From Reforming to Performing

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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;
Actions and Coordination Across Many Actors

- Enhance National Capacity assessment
- Update Legal Framework
- Improve Management and Coordination

Figure 1: Problem Analysis
Political Will

Lead Agency

Provided by MESD the Transport and Logistics Development Policy Department

National Road Safety Inter-Agency Commission
Reports to the Prime Minister’s Office every 6 months. It coordinates, supervises and supports the activities of the working group.
Chairman/Dep. Chairman from Lead Office; MESD, MRDI, MIA, MoH, MES, Mayor/Dep Mayor Tbilisi City

National Road Safety Working Group
Senior managers from Lead Office, MESD, MRDI, MIA, MoH, MES

Representatives of private business, NGOs, international organization, academia can be invited to the meeting commission and working group.

Figure 31. National Road Safety Inter-Agency Commission and National Road Safety Working Group
Road Traffic Crashes 2008-2017

ROAD CRASHES

2008: 6015
2009: 5482
2010: 5099
2011: 4486
2012: 5359
2013: 5510
2014: 5992
2015: 6432
2016: 6939
2017: 6079

PERSONS INJURED

2008: 9063
2009: 8324
2010: 7560
2011: 6638
2012: 7734
2013: 8045
2014: 8536
2015: 9187
2016: 9951
2017: 8461

PERSONS KILLED

2008: 867
2009: 741
2010: 685
2011: 526
2012: 605
2013: 524
2014: 511
2015: 602
2016: 581
2017: 517
Speeding

- **Number of Drivers Fined**
- **Including via CCTV**

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<tr>
<th>Year</th>
<th>Drivers Fined</th>
<th>CCTV Drivers Fined</th>
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<td>2013</td>
<td>159,138</td>
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<td>2014</td>
<td>174,778</td>
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<td>2015</td>
<td>187,930</td>
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<td>2016</td>
<td>199,606</td>
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Crossing Double Lines

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Drivers Fined</th>
<th>Including via CCTV</th>
<th>Repeated Violations</th>
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<td>9,667</td>
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<tr>
<td>Region</td>
<td>Person killed per 100,000 population</td>
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<tr>
<td>Adjara</td>
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Road Safety in Urban Areas

Old municipal transport fleet
Chaotic growth of minibuses and taxis
Non existence of parking management system
Poor road infrastructure and standards
Luck 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
Legislation and Policy

- Seat Belts rear seats
- Child restraints
- Mobile phone use
- Speed management
- Drunk Driving
- Key Performance Indicators
- Incomplete system of drivers testing
- National Urban Transport Policy Strategy
Management

Weak human and financial capacity

Stakeholders ownership and accountability

Measurable targets in action plans

Horizontal and vertical coordination between agencies

Measurable targets in action plans

Enforcement of the main risk factors

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

Age of Vehicles in 2016

- 1-3 year: 46%
- 4-6 year: 6%
- 7-10 year: 2%
- 11-20 year: 45%
- more than 20 year: 1%
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!
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
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!