Economic Commission for Europe
Inland Transport Committee
Global Forum for Road Traffic Safety
Seventy-seventh session
Geneva, 18-21 September 2018
Item 2 of the provisional agenda
Activities of interest to the Working Party

Submitted by EuroMed

This document, submitted by the EU funded EuroMed Transport Support Project, reports on a regional workshop on setting up road safety reliable, harmonized and comparable data collection system and sharing at regional level, Athens, 8 – 10 May 2018.
Report

Athens Regional Workshop
On setting up road safety reliable, harmonized and comparable data collection system and sharing at regional level

Hotel President Athens, Greece
8 – 10 May 2018
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</table>
1. Background

The Ministers responsible for Transport of the Union for the Mediterranean (UfM) have agreed on the importance of Euro-Mediterranean transport cooperation founded on the two complementary pillars: (i) regulatory reform and convergence in all relevant different transport sectors (maritime, civil aviation, road, railway and urban transport); and (ii) establishment of the future Trans-Mediterranean Transport Network (Tmn-T), to be connected with the Trans-European Transport Network (Ten-T). To this end, two Regional Transport Action Plans (RTAPs) have been elaborated by the Euro-Mediterranean Transport Forum for the Mediterranean Region, the first RTAP concerning 2007-2013 and the new one for the period 2014-2020.

To complement the work of the EuroMed Transport programme in the land transport sector and assist the implementation of the RTAPs, the European Union has launched two EuroMed Regional Transport Projects:

- The "Road, Rail and Urban Transport" (EuroMed RRU) that lasted 5 years (2012-2016), aimed at supporting the implementation of the Trans Mediterranean Transport Network (Tmn-N) by developing appropriate regulatory framework and operational conditions to facilitate cross-border transport, to enhance land transport safety and to promote sustainable and efficient urban transport.
- The "EuroMed Transport Support Project" (EuroMed TSP), started in January 2017 and will last 4 years, aiming to increase the sustainability and performance of transport operations in the Mediterranean region through increased safety in transport operations; increased efficiency / lower costs of transport; lower environmental impact of transport, thus contributing to regional economic integration, economic well-being and job creation. The project covers Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, State of Palestine and Tunisia.

Action 10 of the 2014-2020 RTAP for the Mediterranean Region, inter alia, calls upon the EuroMed Partner Countries pursue efforts for setting-up a reliable data collection system on road fatalities and serious road accidents, including where possible on their causes, to facilitate data comparison. It also encourages them to share their national data at regional level, similarly to the practice of the European Road Safety Observatory and the Community Road Accident Database (CARE).

Road safety related data are used by the police, transport authorities, health facilities, insurance companies and policymakers. Reliable road traffic crash data are key to identifying risks, developing strategies and interventions to address those risks, and evaluating the impact of interventions. Road traffic data are also important in persuading political leaders that road traffic injuries are a priority issue. These data can also be used in the media to make the public more aware of legislation and changes in behavior that will improve their safety.

Following a first round of EuroMed country visits and discussions with the MOT and key stakeholders aimed at identifying country priorities in which TA from the EuroMed TSP would be required, during the inception period (Jan-March2017), it has become evident that for Tunisia and Morocco, Road Safety is priority, while
for Jordan, Egypt and Lebanon it is also among the main issues to be addressed under EuroMed TSP. However, for all these countries collection of credible road safety data is a major challenge.

Moreover, as reflected in the below table, there are serious discrepancies between the official data of 2013 of most EuroMed Partner Countries, with the respective WHO assessment included in its Global Status Report of Road Safety 2015, concerning the same year.

<table>
<thead>
<tr>
<th>Country</th>
<th>Official Data</th>
<th>WHO Report</th>
<th>Difference in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Egypt</td>
<td>6.700</td>
<td>10.466</td>
<td>56</td>
</tr>
<tr>
<td>Lebanon</td>
<td>649</td>
<td>1.088</td>
<td>68</td>
</tr>
<tr>
<td>Tunisia</td>
<td>1.505</td>
<td>2.679</td>
<td>78</td>
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<tr>
<td>Morocco</td>
<td>3.832</td>
<td>6.870</td>
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<tr>
<td>Algeria</td>
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<td>9.337</td>
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<tr>
<td>Jordan</td>
<td>768</td>
<td>1.913</td>
<td>149</td>
</tr>
</tbody>
</table>

Activity 1A.2.6. b consists of provision of TA on setting up road safety reliable, harmonized and comparable data collection system to EuroMed Partner Countries and sharing at regional level. Among the major objectives of this activity are:

- to identify the methods of road safety data collection in the concerned Partner Countries (diagnosis);
- to report on the existing best practices, methods and tools at national, European and international, including those of the European Road Safety Observatory (ERSO), the Community Road Accident Database (CARE), WHO, International Traffic Safety Data and Analysis Group (IRTAD) of ITF-OECD, UNECE and UN SafeFits project;
- to understand the differences of the gaps between WHO and national statistics of the concerned EuroMed Partner Countries and bridge them;
- while at the same time promote collection and processing of harmonized, credible and comparable road safety data in the region.

Following consultations with the key international and European players on the subject (WHO, ERSO, CARE, IRTAD and UNECE), as well as ‘diagnosis’ missions in the concerned partner countries, it has become apparent the necessity for organizing a regional workshop with the country representatives (from the MOT, Traffic Police and Health Sector per country) as an opportunity to share international and European best practices with road safety data at regional level and identify the road map on the ways forward.

2. Objectives of the event

This three-day regional workshop - the 3rd day of which dedicated to site visits - was the natural follow up of several tasks implemented under this project’s activity, and offered a unique opportunity to share national, European and international experiences and best practices with road safety data and allow a regional exchange on setting up a road map for the follow up actions. Issues discussed included:

- existing methods of road safety data collection in the EuroMed Partner Countries;
- existing best practices, methods and tools at national, European and international level;
3. Agenda and organization

**Time:** Tuesday 8 to Thursday 10 May 2018  
Four (4) overnight stays in Athens  
**Venue:** Hotel President, 43 Kifissias Avenue, 115 23, Athens, Greece

The three-day Regional Workshop on setting up road safety reliable, harmonized and comparable data collection system and sharing at regional level, took place in Athens, Greece, at Hotel President, in Athens. The event was held in two parts:

- First Part, Workshop: Duration 2 days, 8 and 9 May 2018  
- Second Part, Road Safety related site visits: Duration 1 day, 10 May 2018.

The event was held in English and French simultaneous interpretation. At the end of the event Certificates of Attendance were handed over to the participants.

The detailed program of the three days is presented below.

**DAY 1: Tuesday, 8 May 2018**

**Opening session**

**Welcome Opening Speeches**  
Mr. Michalis ADAMANTIADIS, Team Leader and Road Freight Transport Key Expert, EuroMed Transport Support Project (TSP)
The EuroMed Transport Support Project: Road Safety Data activity, introduction and progress

Mr. Jean TODT, United Nations Secretary General’s Special Envoy for Road safety, through video message

Dr. Eleonora PAPADIMITRIOU, Road Safety Data Non-Key Expert, EuroMed TSP

Item I: International best practices on road safety data methods and tools

International Standards for road safety data

- The instrumental role of Common definition - UNECE experiences
  - Mr. Nathan MENTON, Sustainable Transport Division, UNECE

- Regional observatories and data gathering, Federation Internationale de l’Automobile (FIA)
  - Dr. Maria SEGUI-GOMEZ, FIA

- International Road Federation (IRF) experiences
  - Dr. Cristian GONZALEZ, Director of Statistics, IRF

- United Nations Economic and Social Commission for Western Asia (UNESCWA)
  - Dr. Yarob BADR, Regional Advisor on Transport & Logistics, UNESCWA

- EU-funded “SaferAfrica” Project
  - Prof. George YANNIS, Head Traffic Safety and Management, Transportation Planning and Engineering, National Technical University of Athens (NTUA)

Item II: Discrepancies between national data and WHO estimates - Ways to bridge them

Understanding the WHO methodology for estimating the number of road fatalities

- Dr. Kacem IAYCH

A joint EuroMed/WHO leaflet on road safety data

- Dr. Eleonora PAPADIMITRIOU

Q & A

- Country specific issues
- How to bridge the discrepancy
- The role of the health sector

All participants

Item III: Methods of data collection in the EuroMed region – Diagnosis of the situation

Diagnosis report

- Mr. Eleonora PAPADIMITRIOU

- Country ‘diagnosis’
- Good practice elements
- Elements needing improvement

Comments by EuroMed Partner country experts

- Algeria, Egypt, Jordan, Morocco, Palestine, Tunisia

End of the first day

DAY 2: Wednesday, 9 May 2018
Item IV: Experience with road safety data harmonization and sharing in a EU member State - The case of Greece

- National Technical University of Athens (NTUA)
- Ministry of Health
- National Statistics

Prof. George YANNIS, National Technical University of Athens (NTUA)

Dr. Spiros PAPANIKAOLAOU, Member of the Board, National Center of Emergency Help (EKAB), National Focal Point for WHO

Ms Sofia BALLA, Social Statistics Division, Hellenic Statistical Authority (ELSTAT)

Item V: Best Practices from EuroMed region

Successful examples from the EuroMed Partner countries

Jordan, Morocco, Tunisia, other countries

Item VI: Road Map on the way forward

Round Table discussion on strength and weaknesses of the methods applied in the region and preparation of the road map on the way forward

- Issues and priorities for road safety data in the region
- Areas for transfer of knowledge and experiences
- The way forward

All experts/speakers and participants

Closing session

Conclusions of the workshop

Dr. Eleonora PAPADIMITRIOU
Mr. Michalis ADAMANTIADIS

End of the second day

SITE VISITS

DAY 3: Thursday, 10 May 2018

Site visit 1:
Athens Metropolitan Traffic Management Centre All participants

Site visit 2:
Training Centre of the Road Safety Institute “Panos Mylonas” All participants

Site visit 3:
Tollway “Attiki Odos” Traffic Control Centre All participants

Return to the Hotel - End of the third day and the event
4. Participation

EuroMed TSP invitation concerned the participation of up to three Senior experts per country, fluent in English or French (one from the MOT, one from Traffic Police and one from the Health Sector), directly engaged and experienced with road safety data collection-processing-reporting, from Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestine and Tunisia. In view of the importance of women engagement with the project, participation of women was encouraged.

While EuroMed country expert’s participation in this meeting under the project funding was limited to three participants per country, countries could increase the number of their experts participating, at their own cost. Upon a reasonable request from the side of Algerian, Moroccan and Tunisia, it was accepted exceptionally that four experts from these countries attend the event under the project funding. Invited speakers included representatives from the:

- United Nations Economic Commission for Europe (UNECE);
- United Nations Economic Commission for Western Asia (UNESCWA);
- World Health Organization (WHO);
- Federation Internationale de l’Automobile (FIA);
- International Road Federation (IRF);
- EU-funded “SaferAfrica” Project;
- National Technical University of Athens (NTUA);
- National Centre of Emergency Help (EKAB);
- Hellenic Statistical Authority (ELSTAT);
- Athens Metropolitan Traffic Control Centre;
- Training Centre of the Road Safety Institute “Panos Mylonas”; 
- Motorway ”Attiki Odos” Traffic Control Centre.

The total participation to the Workshop was 40 persons, of which 25 EuroMed Partner country experts from 6 countries. In total, 10 women participated – a percentage of almost 25%. See the below table.

<table>
<thead>
<tr>
<th>Country</th>
<th>Name</th>
<th>Position</th>
<th>Institution</th>
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</thead>
<tbody>
<tr>
<td>Algeria</td>
<td>Mr. Abdelghani HAMANI</td>
<td>Sous-Directeur de la circulation Routière</td>
<td>Direction des Transports Terrestres et Urbains, Ministre des Travaux Publics et des Transport</td>
</tr>
<tr>
<td></td>
<td>Colonel Mouloud GUEMAT</td>
<td>Colonel</td>
<td>Gendarmerie nationale</td>
</tr>
<tr>
<td></td>
<td>Dr. Nadir DJAMILA</td>
<td>Sous Directrice du Plan National de la Santé</td>
<td>Ministère de la Santé de la Population et de la Réforme Hospitalière</td>
</tr>
<tr>
<td></td>
<td>Commissaire Mounir HAMMOUD</td>
<td>Commandant du Groupement de Circulation de la Sûreté de Wilaya de Annaba</td>
<td>Traffic Police</td>
</tr>
<tr>
<td>Egypt</td>
<td>Eng. Sami Ahmed Farag ELBASSIOUNI</td>
<td>Head of Department</td>
<td>General Authority for Roads, Bridges and Land Transport (GARBLT)</td>
</tr>
<tr>
<td>Country</td>
<td>Name</td>
<td>Position</td>
<td>Organization</td>
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</tr>
<tr>
<td>Jordan</td>
<td>Mr. Ahmad AL WARAWRA</td>
<td>Director of Jordan Traffic Institute</td>
<td>Traffic Police, Public Security Directorate</td>
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<tr>
<td></td>
<td>Dr. Emad ABU YAQEEN</td>
<td>Director</td>
<td>Directorate of Outpatient Clinics, Ambulance and Emergency, Health Sector</td>
</tr>
<tr>
<td></td>
<td>Ms. Shariehan ABU HASOAH</td>
<td>Head of Division</td>
<td>Transport Follow up and Evaluating Division, Ministry of Transport</td>
</tr>
<tr>
<td>Morocco</td>
<td>Mr. Said EL KARKOURI</td>
<td>Chef de la Division de l’Exploitation</td>
<td>Traffic Police, Public Security Directorate</td>
</tr>
<tr>
<td></td>
<td>Mr. Driss SALEK</td>
<td>Contrôleur Général</td>
<td>Direction Générale de la Sûreté Nationale Ministère de l’Intérieur</td>
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<tr>
<td></td>
<td>Dr. Ilham BACHISSE</td>
<td>Chef de service de la Coordination Intersectorielle à la Division des Urgences et Secours</td>
<td>Direction des Hôpitaux et Soins Ambulatoires/ Ministère de la Santé</td>
</tr>
<tr>
<td></td>
<td>Lieutenant-Colonel</td>
<td>Gendarmerie Royale</td>
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<tr>
<td></td>
<td>Mohammed AMMARI</td>
<td></td>
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<tr>
<td></td>
<td>Ms. Zakia LHANDOURRI</td>
<td>Ingénieur d’Etat, Cadre à la Division de la Sécurité Routière</td>
<td>Direction des Transports Routiers et de la Sécurité Routière, METL</td>
</tr>
<tr>
<td></td>
<td>Mr. Ahmed BARDAN</td>
<td>Chef du Service Documentation et Bases de Données</td>
<td>Comité National de Prévention des Accidents de la Circulation (CNPAC)</td>
</tr>
<tr>
<td>Palestine</td>
<td>Eng. Nassar A.B. ASEEED</td>
<td>Director of Studies and Planning Department</td>
<td>High Traffic Council, Ministry of Transport</td>
</tr>
<tr>
<td></td>
<td>Mr. Raja B.N. ESHTAWE</td>
<td>Logistics Officer and Officer Statistics</td>
<td>Traffic Department, Police General Directorate</td>
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<tr>
<td></td>
<td>Dr. Imadeldin M.F. MASRI</td>
<td>Director</td>
<td>Medical Foundation for the Prevention of Road Accidents - Ministry of Health</td>
</tr>
<tr>
<td>Tunisia</td>
<td>Mr. Fraj ALI</td>
<td>Directeur Général des Transports Terrestres</td>
<td>Ministère du Transport</td>
</tr>
<tr>
<td></td>
<td>Mr. Noureddine SAYADI</td>
<td>Directeur de la Circulation</td>
<td>Ministère du Transport</td>
</tr>
<tr>
<td></td>
<td>Dr. Henda CHEBBI</td>
<td>Chef de service à la Direction Générale de la Santé</td>
<td>Ministère de la Santé</td>
</tr>
<tr>
<td></td>
<td>Mr. Mohamed Amine SOUGUIR</td>
<td>Sous-Directeur des données</td>
<td>Observatoire National de la Sécurité routière / Ministère de l’Intérieur</td>
</tr>
<tr>
<td></td>
<td>Mr. Foued HAMDI</td>
<td>Sous-Directeur des statistiques et du contrôle</td>
<td>Garde Nationale / Ministère de l’Intérieur</td>
</tr>
<tr>
<td></td>
<td>Mr. Sami RACHIKOU</td>
<td>Chef de service des constats et des enquêtes</td>
<td>Sureté Nationale Direction de la police de circulation / Ministère de l’Intérieur</td>
</tr>
<tr>
<td></td>
<td>Mr. Ridha BOUNEB</td>
<td>Directeur des Systèmes d’Information</td>
<td>Agence Technique des Transports Terrestres</td>
</tr>
<tr>
<td></td>
<td>Mrs. Amel Dhaoui</td>
<td>Directeur Central des Affaires Techniques et de l’Exploitation</td>
<td>Agence Technique des Transports Terrestres</td>
</tr>
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</table>
Distinguished speakers that also participated:

<table>
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<th>Logo</th>
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<th>Position</th>
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<tr>
<td>![UNECE logo]</td>
<td>Mr. Nathan MENTON,</td>
<td>Associate Economic Affairs Officer</td>
<td>Sustainable Transport Division, UNECE</td>
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<tr>
<td>![UNESCWA logo]</td>
<td>Dr. Yarob BADR</td>
<td>Regional Advisor on Transport &amp; Logistics</td>
<td>UNESCWA-EDID</td>
</tr>
<tr>
<td>![WHO logo]</td>
<td>Dr. Kacem IAYCH</td>
<td>Technical Officer, Violence and Injury Prevention</td>
<td>WHO</td>
</tr>
<tr>
<td>![FIA logo]</td>
<td>Dr. Maria SEGUIL-GOMEZ</td>
<td>Special Advisor for Road Safety</td>
<td>Federation Internationale de l'Automobile (FIA)</td>
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<td>![IRF logo]</td>
<td>Dr. Cristian GONZALEZ</td>
<td>Director of Statistics</td>
<td>International Road Federation (IRF)</td>
</tr>
<tr>
<td>![SAFER AFRICA logo]</td>
<td>Prof. George YANNIS</td>
<td>Head Traffic Safety and Management, Transportation Planning and Engineering</td>
<td>“SaferAfrica” Project</td>
</tr>
<tr>
<td>![National Technical University of Athens logo]</td>
<td>Dr. Spiros PAPANIKOLAOU,</td>
<td>Member of the Board, EKAB, National Focal Point for WHO</td>
<td>National Center of Emergency Help (EKAB)</td>
</tr>
<tr>
<td>![ELSTAT logo]</td>
<td>Ms. Sofia BALLA</td>
<td>Head Social Statistics Division</td>
<td>Hellenic Statistical Authority (ELSTAT)</td>
</tr>
</tbody>
</table>

Finally, the EuroMed Transport Support Project team consisted of:

<table>
<thead>
<tr>
<th>Logo</th>
<th>Name</th>
<th>Position</th>
<th>Institution</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Dr. Eleonora PAPADIMITRIOU</td>
<td>Road Safety Data Non-Key Expert</td>
<td>EuroMed Transport Support Project</td>
</tr>
<tr>
<td></td>
<td>Mr. Spyridon TRIANTAFYLLOS</td>
<td>Transport Non-Key Expert</td>
<td>EuroMed Transport Support Project</td>
</tr>
<tr>
<td></td>
<td>Ms. Françoise JEHU</td>
<td>Project Officer</td>
<td>EuroMed Transport Support Project</td>
</tr>
</tbody>
</table>
5. General Observations / Conclusions

Experts from six (6) EuroMed Partner Countries, notably Algeria, Egypt, Jordan, Morocco, Palestine and Tunisia, together with distinguished speakers from several international and European Organizations (UNECE, UNESCWA, WHO, FIA, IRF, the EU-funded “SaferAfrica” project), Greek relevant institutions ad Authorities (NTUA, EKAB, ELSTAT) and EuroMed Experts, participated in the Regional Workshop on setting up road safety reliable, harmonized and comparable data collection system and sharing at regional level, held in Athens, on 8 – 10 May 2018, chaired by Mr. Michalis ADAMANTIADIS, EuroMed TSP Team Leader and Road Freight Transport Key Expert.

The workshop was part of the Activity 1A.2.6. b of the road transport component of the EuroMed Transport Support Project and marked the second regional event of the new phase of the EuroMed Transport Project, for which the participation of nineteen (19) experts form EuroMed Partner countries, from the MOT, the Traffic Police and the Health Sector, was facilitated out of a total number of twenty-five (25) EuroMed Partner country experts that attended.

It was the first time that Road Safety data experts from the Ministry of Transport, Police and the Health Sector from the EuroMed region met.

The workshop was divided in two parts. The first part during two conference days and the third and last day dedicated to site visits. At the third day of the event, during the side visits, high officials from the Attica Prefecture’s Metropolitan Traffic Control Centre, the Training Centre of the Road Safety Institute “Panos Mylonas and Traffic Control Centre of the Motorway ”Attiki Odos“, addressed the participants.

**Day 1 (8 May 2018)**

**Opening session**

Mr. Michalis ADAMANTIADIS and Mr. Spiros TRIANTAFYLLOS, Project Manage, EuroMed TSP, opened the Workshop, warmly welcomed the participants and presented the video message of H.E. Mr. Jean Todt, UN Secretary General’s Special Envoy for Road Safety.
In his video message to the participants, H.E. Mr. Jean TODT, UN Secretary General’s Special Envoy for Road Safety, welcomed the EuroMed Partner Country efforts to improve road safety data management and its comparability across Mediterranean. He highlighted the importance of reliable and consistent road crash data to achieve significant progress and measure impact, stressed the existence of gaps between the WHO estimates and the country reported statistics and encouraged EuroMed countries to make efforts to fully understand and bridge these gaps. Mr. Todt also referred to the interest by the global community in developing Regional Road Safety Observatories and the recent resolution signed in Dakar by seven countries in the African region to support an African Road Safety Observatory. He commented the recently adopted GA resolution on “Improving global road safety,” highlighting the need to monitor our progress towards SDG targets, notably 3.6 for halving the number of road traffic deaths by 2020, and 11.2 calling for provision of safe, affordable, accessible and sustainable transport systems for all by 2030, and the establishment of the UN road safety trust fund aimed at supporting countries in achieving above targets. Finally, Mr. Todt, reiterated his support to the EuroMed TSP and to the South Mediterranean countries efforts to improve road safety data and wished for a successful meeting.

See Mr. Todt’s video message [https://youtu.be/Bo8J1tD-9Nw](https://youtu.be/Bo8J1tD-9Nw)

Mr. Spiros TRIANTAFYLLOS, speaking on his capacity as Project Manager and on behalf of the Safege/Suez Consulting-led Consortium implementing the EuroMed TSP Project, addressed the EuroMed Partners country participants as well as those from the international and regional organizations and the Greek competent authorities. He highlighted the importance of the Activity both for the countries, as it could help identify discrepancies and, eventually, save human lives, and the Project, as a milestone Activity that could prove to have a sustainable positive effect. He also emphasized the demand-driven character of the project and urged the EuroMed countries not to hesitate to ask for support. Mr. Triantafyllos concluded by thanking the international and Greek experts for their active participations and contribution, as well as all those who worked for the Workshop’s preparation and wished for a successful Workshop and teamwork which would lead to concrete outcomes.
At his opening statement, Mr. Michalis ADAMANTIADIS referred to the successful EuroMed RRU that EuroMed TSP is the physical continuation and reminded that EuroMed TSP, main objective is to create an integrated transport network in the region based in two activity pillars: (1) Infrastructure, mapping and building of the Trans-Mediterranean Transport Network (TMN-T) and (2) regulatory convergence, that is the focus of EuroMed TSP. Highlighted the priority activities implemented, ongoing and planned and presented the workshop agenda and objectives. He also referred to the efforts made during the past 6 years under EuroMed RRU and TSP projects in raising awareness on the vital importance from accession to and implementation of the main UN road transport Agreements and Conventions. Which however so far, have been followed by only one, though very important, accession, that of Palestine to the TIR Convention at the end of December 2017, and no other new accession from the region. He urged participating countries to continue and further strengthen their efforts in preparing themselves for accession and expressed his convection that during this project’s life time, we will see many EuroMed Partner countries acceding and fully implementing these Agreements. He finally, thanked all experts from EuroMed Partner country and these of the international organizations and Greek authorities for their participation and wished for a successful workshop.

Dr. Eleonora PAPADIMITRIOU, Senior Road Safety Data Non-Key Expert, EuroMed TSP, introduced the EuroMed TSP Activity and its liaison with Action 10 of the 2014-2020 RTAP for the Mediterranean Region. She referred to the priority assigned by several EuroMed Partner countries in road safety and to the fact that collection of accurate data is a major issue in the region. Dr. Papadimitriou highlighted the need that the discrepancies between the national data and WHO estimates be fully understood and bridged and that the present workshop provides an excellent opportunity towards this. She informed the participants of the activities implemented so far, including the diagnostic missions to almost all EuroMed Partner countries and the respective questionnaire, as well as the cooperation and interaction with DG-MOVE, the European Road Safety Observatory (ERSO), WHO, the UNECE and UNESCWA, the IRTAD group of ITF-OECD, the EU funded SaferAfrica Project and the SSATP / World Bank. Dr. Papadimitriou concluded by informing the participants on the ongoing and planned efforts, including the expected completion of the diagnosis report and country recommendations, the joint EuroMed / WHO leaflet on
understanding and bridging the differences between country reported and WHO estimated fatalities, the EuroMed region road safety data definitions and the road map on the way forward that would be also discussed for the first time during the present workshop.

The first day of the workshop was developed around three sessions and themes. Session I: International best practices on road safety data methods and tools; Session II: Discrepancies between national data and WHO estimates – Ways to bridge them; Session III: Methods of data collection in the EuroMed region – Diagnosis of the situation.

### Session I: International best practices on road safety data methods and tools

Mr. Nathan MENTON, Economic Affairs Officer, Sustainable Transport Division, UNECE, emphasised that reliable statistics are key factor for better road safety policy and highlighted the work being implemented by UNECE in cooperation with Eurostat and ITF, the outcome of which is the joint publication of a Eurostat/ITF/UNECE Glossary for Transport Statistics, providing common definitions. Stressing that reporting of road crash injuries vary amongst countries, informed the participants on the UNECE, ITF and Eurostat common definitions of “Person killed” and “Person injured”. He also informed them of other related activities and tools being developed by the UNECE, including the “Statistics of Road Traffic Accidents in Europe and North America”, published every two years (2013, 2015, 2017…); the Road safety decision making tool “Safe Future Inland Transport Systems (SafeFITS)”. Mr. Menton concluded with the introduction of the UNECE Working Party on Transport Statistics (WP.6), as an intergovernmental forum for inland transport statistics, dealing with methodology development and harmonization, compilation and dissemination of data for UNECE member States, on all inland transport modes and capacity building activities.
Dr. Maria SEGUI-GOMEZ, Special Advisor for Road Safety, FIA, spoke about the international standards for road safety data and data gathering, the regional observatories and the FIA related experiences. She referred to the UN Sustainable Development Goals and their relation to road safety and presented the main characteristics and importance of the Global road safety performance targets and the related data gathering needs. Dr. Segui-Gomez informed the participants on the “FIA Country Profiles” published for presentation under the ITF Summit 2018, on Transport Safety and Security, 23 - 25 May 2018, Leipzig, and procedural issues on profile production, such as periodicity of reports, languages outputs. She also elaborated on what data to collect, how and on what data sources as well as on setting targets for improvement and monitoring progress. Dr. Segui-Gomez concluded by stressing the importance of Regional Observatories and informing the participants on the creation of the First African Observatory to tackle the Continent’s road safety crisis based on the Resolution signed by 7 African countries (Benin, Kenya, Nigeria, Morocco, Senegal, South Africa and Tanzania), hosted by Morocco, and supported by the World Bank, FIA and the ITF.

Dr. Cristian GONZALEZ, Director of Statistics, IRF, presented its road safety data related initiatives, notably the IRF World Road Statistics (WRS) as the only comprehensive source of data for inland road traffic and transport sectors, edited yearly since 1964 for more than 205 countries. WRS data is collected from primary sources and the definitions used are based on the ITF/EUROSTAT/UNECE Glossary of Transport Statistics and those of the World Bank. It consists, inter alia, of country profiles; road networks; road traffic; multimodal traffic comparisons; vehicles in use; road crashes. Dr. Gonzalez stressed that the officially reported road crash statistics in the African & Mediterranean regions versus estimated statistics show 4.5 and 2.3 times difference, the highest gap in the world, as per WHO Global Status Report on Road Safety. He also referred to the Data collection & tool for police crash traffic (RADaR) developed by IRF as an innovative and scientific data collection and reporting system and concluded by recommending increased awareness on the importance of road safety data; equal importance on RS data with other type of statistics (Economics, Tourism, Health); coordination between different key national stakeholders; adequate training and technology/tools; availability of proper financial resources; and creation of RS central data repository.
Dr. Yarob BADR, Regional Advisor on Transport & Logistics, UNESCWA-EDID, presented ESCWA’s coordination role on road transport in the region, related initiatives and experiences and presented through statistics the importance of ESCWA region. He pointed out the main characteristics of the road safety situation in the ESCWA region, emphasizing that in spite the fact that the vehicle circulation in the region is 10 times lower than this of EU, the cars circulating in ESCWA roads, are killing about five times more than those in the EU. Dr. Badr, provided an overview of the Arab transport and highlighted the weaknesses of the road safety data systems in the region. He pointed out that one of the weaknesses is the lack of understanding of the key role of a Lead Road Safety Agency and the lack of political commitment at highest government level. Dr. Badr also commented on the road safety data status and problems in the region, of which underreporting, lack of data reliability, data homogeneity, absence of data harmonization between Arab Countries are among the most important. He informed the participants on the interest of UNESCWA to develop a regional observatory on road safety and invited them and the EuroMed TSP to a workshop on road safety organized by ESCWA in November 2018.

Prof. George YANNIS, Head Traffic Safety and Management, Transportation Planning and Engineering, National Technical University of Athens (NTUA) presented the EU-funded “SaferAfrica” Project. The high level of complementarity between the Safer Africa Project and the EuroMed TSP was among his first comments. He explained that all the efforts of EuroMed partner countries under the EuroMed TSP aimed at setting up road safety reliable, harmonized and comparable data collection system constitute a perfect interaction with “SaferAfrica” Project objectives. Africa has the highest traffic fatality rates globally, almost three times higher than Europe (26.6 per 100,000 population). Prof. Yannis explained the structure and objectives of the Safer Africa Project aimed at creating favourable conditions and opportunities for the effective implementation of actions for road safety and traffic management in the Continent. Setting up a Dialogue Platform between Africa and Europe and the African Road Safety Observatory are the main objective of the project. Speaking about the African Observatory, he explained its targeted structure, the content of its statistics and methodology. He also informed about the kind of data assessed, the exiting limitations in their collection process, the common dataset, their uniformity and the approach for developing the data collection system. Dr. Yannis, concluded by informing participants on the Observatory implementation road map.
consisting of several steps, including sampling and costing, demanding data, adoption of standard definitions and collection processes, the need for building capacity, the formation of a pan-African coordination body, and funding.

The session animated a very life discussion with the speakers receiving many questions, amongst which on data structure, definitions, performance indicators, accident per exposure, ownership and sustainability of actions, 30 days fatalities follow-up procedures, exiting gaps and ways to bridge them, etc. that provided the opportunity for more explanations and presentation of examples.

Session II: Discrepancies between national data and WHO estimates - Ways to bridge them

This panel had two main speakers Dr. Kacem Iaych, WHO, and Dr. Eleonora Papadimitriou and as expected, was followed by a debate in which all countries present were engaged.

Dr. Kacem IAYCH, Technical Officer, Violence and Injury Prevention, WHO, explained the WHO methodology for estimating the number of road fatalities. He described the main data collection challenges, including definitions of road traffic death, underreporting, incompleteness of data from countries, significant differences in data from vital registration vs. police and other types of data. He explained the different data sources and the difference between Police and VR data in the countries for the region. He referred to the SDGs and the signs that both the international community and countries are increasingly committed to improving civil registration and vital statistics systems, including death registration with a reliable cause. Dr. Iaych, presented some good examples of efforts made by countries, such as South Africa, Turkey, Iran and others. He provided explanation of the nature and importance of the International Statistical Classification of Diseases and Related Health Problems 10th Revision (ICD-10) and explained the classification of countries in 4 Groups in terms of reliability of their Vital registration Data (VRD). He provided additional information on the method/model used for WHO’s estimations based on the “Negative binomial regression” model and enumerated the countries classified in Group 4: Countries without eligible death registration data. Following a detailed analysis of the model
development he concluded with recommending EuroMed countries to integrate data from health, transport, police and insurance sectors, try to improve quality of data, notably the Civil Registration and Vital Statistics and Verbal Autopsy (CRVS data coverage & VA) and better coordination among international and national agencies.

Dr. Eleonora PAPADIMITRIOU introduced the joint EuroMed/WHO leaflet on road safety data to be developed soon, as the result of a close collaboration between the EuroMed and WHO. Explained the considerable challenges involved in the collection of complete, accurate and reliable data on road traffic fatalities by all sectors, main problems being those repeatedly mentioned by all the previous speakers (different definitions and under-reporting in data collection by all sectors). Highlighted the difference observed between the countries reported data on road traffic fatalities with the respective WHO estimates and the serious consequences that is a concern for many countries in the region and beyond. Dr. Papadimitriou stressed that this situation needs first to be understood and then identify ways to improve the quality of statistics and bridge the differences. She underlined that a small difference is normal, due to the different definitions used by the Police and the Health Sector, therefore a perfect match of figures should not be the objective. She also referred to the usual reasons increasing these discrepancies and elaborated in the difficulties within the Police as well as within the Health Sector data collection systems. Whereas in the Police (non-use of the 30 days definition, under-reporting, misreporting due to lack of competence and skills) and in the Health Sector (non-use of international protocols for the classification of causes of death, lack of knowledge of health sector practitioners in properly assigning cause of death, lack of skills in drafting death certificates according to WHO standards and poor coordination between central and local authorities in the collection and processing of VRD). Dr. Papadimitriou also referred to the four groups of countries and the particularities of the EuroMed Partner countries, stressing that only 2 of them (Egypt and Israel) are in Group 1 (country VRD meet the WHO quality criteria) while all other EuroMed countries are classified in Group 4. Then explained the particularities of three EuroMed Partner countries (Egypt, Morocco and Jordan) and elaborated on the targeted objectives of the EuroMed Partner country efforts, that should opt first entering Group 2 (countries with other sources of fatality data,
including pilot studies) and later further improve the quality of VRD to meet the WHO criteria and shift to Group 1 through adoption and use of the ICD-10 protocol of classification of diseases. Dr. Papadimitriou, concluded with the aims of the joint EuroMed/WHO leaflet, which is to assist EuroMed Partner countries understand the differences between their reported data on road traffic fatalities with the respective WHO estimated fatalities included in its Global Status Report of Road safety, present ways to improve the quality of their statistics and bridge the differences.

Discussion in which all country delegations were engaged followed the two presentations that attracted the attention of all participants. Both speakers provided explanations, discussed specific cases of countries and confirmed their readiness to assist.

**Session III: Methods of data collection in the EuroMed region – Diagnosis of the situation**

In her presentation Dr. Eleonora PAPADIMITRIOU, informed participants on the first results of the diagnosis of the situation in six EuroMed Partner countries, namely Algeria, Egypt, Jordan, Lebanon, Morocco and Tunisia. Informed them of the conclusion of the diagnostic missions to six EuroMed Partner countries (Lebanon, 13-15 September 2017, Egypt, 2-5 October 2017, Morocco, 10-13 October 2017, Algeria, 19-20 November 2017, Tunisia 21 – 22 November and Jordan, 22-25 April 2018) by referring to the findings in each one of them. As a conclusion she mentioned that the need to collect of road safety reliable, harmonized and comparable data is fully recognized by all EuroMed Partner countries. There are important past and ongoing efforts in all countries, and several good practice elements for each country to demonstrate. However, there are important challenges remaining to be addressed and elements needing improvement in all countries. These include, the definition of person killed in 30 days; the systematic follow-up by the Police; establishment / upgrade of National Data Collection form and procedures for electronic recording and on-line transmission; adoption of international definitions and protocols for road crash data (accident, fatality, injury severity, crash characteristics); and estimation of under-reporting through linkage and cross-checking of Police and Health Sector data.

This session was completed with comments from EuroMed Partner country experts on the diagnosis presented by EuroMed TSP, with which they all agreed.

**Day 2 (9 May 2018)**

**Session IV: Experience with road safety data harmonization and sharing in an EU member State - The case of Greece**

Prof. George YANNIS, National Technical University of Athens (NTUA), referred to the Greek Experience on road accident statistics. He presented the great progress of Greece of its road safety performance during the past 10 years that the road fatalities were reduced by 59%, while the reduction of the road fatalities for young people reached the spectacular 70%. He then explained the structure of collection and processing of related data and explained the procedures followed by Police in collecting data, carrying out investigations, fill-in autopsy report and part of the road accident data collection form (completed later at the police headquarters). After the data forms are finalized and updated within 30 days they are forwarded to the Hellenic Statistical Authority (ELSTAT). Prof. Yannis, also referred to the role of the ELSTAT Data base and described the road accident data collection form. He elaborated on the data files for hospitalized persons, recording causes of hospitalization, road crash injured persons, etc. He stressed that ELSTAT is also hosting the Vital Registration Database, recording time and cause of death, statistics and publish aggregate statistics. Comparing the data from different national sources during the past 25 years we see a
progressive reduction of the discrepancies, which although are not totally matching each other they tend to come closer and closer. Prof. Yannis also referred to the EU CARE Database, the Community database on road accidents and the Common Accident Data Set (CADaS) consisting of a minimum set of standardized data elements. In his concluding remarks he mentioned that further considerations on road safety data should be given in Greece to make them more meaningful by combining them with exposure data (crashes per km driven, per traffic characteristics, per time, etc.) and crash causalities correlated with safety performance indicators (behaviour, infrastructure, traffic, vehicles).

Dr. Spiros PAPANIKOLAOU, Member of the Board, National Center of Emergency Help (EKAB), National Focal Point for WHO, further elaborated on the Greek experiences. He centered his presentation around the following main questions relating to data gathering and processing. Who, What, How, Why. On Who collects, and processes data he mentioned the Ministry of Health, NTUA, Police, the Hellenic Society of Trauma & Emergency Surgery, the University of Athens Nursing School, the Ministry of Infrastructure and Transport, and the ELSTAT. On What data is collected he mentioned the road traffic crashes and deaths, exposure to risk, infrastructure, speed control, drink-driving, motorcycle helmet use, seat-belts and child restraints, mobile phone use. On How, he referred to the previous speaker explanations. While on the Why, he mentioned, to record status, find and correct causes, reinforce actions and measures, develop legal framework, get experiences and progress. He also spoke about the known weaknesses of the system, including, extractive policy without strategic planning and holistic organizational solutions; insufficient cooperation between agencies involved; limited capability and fragmentation of site controls on high risk areas; absence of qualified staff; insufficient structures for hospitalization and care; lack of file statistics for comparison purposes; and no generalized traffic education programs. Dr Papanikolaou, concluded by highlighting the remaining challenges, including the continuous growth of the fleet of private cars; increase in alcohol consumption; generalized mobile phone usage while driving.
Ms Sofia BALLA, Social Statistics Division, Hellenic Statistical Authority (ELSTAT), presented the work of ELSTAT in road safety data collection, processing and dissemination. Ms. Balla explained the methodology used for measuring final outcomes (accidents, deaths and injuries), data collection conducted in paper form questionnaire filled in by the Police and Port Authorities officers and submitted to ELSTAT for codification, quality control, validation, entry and dissemination of the results. This survey is harmonized with the EU standards, concepts and definitions. She then spoke about the importance of the dissemination of the statistical output. Preliminary monthly rapid (flash) aggregated data available every 2 months and monthly data published in a Press Release. Moreover, a detailed final annual results dissemination is conducted within 10 months from the end of the reference period. The metadata and the form are also made available to the public in the portal and are published in a standardized form, the Single Integrated Metadata Structure (SIMS), with the general rules of data confidentiality applying. ELSTAT also process Health data, from Hospitals and Vital Registration System. The International Classification of Diseases (ICD-10 version) is used allowing comparisons between national administrations and countries. Police reporting rate for deaths represents around 82-84% of death certificates (VRD), qualifying Greece in the Group 1 of the countries according to WHO. Ms Balla concluded by the presentation of a Strengths, Weaknesses and Opportunities of the Greek system, the Hellenic Statistical Authority (ELSTAT) latest Press releases of 27 April and 11 May 2018 which can be found in the following links:

http://www.statistics.gr/documents/20181/6191f497-5ba0-4f31-8365-c9c0a3e295d1
http://www.statistics.gr/documents/20181/a7e1e6ec-d04c-455f-9a4d-786e75686d10

EuroMed Partner county Delegations asked questions to the speakers offering the opportunity for further explanations and dialogue.

Session V: Best Practices from EuroMed region

In this session representatives from EuroMed Partner countries (Jordan, Morocco and Tunisia) were invited to present successful examples.

Mr. Ahmad AL WARAWRA, Director of Jordan Traffic Institute Traffic Police, Public Security Directorate, presented the Jordan experience with road safety data, notably the Traffic Accident Information System the “E-Kroka”. E – Kroka is one of the intelligent transportation systems used in Jordan which started in Oct. 2013 in cooperation with the Jordan Union for Insurance Companies. He explained that road crash data is collected by the Traffic Department of the Public Security Directorate for all traffic accidents (property damage accidents and human casualties accidents) based on a unified paper form. The application of the E – Kroka system followed a thorough review of similar systems in other countries which showed that other countries have replaced the paper models with a mobile computer to collect data that helped multi files storage of data
and easier exchange of data information amongst key stakeholders. Mr. Warawra, stressed the importance of road crash data system for Jordan, aimed at accurately locating crashes; avoiding mistakes in data entry; quick and accurate transfer of data from the scene to the main storage; the speed of access to these data; real time registration of data; direct security checks on vehicles and persons and explained how the systems works and its operational components and reporting mechanisms.

Mr. Said EL KARKOURI, Chief of Exploitation Division, Traffic Police, Public Security Directorate, Morocco, presented his country experiences and best practices. Following the presentation of some general information about Morocco, he informed the participants about the adoption by his country of a national strategy for road traffic safety in May 2017 and that a new Law (No 103.14) for setting up of a Lead Agency is under the consideration by the Parliament. He then referred to the definitions about the person killed and serious injured, explained the system of road safety statistics in his country and elaborated on the strengths and weaknesses of the applied system in Morocco. Among the strengths he reported: Rigorous procedures in place; possibilities of corrections through the processing; information on the type of crash; dissemination of results. Nonetheless, there are discrepancies between the national statistics and WHO estimates for reasons very well explained during these two days in Athens. Among the weaknesses of the system he mentioned the lack of cooperation with other stakeholders, including the Heath sector and difficulties in the access to the system by others, including partners, researchers, students, etc. more over among the weaknesses he stressed the old fashion ways of processing (on paper – by hand) and the vulnerability of the system due to human errors as well as the underreporting due to lack of capacity of the responsible authorities intervening on the spot. Mr. El Karkouri, also mentioned the usual weakness of the system, as in many other countries, to identify and report the exact position of the crash and concluded by emphasising the importance of the harmonization of definitions and the comparability on the national data with other countries in the region and beyond.

Mr. Noureddine SAYADI, Director of Circulation, Ministry of Transport and Mr. Mohamed Amine SOUGUIR, Sous-Directeur des données, Observatoire National de la Sécurité routière / Ministère de l'Intérieur, Tunisia, presented their country experiences and best practices. Following a general explanation on the structure, responsibilities of the key national stakeholder engaged with road safety data gathering, provided statistics on the evolution of the vehicles circulation in Tunisia in the last years presenting a continues increase and the official statistics...
on the road crashes, killed and injured in the last five years. They also explained the procedures used for the data registration, the daily report of road crashes and on dissemination of the statistics and concluded with the presentation of a systematic dissemination of the results.

Session VI: Road Map on the way forward

The last session consisted of a round table discussion on the strengths and weaknesses of the methods applied in the region and the preparation of the road map on the way forward, under the chairmanship of Mr. Adamantiadis. Dr. Eleonora PAPADIMITRIOU was requested to make a presentation corresponding to the three parts of the issues to discuss with the country Delegations. Part one: Issues and priorities for road safety data in the region. Part two: Areas for transfer of knowledge and expertise. Part three: The way forward. Dr. Papadimitriou following the suggested structure presented the issues for every part.

**Under Part one,** regarded the following issues to constitute the priorities: **About the Police data:** Definition of person killed in 30 days; estimation of under-reporting through linkage and cross-checking Police and Health Sector data; submission of studies to WHO (to shift from Group 4 to Group 2); establishment / upgrade of National Data Collection form and procedures for data collection (e.g. electronic recording and on-line transmission). About the Health Sector data: Improve the quality of VRD.

**About harmonized and comparable data:** Definition of person killed in 30 days; adoption of international definitions and protocols for all crash characteristics. **About data sharing:** Strengthening of cooperation and exchange of knowledge and data between Police, Transport and Health Sectors; data publication and sharing at national level, and national observatories; data sharing at international level and regional observatory. Participants confirmed that the above clearly reflect all the main priority issues for the region.

**Under Part two:** the following were regarded as the areas for transferring of knowledge and experiences: Cooperation with WHO on data definitions and VRD quality; cooperation with UNECE, EC-DGMOVE on the establishment of common definitions and the European Road Safety Observatory; cooperation with UfM, FIA, IRF and UNESCWA at exploring possible synergies in view of their interest in developing Road Safety Observatories in Mediterranean; cooperation with IRTAD - International Road Traffic Accidents Database. Participants also confirmed that the above clearly reflect all the main areas for transferring of knowledge and experiences.

**Finally, Under Part three:** All participants agreed with the road map prepared by EuroMed TSP team and which is presented below.
The session was closed by a round table concluding remarks made by the country Delegations present and the experts from the international organizations.

**Closing session**

The workshop ended with closing statement made by Dr. Eleonora Papadimitriou and Mr. Michalis Adamantiadis and the handling over to the participants, together with Spiros Triantafyllas, their certificates of attendance to the event and the Tunisian Delegation offering a souvenir to the EuroMed TSP project.
Day 3 (10 May 2018)

Site visit 1: Athens Metropolitan Traffic Management Centre

The participants visited the Athens Metropolitan Traffic Control Centre operating under the auspices of the Attica Region. Ms. Angeliki SAPOUNA, Regional Vice Governor for Constructions and Infrastructure, Attica Region and Mr. Antonis KEFALLINOS, Head of the Traffic Control Centre, welcomed the EuroMed TSP Delegation and introduced to the participants the Center. The Athens Traffic Management System was a significant transportation project that was built for the Olympic Games of Athens 2004. The system was first planned in 2002 and was completed on time before the summer 2004 deadline. It costed € 255m to design, construct and implement. The system is operated by two traffic control centers which receive information from 210 CCTV cameras and over 700 in ground loop detectors. It also receives signals from 71 Event Detection Cameras and controls 24 Variable Message Signs. The traffic management system (TMS) central software is operated from two control centers (to allow for the event of one control center failing) fed with data from a variety of sources including close circuit television cameras, traffic signals, Autoscope video-detection cameras, ground loop detectors, speed radar devices and security personnel and traffic police on the ground. The system can analyze and process the information it receives and then display traffic conditions using a graphic user interface (GUI). 75 Autoscope Video Vehicle Detection Systems (vision processors for video vehicle detection systems) are integrated into Athens’ traffic management system. The systems are equipped with high-resolution, low visibility AIS Cameras and can detect speed, vehicle density, vehicle types, stopped vehicles, traffic incidents and vehicles travelling the wrong way. The Autoscope cameras are mounted on 14m-high steel poles and the information they receive is relayed back to the two control centers via a fiber optic cable network. An adjustable weather shield minimizes rain, sleet and snow contact on the faceplate. It also reduces glare, which improves video contrast and can operate in a temperature range from -40°C to +60°C. The system also controls 1,500 traffic signals in the greater Athens area. The system is also integrated with the command center established for Olympic security systems, a secure digital trunk radio network and geographical information systems (making use of GPS).
Site visit 2: Training Centre of the Road Safety Institute “Panos Mylonas”

The participants visited the Training Center of the Road Safety Institute (RSI) “Panos Mylonas”, where they were received by Ms. Vassiliki DANELLI MYLONA, President of the Institute, and her team.

Ms. DANELLI MYLONA introduced the Institute to the participants. Road Safety Institute “Panos Mylonas” was the result of a vision which followed a tragic and unfair loss; the loss of Panos Mylonas who died at the age of 22 in a car accident on March 22, 2004. An idea out of a necessity: no more human losses on the streets of our country. During the past 10 years, RSI “Panos Mylonas”, makes sustained effort to eliminate traffic accidents and protect life on the streets by motivating and supporting the State at promoting road safety issues, form driving etiquette and behavior for all road users. The IRS “Panos Mylonas” implements actions and campaigns for all age groups, promoting good practices to citizens and to the society, following research, matched good and internationally recognized practices and implementing an innovative model of action based on technology.

RSI educational programs have trained more than 125,000 children and 140,000 citizens and informed hundreds of thousands more. Core activities of the Institute include, education, research and awareness. The concerned user groups to which the Institute activities address are from children, in the Primary School and to High Schools to adults and specialized groups, such as Police staff, Army officers, private companies. The work of the Institute has been recognized not only in Greece but also internationally, with distinctions from leading organizations such as the UN, the European Transport Safety Council (ETSC), the European Commission and many other. The participants were
introduced to the center facilities and equipment and actively participated in various training on seat belt use, driving under the influence of alcohol and drugs and roll over car. See pictures from the visit.

Site visit 3: Tollway "Attiki Odos "Traffic Management Centre

The participants visited the Attica Tollway "Attiki Odos "Traffic Management Centre. Mr. Fanis PAPADIMITRIOU, Director, Circulation and Maintenance, and Ms. Eleni TYROGIANNI, Director, Strategy and Organization, Attikes Diadromes SA, received the delegates and introduced them the place and the Motorway. Attica Tollway was constructed on a concession basis and constitutes one of the biggest co-financed road projects in Europe. Attica Tollway is a modern Motorway extending along 70 km, a 9% of which is tunnels, and is one of the safest roads in Europe. It constitutes the ring road of the greater metropolitan area of Athens and the backbone of the road network of the whole Attica Prefecture. It is an urban motorway, with two separate directional carriageways, each consisting of 3 lanes and an emergency lane (hard shoulder).
The suburban railway of Athens has been constructed in the central reservation of the motorway. The Traffic Management Centre (T.M.C) of Attica Tollway, as well as the support mechanism of the Patrol Employees and Intervention Teams, have completed 15 years of operation and during this period have intervened to more than 358,955 incidents on the motorway. In 2016 only, Attica Tollway personnel handled 22,124 incidents. This basically means an average of about 60 incidents per day. Most incidents 4.33% on average, compared to the previous year. More specifically, 77,040,046 vehicles used Attica Tollway, which means an average of about 210,492 vehicles per day. July was the busiest month with a had to do with vehicle breakdowns (fuel, tires and mechanical problems). In 2016, traffic was increased by daily average of 234,888 vehicles. The main competences of the Traffic Management and Motorway Maintenance Department are: traffic control and monitoring; management of emergency incidents and planned activities; road assistance; Inspection, maintenance and repairs. The Traffic Management Centre (T.M.C.) operates on a 24-hour basis. T.M.C. continuously monitors traffic conditions along the entire motorway and is immediately informed of any problems arising. Apart from traffic management, maintenance also plays a crucial role in a project of this size. Maintenance works form an integral part of the daily activities on the Attica Tollway and are divided into two main categories: preventive and corrective maintenance. The technological systems used by the T.M.C. include Incident detection systems. This includes the entire infrastructure which enables the T.M.C. to be informed of what is happening on the motorway, always. Inductive loops (sensors) placed every 500 meters inside the asphalt pavement of the open sections of the motorway and every 60 meters inside tunnels, provide information regarding the volume, speed and density of traffic. These sensors enable the prompt detection of any problems causing disruption to the smooth flow of traffic and automatically activates intervention procedures to deal with the problem. Closed Circuit of 222 TV cameras (CCTV) located along the length of Attica Tollway, transmitting a full view of motorway traffic conditions back to the monitors of the T.M.C. Control Room. The T.M.C. is in constant communication with the patrol units driving along the motorway, whose main task is to locate any emergency incidents and promptly proceed with immediate intervention. T.M.C notifies drivers of any problems, through the electronic 15 Mainline Variable Message Signs, located along the length of Attica Tollway and 57 Access point Variable Message Signs, located at the entrance
points to Attica Tollway. It also informs the Vehicle Recovery Units as well as the Heavy Vehicles Road Assistance Unit to intervene in cases of immobilized vehicles and transfer them to the nearest motorway exit and as necessary, the competent Traffic Police Department, the Ambulance Service (EKAB) and the Fire Brigade.

6. Summary of conclusions and follow up

The three-day Regional Workshop, held in Athens on 8-10 May 2018, was the first time that Road Safety data experts from the Ministry of Transport, Police and the Health Sector from the EuroMed region met.

Chaired by Mr. Michalis ADAMANTIADIS, EuroMed TSP Team Leader and Road Freight Transport Key Expert, the workshop hosted twenty five (25) EuroMed Partner country experts from six (6) countries, notably Algeria, Egypt, Jordan, Morocco, Palestine and Tunisia, together with distinguished speakers from several international and European Organizations (UNECE, UNESCWA, WHO, FIA, IRF, the EU-funded “SaferAfrica” Project), Greek relevant institutions ad Authorities (NTUA, EKAB, ELSTAT) and EuroMed Experts, participated in the Regional Workshop on setting up road safety reliable, harmonized and comparable data collection system and sharing at regional level. This workshop offered a unique opportunity to share national, European and international experiences and best practices on road safety data and allow a regional exchange on setting up a EuroMed TSP road map for the follow up actions. Issues discussed included: existing best practices, methods and tools of road safety data collection in the EuroMed Partner Countries, Europe and internationally; awareness raising on the reasons of the existing discrepancies between the official national data and WHO estimates and suggestion on ways to bridge them; common definitions and international good practice on road safety data in the region; vital registration data (VRD) that are considered by WHO in its Global reports; related experience in an EU member State, the case of Greece; and setting up a road map on the way ahead.

Road safety related data are used by the police, transport authorities, health facilities, insurance companies and policymakers. Reliable road traffic crash data are key to identifying risks, developing strategies and interventions to address those risks, and evaluating the impact of interventions. They are also important in persuading political leaders that road traffic injuries are a priority issue. These data can also be used in the media to make the public more aware of legislation and changes in behavior that will improve their safety. While Road Safety is priority for many EuroMed Partner countries, the collection of credible road safety data is a major challenge to them. Moreover, there are serious discrepancies between the official data of most EuroMed Partner Countries, with the respective WHO estimates included in its Global Status Report of Road Safety 2015. The workshop helped participants understand the discrepancies between the national data and WHO estimates and the ways to bridge them. The ensured interaction and cooperation between the project and the DG-MOVE, European Road Safety Observatory (ERSO), WHO, UNECE and UNESCWA, IRTAD group of ITF-OECD, FIA, IRF and the EU funded SaferAfrica Project and the SSATP / World Bank has broad already results and cooperation is continued.

In his video message to the participants, H.E. Mr. Jean TODT, UN Secretary General’s Special Envoy for Road Safety, welcomed the EuroMed Partner Country efforts to improve road safety data management and its comparability across Mediterranean and reiterated his support to the EuroMed TSP and to the South Mediterranean countries efforts to improve road safety data.

The joint publication of a Eurostat/ITF/UNECE, “Glossary for Transport Statistics” provides common definitions and is regarded as among the best international practices on road safety data methods and
tools. The achievement of the UN Sustainable Development Goals is heavily interrelated with Global road safety performance targets, which by itself, highlights the need for gathering related data. EU CARE Database, the Community database on road accidents and the Common Accident Data Set (CADaS) consisting of a minimum set of standardized data elements constitute the European best practice in the field and represent a reference for EuroMed region. “FIA Country Profiles” are made available and can be of significant value. The IRF World Road Statistics (WRS), a unique and comprehensive source of data for inland road traffic and transport sectors, edited yearly since 1964 for more than 205 countries, is another available useful source of data. Setting up Regional Observatories represent efficient tools for gathering and disseminating road safety related data and the creation of the First African Observatory, to be hosted in Morocco, is advanced through the initiative of 7 African countries (Benin, Kenya, Nigeria, Morocco, Senegal, South Africa and Tanzania) and supported by the World Bank, FIA and the ITF. The Data collection & tool for police crash traffic (RADaR) developed by IRF is an innovative and scientific data collection and reporting system that can be used by EuroMed Partner countries.

Africa has the highest traffic fatality rates globally, almost three times higher than Europe (26.6 per 100,000 population). The EU-funded “SaferAfrica” Project aims at creating favourable conditions and opportunities for improved road safety and traffic management, by setting up a dialogue platform between Africa and Europe and an African Road Safety Observatory. The EU-funded “SaferAfrica” Project and EuroMed TSP are complementary to each other. The efforts of EuroMed TSP to assist countries setting up road safety reliable, harmonized and comparable data collection system constitute a perfect interaction with the “SaferAfrica” Project objectives. In spite the fact that the vehicle circulation in ESCWA region is 10 times lower than this of EU, those circulating in ESCWA roads are killing about five time more than those in the EU. The lack of understanding of the key role of a Lead Road Safety Agency and of political commitment at highest government level, seem to be among the main reasons for that, in addition to the lack of reliability and homogeneity of data gathering in Arab Countries.

Underreporting, misreporting, non-use of the 30 days definition, non-use of international protocols for the classification of causes of death, incompleteness of data from countries, significant differences in data from Vital Registration, lack of knowledge of health sector practitioners in properly assigning cause of death and lack of skills in drafting death certificates according to WHO standards, poor coordination between central and local authorities in the collection and processing of VRD vs. Police and other types of data, were considered among the main reasons for the discrepancies between the national reported road safety data and the WHO estimates, based on the “Negative binomial regression” model. The four (4) Groups of countries according to WHO in terms of reliability of their data submissions and related methodological differences, have been explained in detail along with some good examples of efforts made by countries, such as South Africa, Turkey, Iran and others to bridge these gaps. The use of the International Statistical Classification of Diseases and Related Health Problems 10th Revision (ICD-10) is also important to improve the Vital Registration Data (VRD) of countries. Only two (2) EuroMed Partner countries (Egypt and Israel) are in Group 1 (country VRD meet the WHO quality criteria) while all other EuroMed countries are classified in Group 4 (countries without eligible death registration). The particularities of some EuroMed Partner countries (Egypt, Morocco and Jordan) were explained. A joint EuroMed/WHO leaflet, aimed at assisting EuroMed Partner countries understand the differences between their reported data on road traffic fatalities with the respective WHO estimates will be ready soon. The first results of the diagnosis of the situation in six EuroMed Partner countries (Algeria, Egypt, Jordan, Lebanon, Morocco and Tunisia) were presented, based on EuroMed team diagnostic missions to these countries and the circulation of a common questionnaire. The final detailed report to follow soon.
During the past ten years, Greece has made a great progress in its road safety performance achieving a reduction of road fatalities by 59%, while the reduction of the road fatalities engaging young people, reached the spectacular 70%. The Greek experience on road safety data gathering, processing and dissemination were presented by the National Technical University of Athens (NTUA), the National Centre of Emergency Help (EKAB), and the Hellenic Statistical Authority (ELSTAT). The data collected by the Police, described in a road crash data collection form harmonized with the EU standards and definitions, finalized with the necessary updates within 30 days, is forwarded to the Hellenic Statistical Authority (ELSTAT) that process the data and disseminate them regularly. ELSTAT is also hosting the Vital Registration Database, recording time and cause of death, statistics and publish aggregate statistics. Comparing the data from different national sources during the past 25 years one can see a progressive reduction of the discrepancies. Greek road safety data strengths, weaknesses and opportunities were also presented. Representatives from EuroMed Partner countries (Jordan, Morocco and Tunisia) presented successful examples and experiences, including the Traffic Accident Information System the “E-Kroka”, an intelligent transportation system used in Jordan: the recent adoption of the country national strategy for road traffic safety in May 2017 and the new Law for setting up of a Lead Agency in Morocco; and the Tunisian experiences and best practices on gathering, processing and dissemination road safety statistics.

During a round table discussion structured around three parts, Part one: Issues and priorities for road safety data in the region. Part two: Areas for transfer of knowledge and expertise. Part three: The way forward, the participants agreed in several issues which are contained in the below list of recommended action and the road map (see page 23) on the way forward reproduced below. Recommended actions, to EuroMed countries that have not done so, include:

- Follow the definition of person killed in 30 days;
- Improve the Civil Registration and Vital Statistics and Verbal Autopsy (CRVS data coverage & VA);
- Estimate under-reporting through linkage and cross-checking of Police and Health Sector data and submit studies to WHO (to shift from Group 4 to Group 2);
- Establish / upgrade of National Data collection form and procedures for data collection (e.g. electronic recording and on-line transmission).
- Improve the quality of VRD to meet the WHO criteria (shift to Group 1); adoption and use of the ICD-10 protocol of classification of diseases; adoption and use of the WHO death certificate model; coverage of >80% of the population.
- Strengthen of cooperation data between Police, Transport and Health Sectors;
- Strengthen data publication and sharing at national level;
- Increase awareness on the road safety data being of equal importance with other type of statistics;
- Provide adequate training and technology/tools;
- Ensure availability of proper financial resources to tackle road safety data needs;
- Create RS central national data repository.
- Adopt to international definitions and protocols for road crash data (accident, fatality, injury severity, crash characteristics); and

The following were regarded as the areas for transferring of knowledge and experiences: Cooperation with WHO on data definitions and VRD quality; cooperation with UNECE, EC-DGMOVE on the establishment of common definitions and the European Road Safety Observatory; cooperation with UfM, FIA, IRF and UNESCWA at exploring possible synergies in view of their interest in developing Road Safety Observatories in Mediterranean; cooperation with IRTAD - International Road Traffic Accidents Database.
During the 3rd day of the workshop participants visited important road safety and management sites in Athens and around the City and were introduced their role, functions and equipment used. These were:

- The Athens Metropolitan Traffic Control Centre operating under the auspices of the Attica Region;
- The Training Center of the Road Safety Institute (RSI) “Panos Mylonas”; and
- The Attica Tollway “Attiki Odos” Traffic Management Centre.

With 30 out of 33 (91%) main participants of the event having replied to the evaluation questionnaire, they clearly demonstrated their interest and engagement with this event and the subject. Participants scored very high all relevant questions, of which highest (100% above average and good) eight (8) out of sixteen (16) questions and very high (88.9% to 96.5%) all the rest eight (8). They also considered the skills and expertise of the presenters very high (100% above average and good) and the clarity of their presentations as well as their possibility to dialogue with participants very good and scored (96.5% above average and good). The questions relating to the general evaluation of the workshop and if its content was useful and on if they have now improved knowledge and are better prepared for the setting up road safety reliable, harmonized and comparable data collection systems in their countries, was also scored highest by the participants (100% above average and good).

All relevant documentation, including the workshop Agenda and Concept Note and the speakers’ presentations, is available in the EuroMed Transport Support project website, in the following hyperlink:

http://etsp.eu/?tribe_events=athens-regional-workshop

### 7. Indicators

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<tr>
<th>OVI (Objectively Verifiable Indicator)</th>
<th>Source of verification</th>
<th>Comments</th>
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<tbody>
<tr>
<td>By the end of the project, at least two EuroMed countries engaged in this activity will have set up reliable, harmonized and comparable road safety data collection system</td>
<td>Communications from the country and other public sources</td>
<td>To be assessed at a later stage</td>
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<tr>
<td>By the end of the project, sharing and comparing harmonized national data in the region will have been established or advanced;</td>
<td>Communications from the country, ETSP and other official sources</td>
<td>To be assessed at a later stage</td>
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<td>By the end of the project the reason for the existing discrepancies between WHO Data and those of at least two EuroMed countries engaged in this activity will have been identified or identified and bridged.</td>
<td>Communications from the country and WHO</td>
<td>Reason for the existing discrepancies between WHO Data and those of all six counties engaged in this activity have been already identified</td>
</tr>
<tr>
<td>The participants appreciated the event and considered it useful</td>
<td>Evaluation questionnaires and communications to EuroMed TSP by all participants</td>
<td>Confirmed through the replies of participants to the Evaluation Questionnaire circulated at the second day of the event (See attached Evaluation Report)</td>
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<tr>
<td>Women's engagement</td>
<td>Percentage of women experts' participation</td>
<td>20% women country experts' participation</td>
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<td>RTAP support</td>
<td>Action 10: Set-up a reliable data collection system on road fatalities and serious road accidents including where possible on their causes to facilitate data comparison; Mediterranean countries are encouraged to share their national data at regional level, similarly to the practice of the European Road Safety Observatory and the Community Road Accident Database (CARE).</td>
<td>Set-up a reliable data collection system on road fatalities and serious road accidents including where possible on their causes to facilitate data comparison support ongoing</td>
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