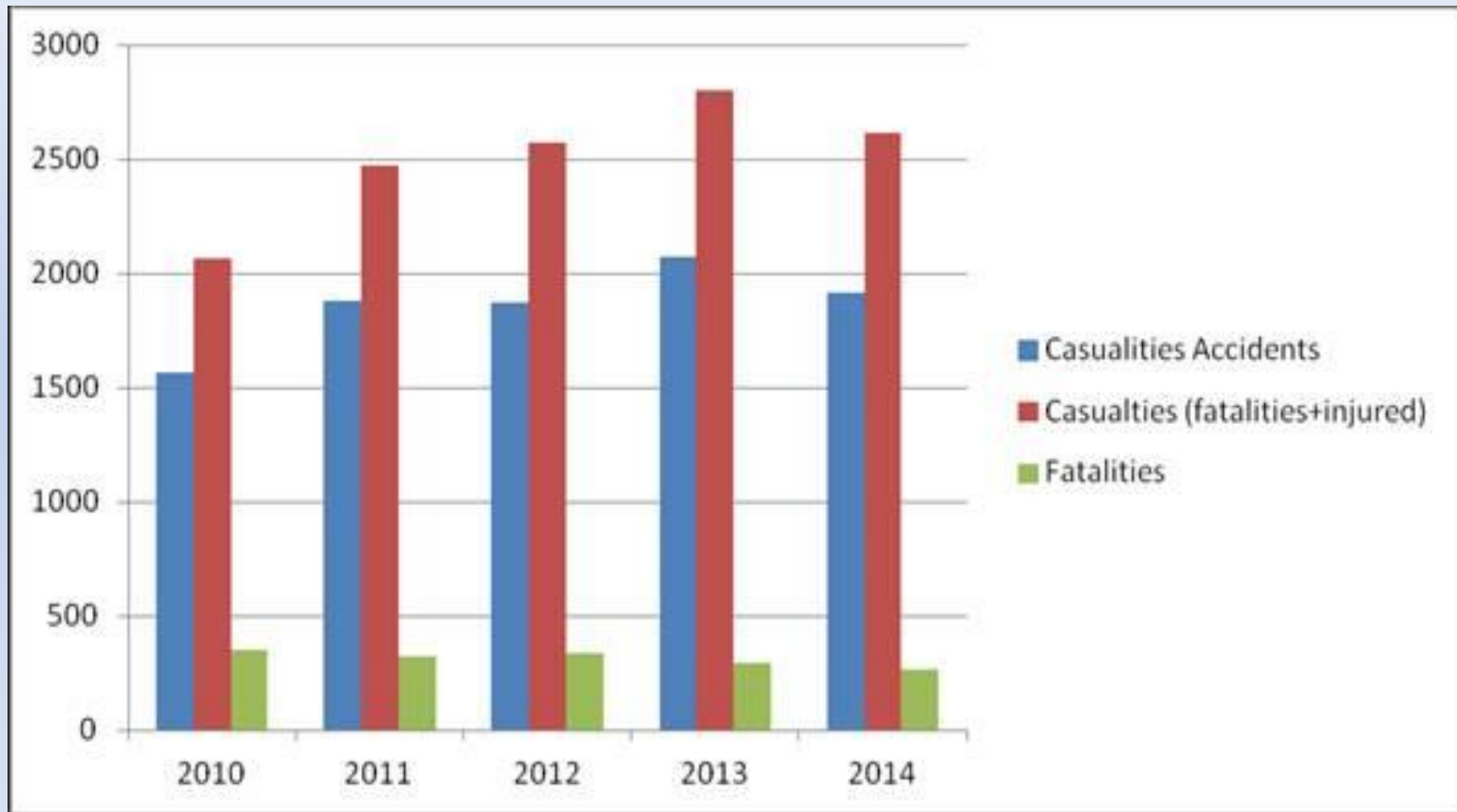
- Traffic Police enforcement body
 - Collection of accident data
- Traffic Police and Directorate of Road Safety form the technical secretariat of the **Inter-Ministerial Committee**
- Inter-Ministerial Committee approves **National Road Safety Action**

Albania Road Safety Management

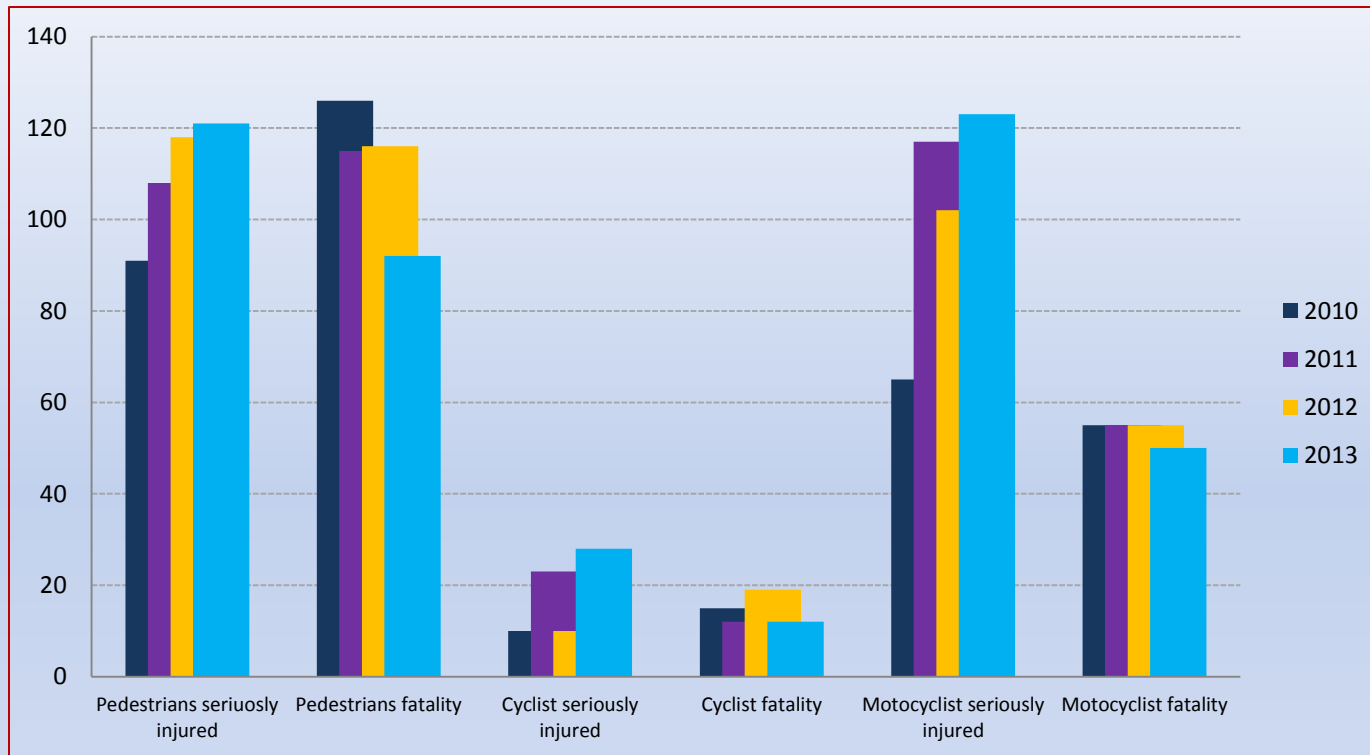
Local level

- **12 prefectures** subdivided in counties and municipalities
- Local infrastructure development
- Public transport etc.
- Road safety initiatives

Albania Road Safety Data



Albania Road Safety Data



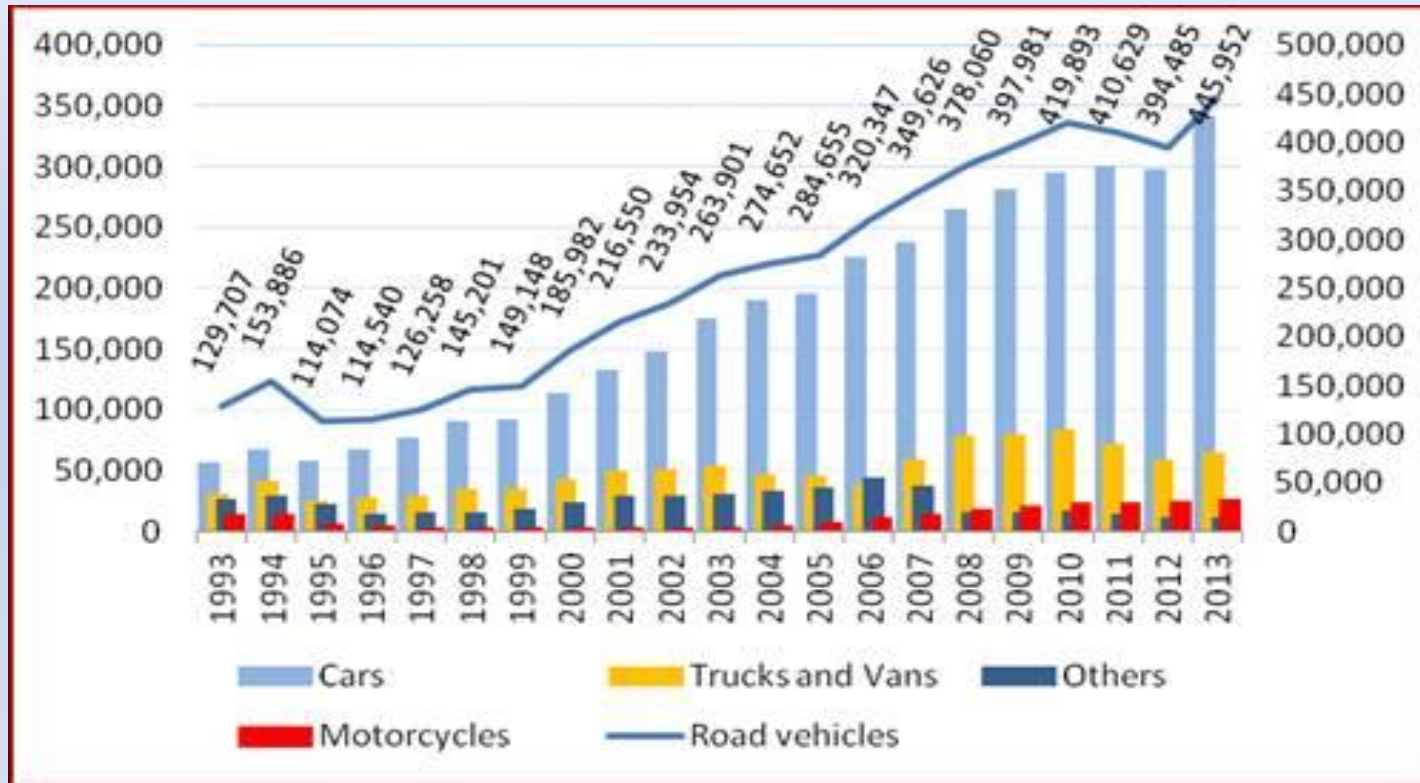
Number of road user seriously or fatally injured, by years and mode

Source: Ministry of Transportation and Infrastructure, authors' calculations

Albania Road Safety Data

- 449 casualties among motorcyclists
- 17,1 % of all road users casualties
- Fatalities 41 persons and share 15,5 % of all road users fatalities.

Vehicle Data



Source: Instat.

Note 1: The category *Others* include: Buses/Minibuses, Road tractors/Agricultural tractors, Trailers.

Note 2: The decrease showed in 2011- 2012 is due to massive deregistration on these years as a result of fiscal amnesty.

Vehicle Data

- In 2014 registered 490 899 road vehicles
- Registered motorcycles 30 975
6 % of the share.

Data on Mobility and Safety 2010-2014

Data	YEAR				Change in % 2013-2014
	2011	2012	2013	2014	
Fatalities	322	334	295	264	- 10.5 %
Seriously injured	448	481	478	361	- 24.4 %
Light injured	1702	1754	2025	1992	-1.6 %
Fatalities/ 100 000 inhabitants	11.09	11.52	10.18	9.12	-10.4
Number of vehicles	410 629	394 485	445 956	490 899	+10.1 %
Motorisation number of vehicles /10 000 inhabitants	1415	1361	1540	1697	+ 10.2 %

Mopeds

- The definition is in line with EU Directive 2002/24/EC
- Registered mopeds are 4 674 and corresponds to 1.6 per 1000 inhabitants.
- Youngsters from age 16

Motorcycles

- The definition is in line with EU Directive 2002/24/EC
- Registered motorcycles are 20 316 and corresponds to 7 per 1000 inhabitants.
- Motorcycles vary greatly in terms of type and use

Two - wheelers accidents

- For both categories the age bracket 25-44 is the most affected
- Mopeds (at intersections and secondary roads)
- Motorcycles (difficulty maintaining balance , weaving in and out through the traffic)

Instruction of drivers

- Fast mopeds minimum age is 16(theory exam)
- Motorcycles minimum age is 18 (theory and practical exam)
- Roadworthiness test

Infrastructure

- Moped are very sensitive to road surface.
- Motorcyclist more or less face the same difficulties as mopeds on the roads and have additional risk.
- Review of construction standards .

Road Users

- Protection of drivers and passengers
 - 29 % of motorcycles road exits and hitting the roadside objects
 - 10 % the motorcycles and pedestrians
 - 61 % of accidents in built up areas.
 - Motorcycles casualties only 37 % worn helmets .
- Awareness

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