Road Safety Performance Review
Georgia

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Presentation Overview

- Identify the most critical aspects and priority needs
- Current road safety situation and trends
- In-depth analysis of the most relevant topics identified
- Legal and Institutional Framework for Road Safety
- Conclusions and Recommendations on strengthening national road safety management capacities
Goals for Georgia’s Road Safety

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

Evaluating Quality of Road Safety

2. Assessment of institutional and legislative framework
3. Determining the existence of sufficient human and financial resources
4. Revealing the most acute issues and priorities in road safety field
Humanitarian Impacts

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

Death Rate in the Regions

[Bar chart showing death rate per 100,000 population in 2015 for different regions]
**Political Will**

The 2017 Road Safety one year Action Plan provides a systemic approach and 27 activities towards Road Safety.

The Government of Georgia approved the National Strategy for Road Safety and the Institute responsible for its implementation.

The Ministry of Internal Affairs introduced amendments to the Law on Road Traffic by the Parliament. The new regulation enacted from July.

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**National Strategy Framework**

**SECRETARIAT**
Provided by the MESD the transport and Logistic Department.
Coordination is one of several key functions of Lead Office.

**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, Tbilisi City

Representative of private business, NGOs, international organization, academia can be invited to the meeting commission and working group.
Problems and Consequences in Cities

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

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

Unknown Causes of Accidents (20%)
Aging Vehicle Fleet

Age of Fleet

- 45%: 1-3 year
- 46%: 4-6 year
- 5%: 7-10 year
- 2%: 11-20 year
- 2%: more than 20 year

Poor Technical Standard of Vehicles in Georgia

Catalytic Converters

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

Used Tires

- in 2015, approximately 1 in 10 tires were new. The rest were used. 30% to 40% of imported used tires are in very poor condition according to UNECE standards
Problems in Inter-City Services

- Policy of Deregulation
- Poor monitoring and execution, contradictory laws
- The existence of unregistered carriers

Safer Road Users: Shortcomings in Legislation

- Seat Belts (front and rear)
- Child restraints
- Mobile phone use
- Speed
- Drunk Driving
- Drugs
- Motorcycle helmets
- Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)
Challenges:

- Weak institutional and technical capabilities
- Hazardous roads and infrastructure
- Hazardous and poorly equipped vehicles
- Incomplete system of drivers training
- Quality of initial care after accident
- Weak enforcement of the main risk factors: speed control, using safety belts, control of drivers' drunkenness

Main Recommendations

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

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

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**Long-term strategy and commitment**

Effective road safety management comprises 3 key phases:

- establishment
- growth
- consolidation

*World Bank GRSF Country Guidelines, 2009, 2013*
Safer Infrastructure

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

Focus on “Low Hanging Fruits”

- Focus on speed management
- Current speed limit in urban areas 60 km/h. The permissible speed limit in many roads in cities - 60 + 15 km / h. Focus on high risk road sections.
- Reduction of the permissible speed limit in urban areas and in front of schools. Creation of school zones.
**STEP FOUR:**

**Improve Data Collection and Sharing**

- Improve the capacity of government agencies to effectively collect and analyse crash data and provide all stakeholders with access to the national crash data online.
- Encourage research and development, as well as knowledge transfer in road safety.
- Improving sharing road crash data with stakeholders outside of government and provide road safety crash data to the public on weekly basis.

**Measure Road Crashes and Interventions**

- Establish national and local systems to measure and monitor road safety interventions.
- Set up national system to measure and monitor the economic impact of road traffic crashes.
- Set up national system to measure and monitor health and social impact of road traffic crashes and elaborate and implement trauma registry.
- Develop Sustainable funding sources for road safety activities within, third-party insurance, vehicle registration and other sources.
Black Spot Management

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

Re-introduce Periodical Technical Inspections (PTI)

- Ensure that all vehicles are tested regularly to check they conform to safety standards. Improve laws and regulation on import of second hand vehicles.
- Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements.
- Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all imported vehicles.
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.

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**International Commitments**

**Safer Roads and Mobility**

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

- Fully Implementation of AETR agreement and introduce the UN regulations of driving hours and rest breaks for drivers and fleet operators, maintenance of vehicles and driver training procedures.
- Conduct driving test in road conditions.
- Improve practical testing standards and set up special monitoring system for novice drivers for first 2 years.

Improve post-crash response and services

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