Road Safety Performance Review

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Goals for Georgia’s Road Safety

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

Five pillars for a Safe Systems approach:

- Build Capacity
- Safer Roads & Mobility
- Build Safer Vehicles
- Safer User behaviour
- Improve Post-crash response
Road Safety Performance Review

1. Analyze statistical data from 2005-2016
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
Road Traffic Crashes 2008-2016

- Road crashes
- Persons injured
- Persons killed
TOP 10 most dangerous and safest countries

Top 10 most dangerous European countries by traffic-related death rate:
- Russia
- Armenia
- Georgia
- Bosnia and Herzegovina
- Montenegro
- Belarus
- Moldova
- Ukraine
- Azerbaijan
- Albania

Top 10 most safest European countries by traffic-related death rate:
- Iceland
- Sweden
- United Kingdom
- Netherlands
- Norway
- Switzerland
- Denmark
- Germany
- Ireland
- Finland

Designed by RFE/RL
Source: WHO, World Bank
# Reasons for Deaths during Road Accident

- Violation of Maneuvering Rules: 26%, 22%, 23%
- Speeding: 30%, 23%, 24%
- Wrong-way Driving: 12%, 13%, 17%
- Tailgating: 12%, 12%, 9%
- Drunk Driving: 14%, 15%, 11%
- Other: 2%, 3%, 4%
- Unknown: 4%, 12%, 11%

<table>
<thead>
<tr>
<th>Year</th>
<th>Violation of Maneuvering Rules</th>
<th>Speeding</th>
<th>Wrong-way Driving</th>
<th>Tailgating</th>
<th>Drunk Driving</th>
<th>Other</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>26%</td>
<td>30%</td>
<td>12%</td>
<td>12%</td>
<td>12%</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>22%</td>
<td>23%</td>
<td>13%</td>
<td>12%</td>
<td>15%</td>
<td>12%</td>
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<tr>
<td>2016</td>
<td>23%</td>
<td>24%</td>
<td>17%</td>
<td>9%</td>
<td>11%</td>
<td>12%</td>
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Speeding

Number of Drivers Fined
Including via CCTV

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Drivers Fined</th>
<th>Number of Drivers Fined via CCTV</th>
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<tbody>
<tr>
<td>2013</td>
<td>159,138</td>
<td>156,826</td>
</tr>
<tr>
<td>2014</td>
<td>174,778</td>
<td>174,753</td>
</tr>
<tr>
<td>2015</td>
<td>187,930</td>
<td>187,895</td>
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<tr>
<td>2016</td>
<td>199,606</td>
<td>199,564</td>
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</table>
Child and Pedestrian safety

**Children**

**Pedestrians**
Human Tolerance

- Road deaths happen at speeds above:
  - 30 km/h pedestrians and 2-wheelers
  - 50 km/h passengers in side impact crashes
  - 70-80 km/h vehicle occupants in head on crashes
Drunk Driving

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Drivers Fined</th>
<th>Including in Tbilisi</th>
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</thead>
<tbody>
<tr>
<td>2013</td>
<td>38,393</td>
<td>13,959</td>
</tr>
<tr>
<td>2014</td>
<td>20,709</td>
<td>5,934</td>
</tr>
<tr>
<td>2015</td>
<td>26,486</td>
<td>8,152</td>
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<tr>
<td>2016</td>
<td>22,538</td>
<td>8,435</td>
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</tbody>
</table>
Person killed per 100,000 population in regions

- Adjara: 16
- Samegrelo-Zemo Svaneti: 15
- Imereti/Racha: 20
- Shida Kartli: 27
- Kvemo Kartli: 19
- Tbilisi: 8
- Kakheti: 21
- Samtskhe-Javakheti: 4
- Mtskhet-Mtianeti: 41
- Guria: 18
National Strategy Framework

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
Safe Mobility in Cities

Challenges

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

Unsafe Roads

Increased travel time
High transportation costs
Environmental pollution
Limited mobility and economic activity
Loss of revenue for the government
Aging Vehicle Fleet

Age of Vehicles in 2016

- 1-3 year: 46%
- 4-6 year: 2%
- 7-10 year: 6%
- 11-20 year: 45%
- more than 20 year: 1%
Inter-City Passenger Services

Policy of Deregulation

Poor monitoring and execution, gaps in legislation

The existence of unregistered carriers
Legislation and Enforcement

- Seat Belts rear seats
- Child restraints
- Mobile phone use
- Speed management
- Drunk Driving
- Drugs
- Motorcycle helmets

Develop capacity of police with respect to enforcing and increased application of technology.
Challenges:

- Weak human and financial capacity
- Hazardous infrastructure
- Stakeholders accountability
- Incomplete system of drivers testing
- Measurable targets in action plans
- Weak enforcement of the main risk factors: speed control, using safety belts, control of drivers', pedestrian drunkenness
Ownership, Engagement and Accountability

- Strengthen capacity of Transport and Logistics Development Policy Department with human resources.

- Improve National legal frameworks for road safety, and distribute the responsibility more clearly among the central and local level.

- Set concrete and measurable targets in future road safety action plans.

- Improve data gathering of road crash information and integrate the data retrieved from government and private sectors in a single data base.
Support for local governments

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.
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.
Adopt 30-day definition of road fatalities

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.
Adopt Unified 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 local municipalities.
Effective Periodical Technical Inspection system

- 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.

Create Sustainable, Transparent and Traceable Operational system!

[UNECE logo]
Standards of Vehicles and Parts

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
Harmonization and Implementation of the UNECE regulations and the EU directives

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.
Improve Drivers Testing 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 practical test in real road conditions.
Safe System Approach to Road Safety

**PRINCIPLES**
- Humans Make Errors
- Humans Are Vulnerable to Injury
- Responsibility Is Shared
- No Death or Serious Injury is Acceptable
- Proactive vs. Reactive

**CORE ELEMENTS**
- Economic Analysis
- Priorities and Planning
- Monitoring and Evaluation
- Comprehensive Governance and Management
- Strong Targets and Data

**ACTION AREAS**
- Land Use Planning
- Street Design and Engineering
- Improved Mobility Options
- Speed Management
- Enforcement, Laws and Regulation
- Education and Capacity Building
- Vehicle Design and Technology
- Post-crash Emergency Response and Care

*Note: Principles are multicolored, core elements are in grey, and action areas are in orange.*
Thank You!