



TRACECA ROAD SAFETY II

EU funded Regional road safety project

Sharing EU successes and expertise in Road safety with
TRACECA Region
(and lessons for Turkey ?)

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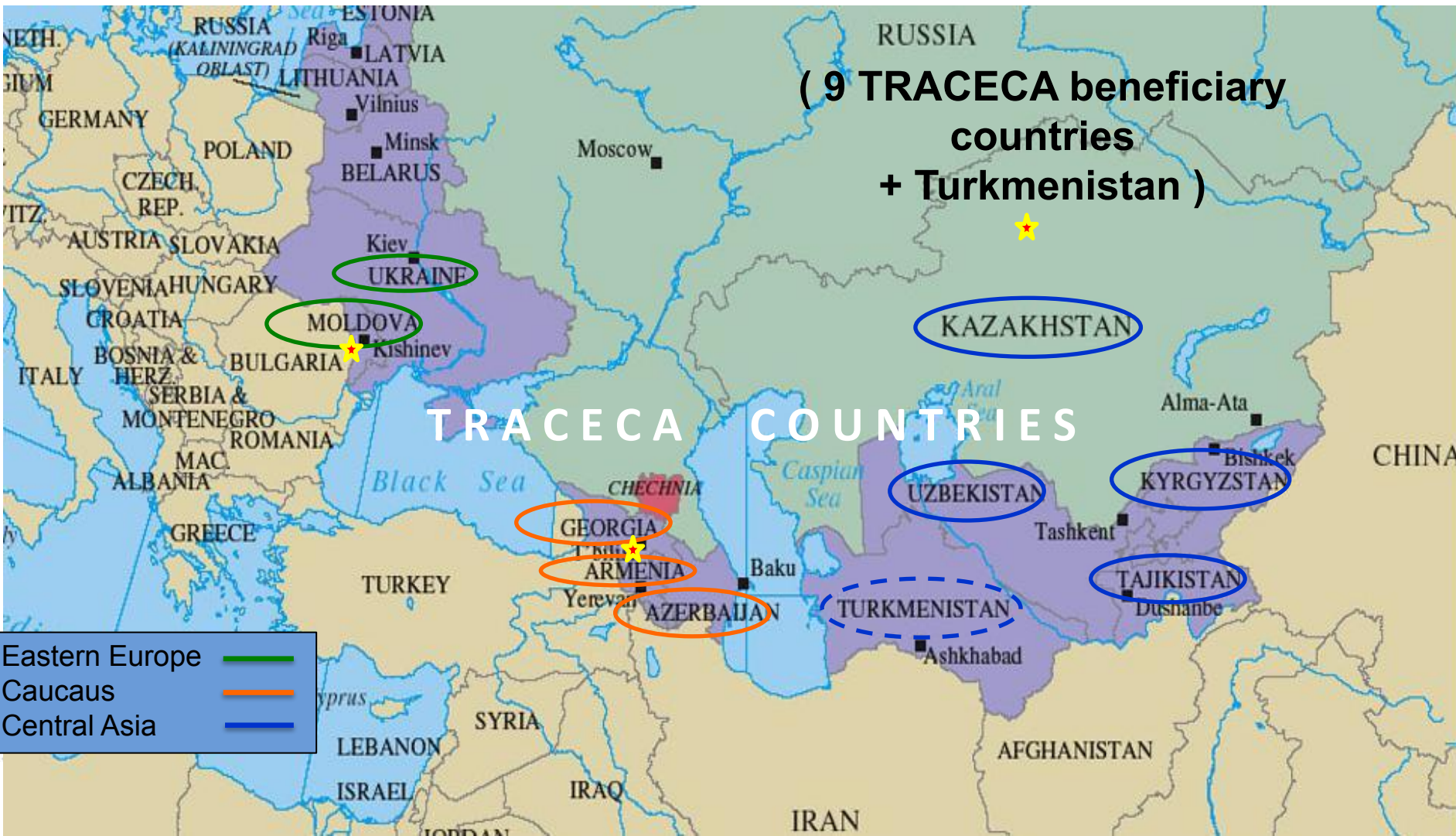
Overview of application of EU approaches to TRACECA region

- 1 The region and its geopolitical importance
- 2 The problem and future prospects
- 3 What did this EU funded project do ?
- 4 Phased approach to build capacity and sustainability
 - **Regional plan**
 - **Country specific action plans and capacity building**
 - **In country follow up visits and training** to institutionalize road safety activities
- **6 Lessons for Turkey ?**



BACKGROUND

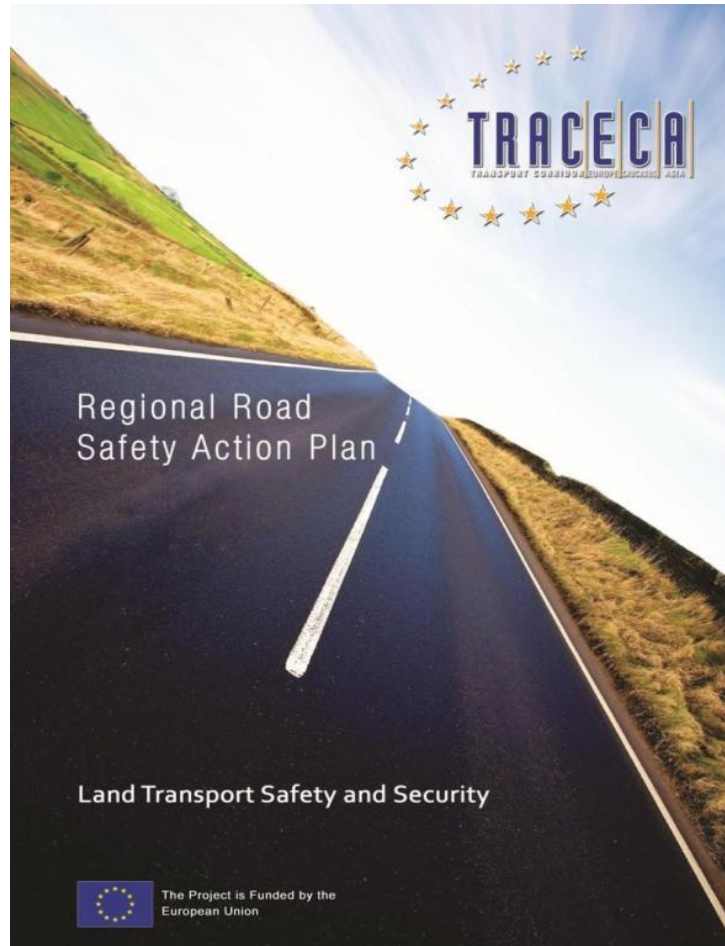
(9 TRACECA beneficiary countries + Turkmenistan)



Eastern Europe	
Caucasus	
Central Asia	



PHASE 1 : TRACECA REGIONAL ROAD SAFETY ACTION PLAN



1. Armenia
2. Azerbaijan
3. Georgia
4. Moldova
5. Kazakhstan
6. Kyrgyzstan
7. Tajikistan
8. Turkmenistan
9. Ukraine
10. Uzbekistan



TRACECA REGIONAL ROAD SAFETY ACTION PLAN

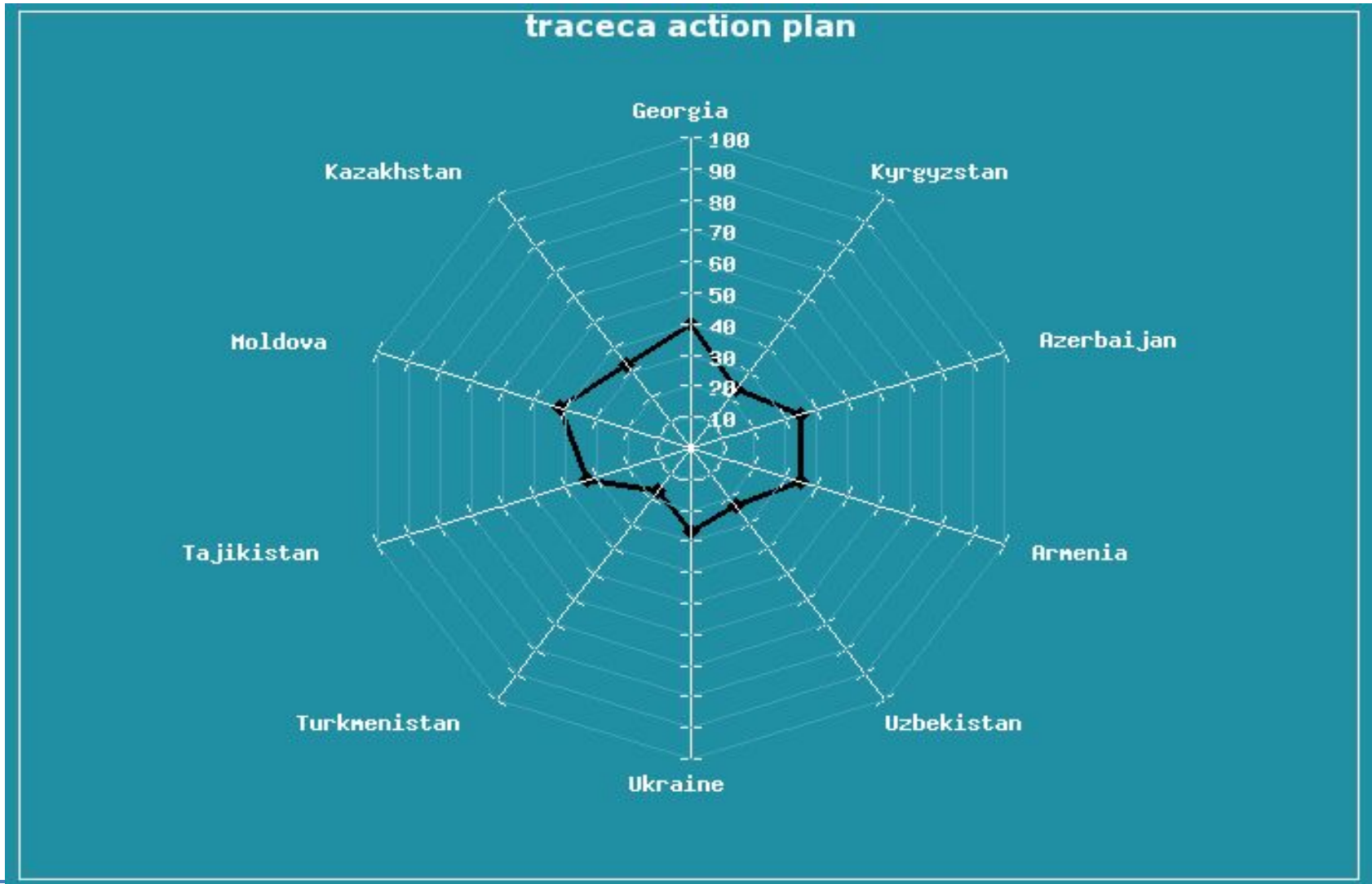
Six Action Areas have been defined:

- 1. Institutional Improvements**
- 2. Safer Infrastructure**
- 3. Safer Vehicles**
- 4. Safer Road Users;**
- 5. Medical Care for Crash Victims**
- 6. Changing Attitudes to Road Safety**

Understanding and benchmarking the Problem

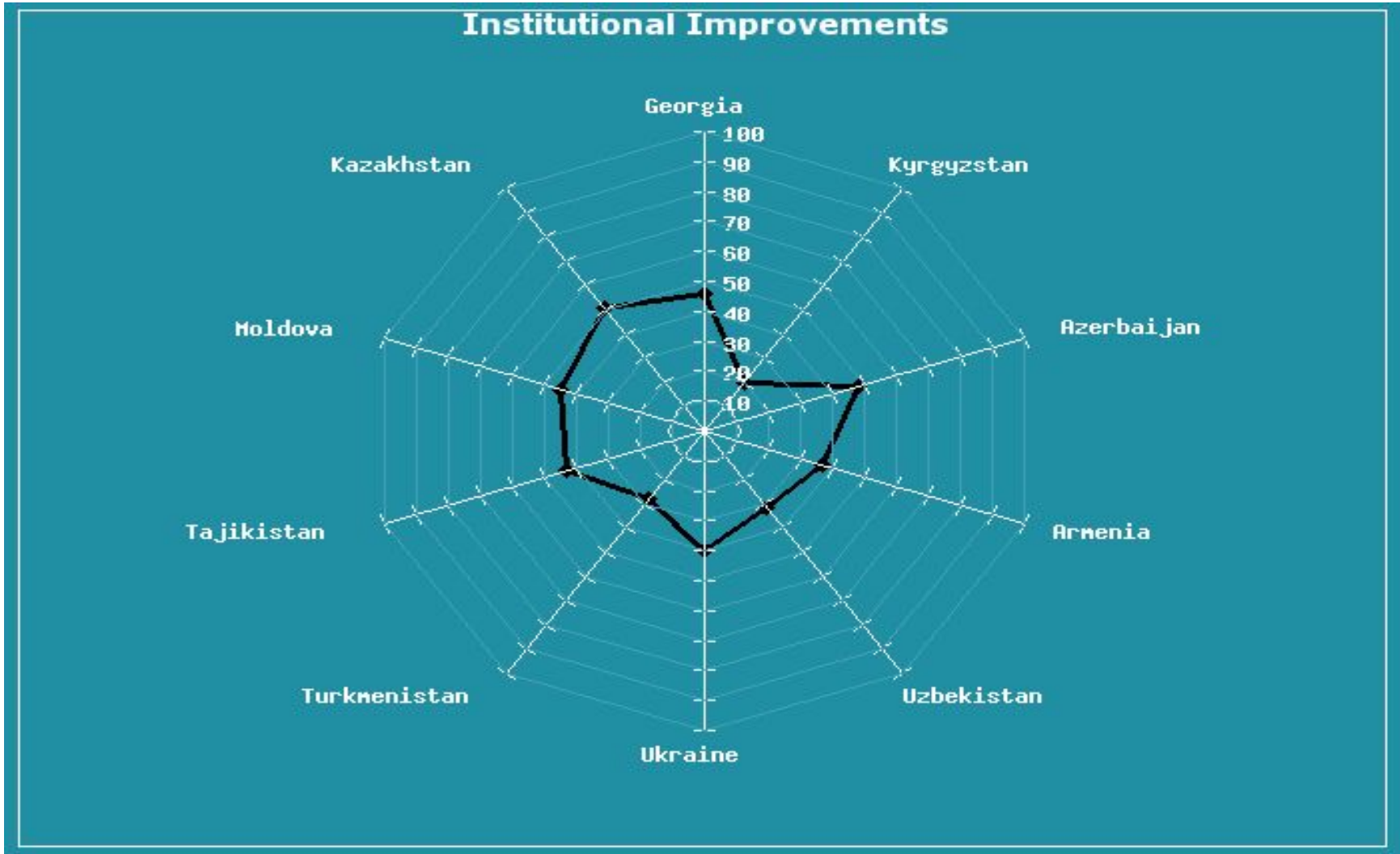


Regional plan implementation in TRACECA countries



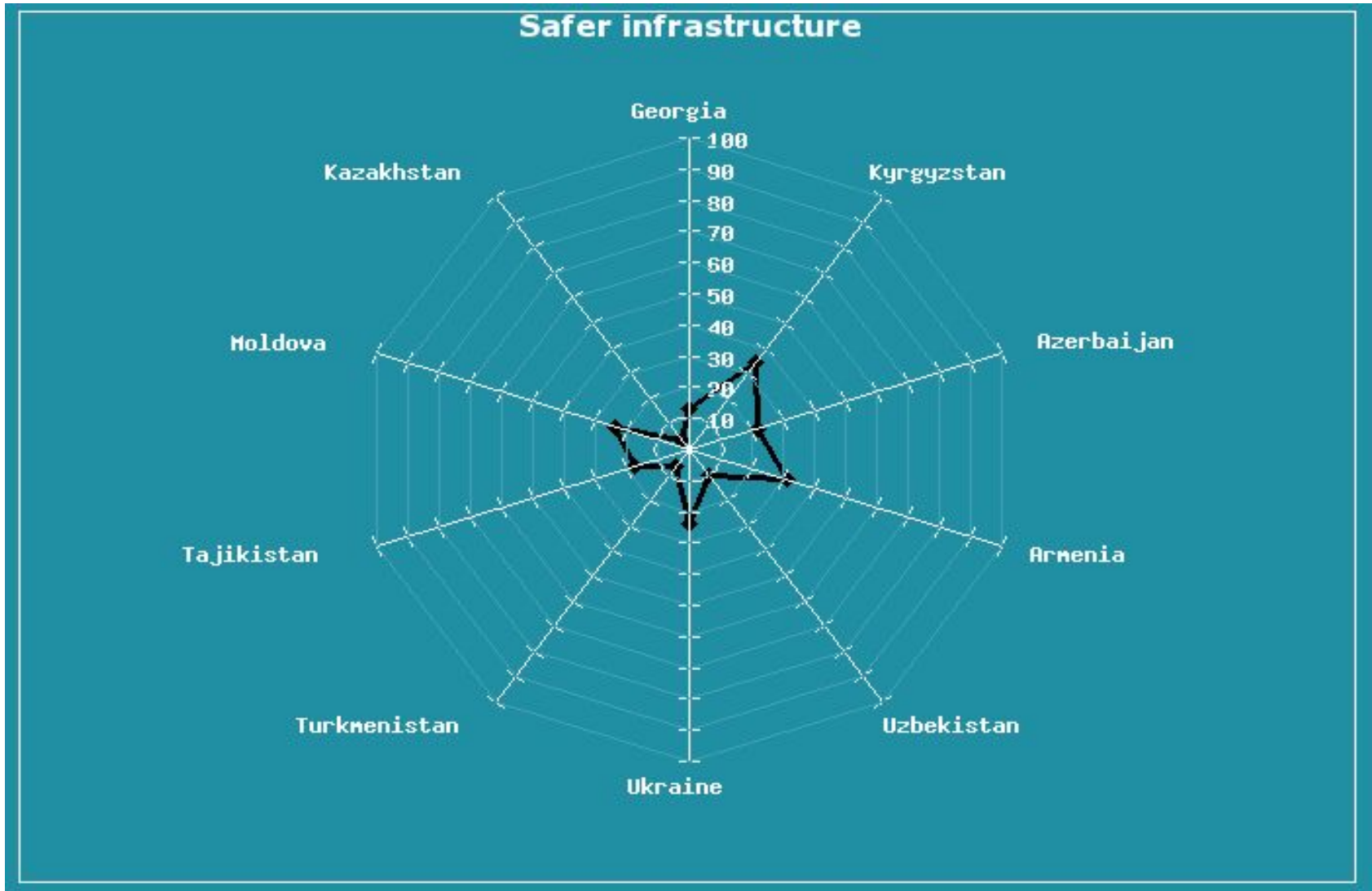


Institutional improvements



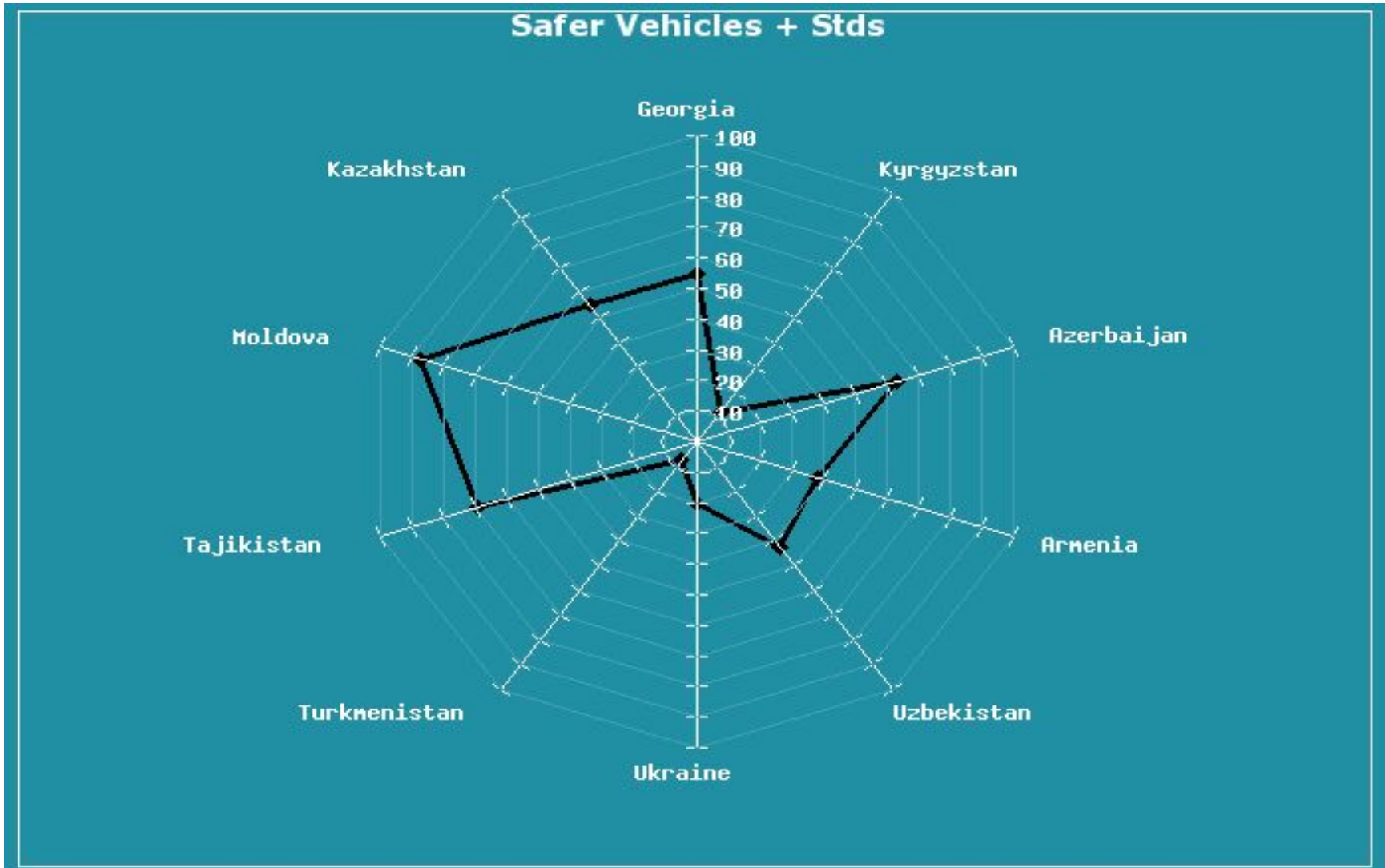


Safe Road Infrastructure



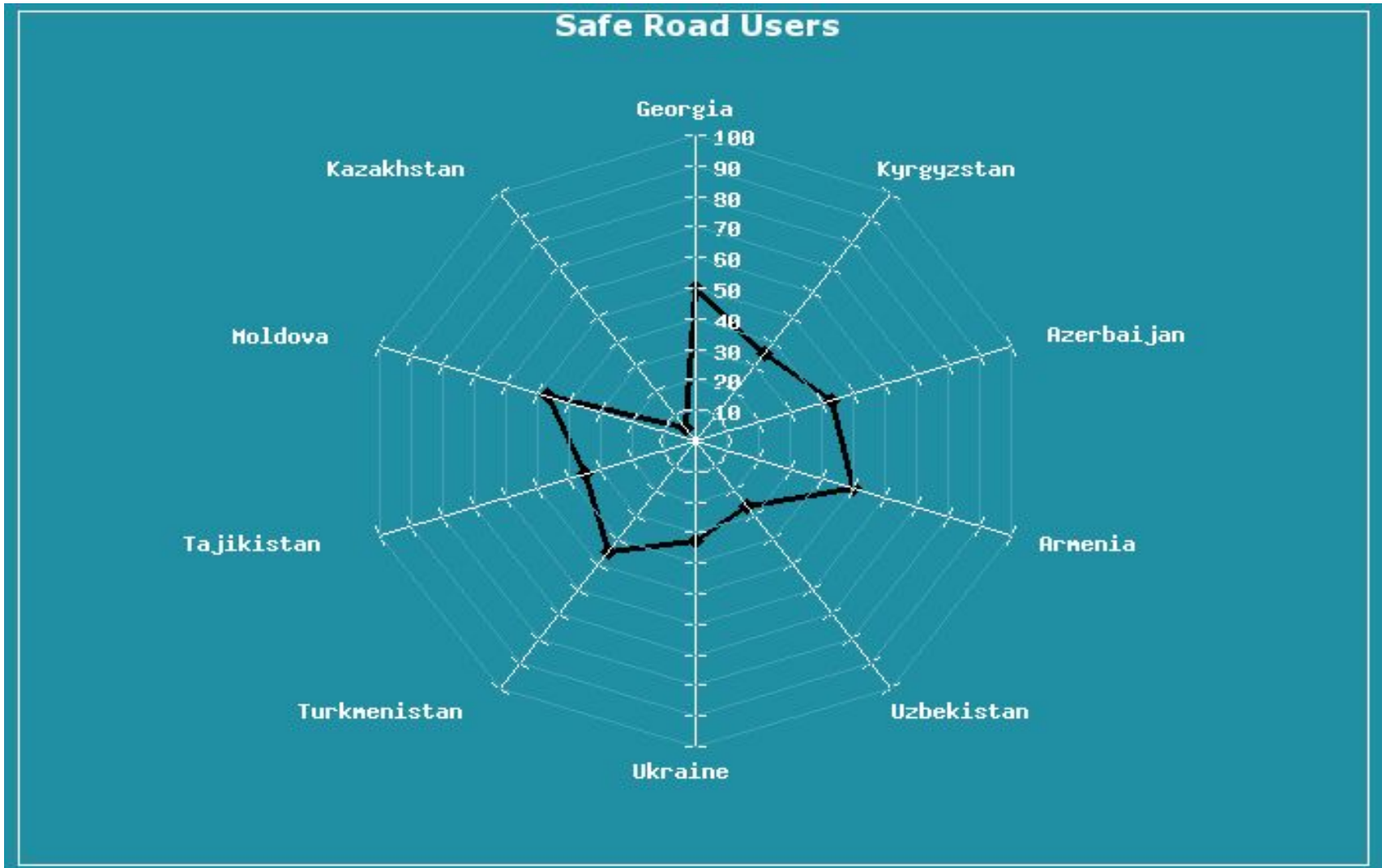


Safer Vehicles and Standards



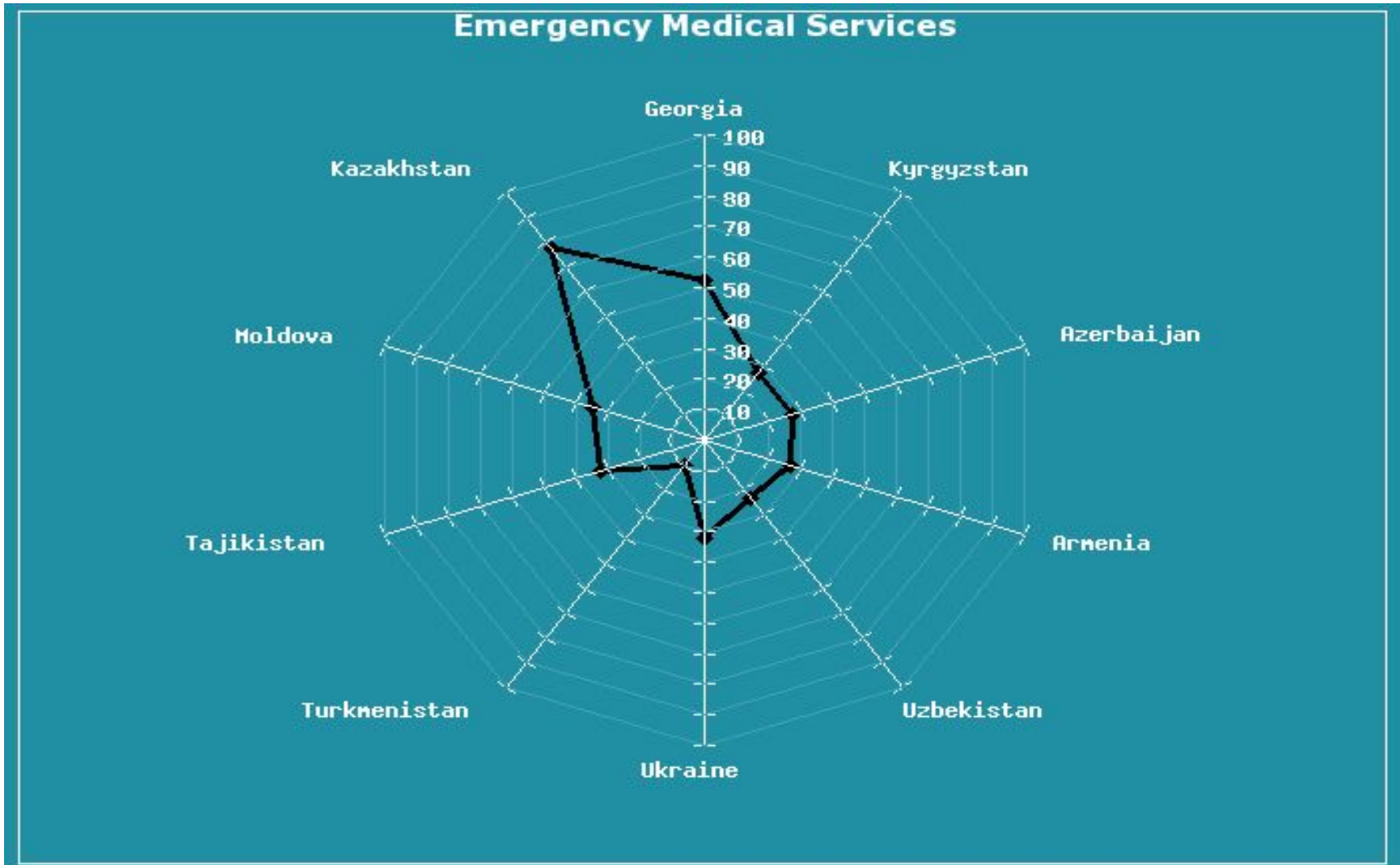


Safer Road Users



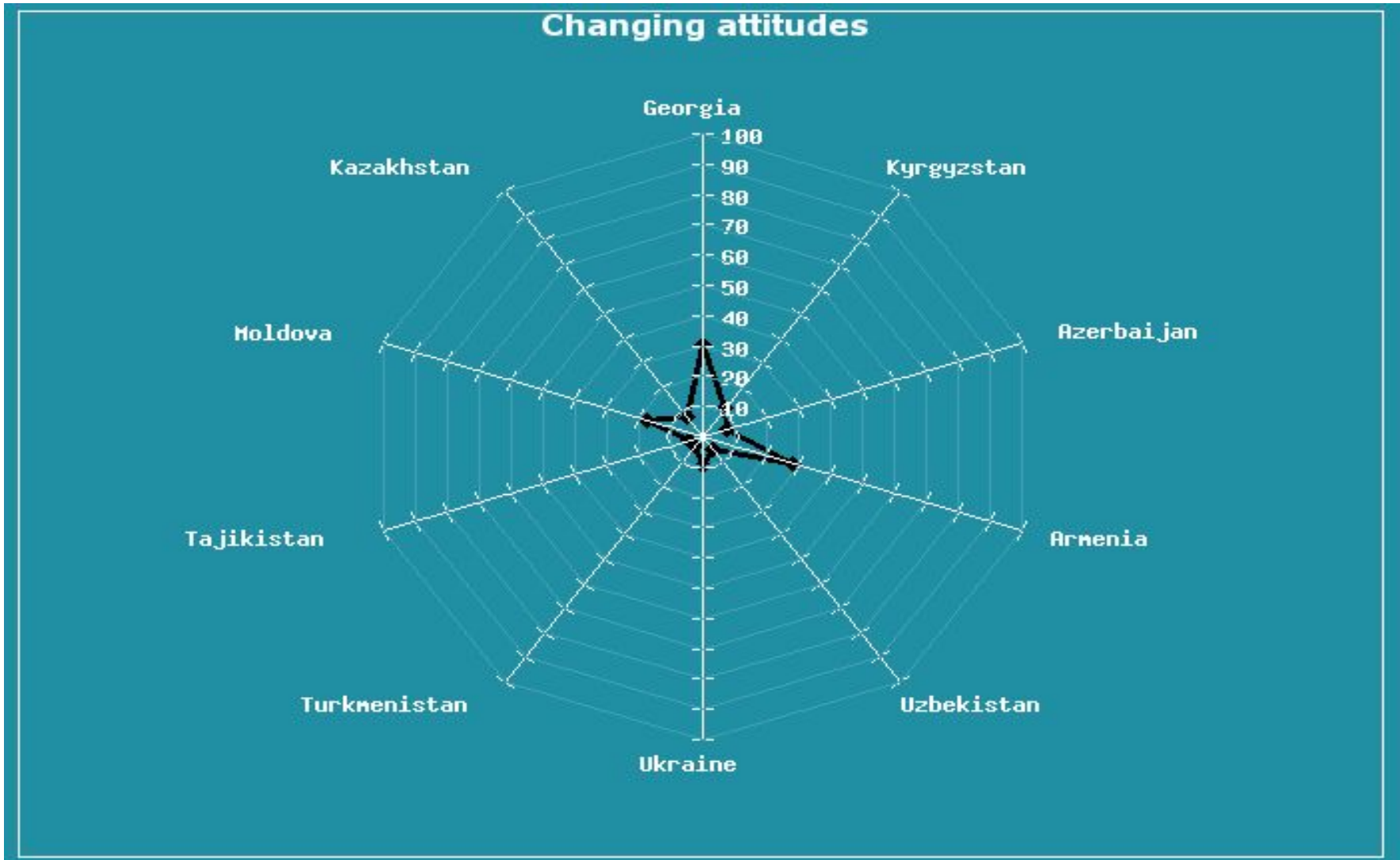


Emergency Medical Services





Changing attitudes





TRACECA
 TRANSPORT TRADING CORRIDOR
 IDEA PROJECT
 MAP of
 TRACECA ROAD ROUTES
 Date: 2 November 2011
 Status: Working Document

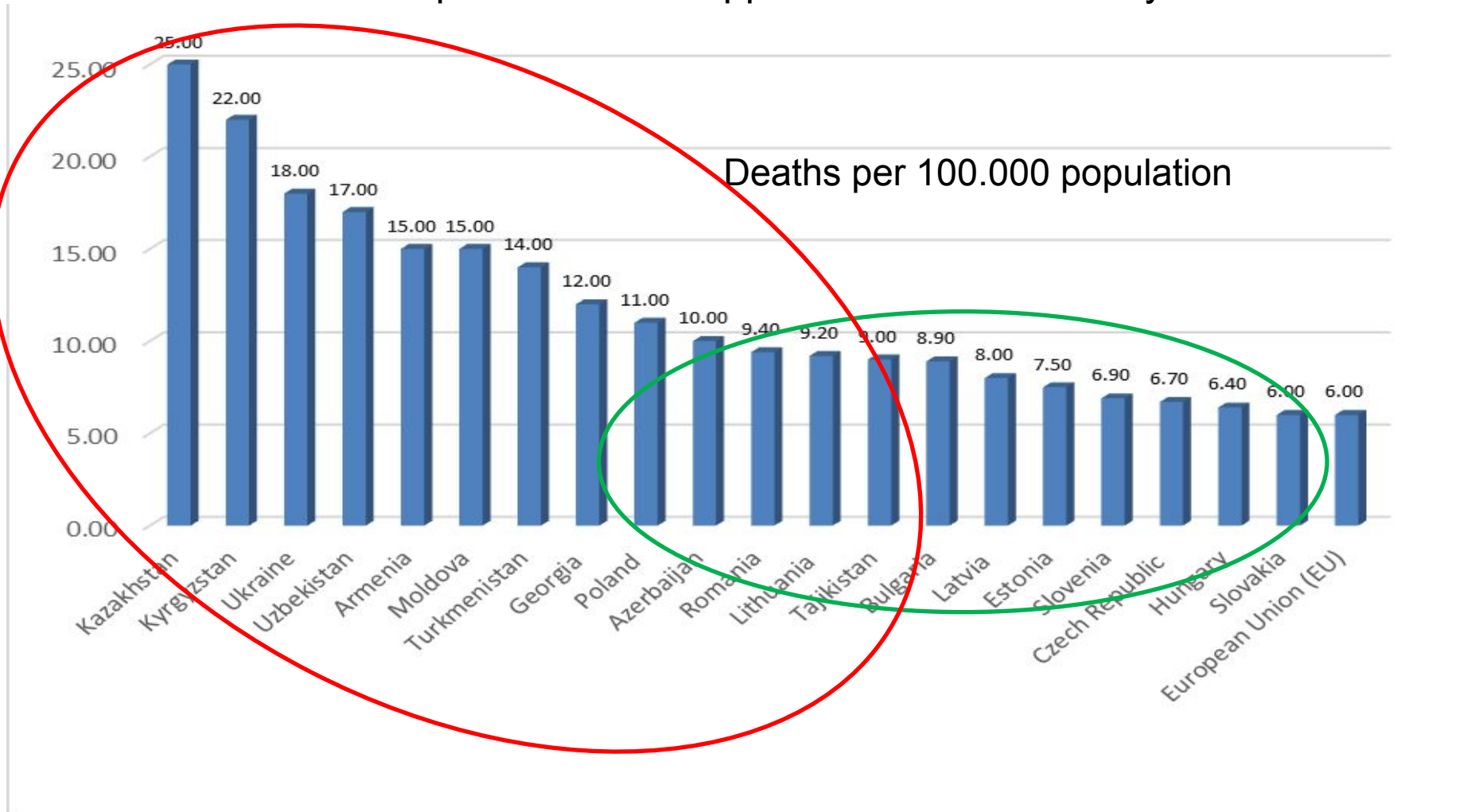
TRACECA ROAD SAFETY PROJECT II

Now
19,000 deaths / year
190,000 injuries / year
\$17billion losses/year
(4% of annual regional GDP)

The Future ?
Huge increases in Traffic
Building roads that are unsafe
Killing the young most productive
Likely serious Impact on economies



Comparison against other ex soviet countries who have implemented EU approaches to road safety



Implementation Strategy designed to deliver impacts and outcomes

- **Year 1 Focus** Awareness raising , general capacity building and understanding strengths weaknesses and needs of individual countries (Regional , sub regional and national activities)
- **Year 2 Focus** Institutionalizing road safety activity and making it sustainable . Regional and National coordination and national level Institutional strengthening and follow up capacity building

Year 1

Awareness raising , general capacity building and understanding strengths weaknesses and needs of individual countries (Regional , sub regional and national activities)



Regulatory and institutional reforms (work completed under phase 2)

COMPONENT 2 TASKS:	STATUS
Inputs to GRSP sub regional workshops	Participation in 3 GRSP Regional Workshops
National action planning workshops + countries implementation support	Nine of 10 National Action Planning Workshops already implemented working groups established and 3 year priority action plans being prepared for each country - removing obstacles/ impediments to safety effectiveness 40-50 participants per country (around 400 participants to date) scores typically around 4.6
EU agreements/ UNECE conventions	Regional UNECE Workshop implemented in Kiev from 10-13 March 2015. - 8 countries around 24 experts trained





COMPONENT 3: Safer infrastructure and vehicles (work completed)

DESIGN STANDARDS

WS 3-W001 (1-3)

Three regional WS (two days):

1. **Kiev 18-19. September 2014**
 (12 representatives from:
 UKR 6 & MD 6)
 Evaluation mark: 4.77
2. **Tbilisi 16-17 October 2014**
 (18 representatives from:
 ARM 6, AZE 6 & GEO 6)
 Evaluation mark: 4.52
3. **Astana 20-21 November 2014**
 (17 representatives from:
 KAZ 2, KGZ 6, TAJ 6 & UZB3)
 Evaluation mark: 4.67





COMPONENT 3: Safer infrastructure and vehicles (work completed)

EU DIRECTIVE ON SAFETY IN ROAD TUNNELS

WS 3-W002

ONE regional WS (two days):

- 1. Kyrgyzstan 30-31 October 2014**
(14 representatives from:
ARM 2, AZE 2, GEO 2, KGZ 2, MOL
2, TAJ 2 & UKR 2)
Evaluation mark: 4.68





COMPONENT 3: Safer infrastructure and vehicles (Work completed)

SAFETY AUDIT TRAINERS AND TEMPLATE ON ROAD SAFETY AUDIT POLICY/LEGISLATION

TWO regional WS (five days):

- 1. Tbilisi 20-24 October 2014**
 (9 representatives from:
 GEO 3, MD 3 & UKR 3)
 Evaluation mark: 4.68

- 2. Astana on 24-28 November 2014.**
 (13 representatives from:
 KAZ 2, KGZ 3, TAJ 3 & UZB 3)
 Evaluation mark: 4.76





COMPONENT 3: Safer infrastructure and vehicles (work completed)

Guidelines

WS 3-W001 (1-3)

Technical Notes and documents:

1. Regional Road Safety Audit Manual
2. Regional Black Spot Management Guidelines
3. Simple template on Road Safety Audit Policy and proposal of legal changes to make RSA mandatory at national level

The image shows three overlapping document covers, each marked with a 'DRAFT' watermark. The top cover is titled 'REGIONAL ROAD SAFETY AUDIT MANUAL' and is dated October 2014. The middle cover is titled 'REGIONAL BLACK SPOT MANAGEMENT GUIDELINES' and is dated March 2015. The bottom cover is titled 'ROAD SAFETY AUDIT POLICY AND LEGISLATION' and is also dated March 2015. All documents are part of the TRACECA Regional Road Safety Project, prepared by the Safety Engineering Team, and are funded by the EU for Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan.



COMPONENT 4: **Communication and visibility** **(work completed)**

- **Communication strategy**

Agreed with EC and EU Delegation in each country...
8 countries completed

- **Visibility activities**
(website , logos, events, press articles)

Web presence at TRACECA site,
logos used, flag also, press material
prepared and shared, TV + press
coverage, etc.



Year 2

Institutionalizing road safety activity and making it sustainable . Regional and National coordination and national level Institutional strengthening and follow up capacity building



COMPONENT 2: Regulatory and institutional reforms (institutionalizing road safety for sustainability)

COMPONENT 2 TASKS:	STATUS
Crash data base systems	Team to visit each country to review systems , provide training and explore establishment of a regional crash database (TRACECA Secretariat ?)
Socio -Economic costing of road crashes	Economic institutes in all 10 countries to do research on costs of crashes to allow cost benefit analyses (CBA) of interventions and to quantify annual economic losses
Study tours/training (SERBIA)	Deputy heads of police , ministry of transport , roads administrations have completed a 1 week study tour to Serbia for training and site visits 3 regional working Groups established
Introducing safety into relevant university courses	Team to visit each country and to discuss with university professors, introduction of road safety module (10-12 lectures) into final year of relevant university courses (eg road engineering)



COMPONENT 2: Regulatory and institutional reforms (institutionalizing road safety for sustainability)

COMPONENT 2 TASKS:	STATUS
Developing road safety research capacity in universities and research institutes	Universities and research institutes to be assisted to develop road safety research programmes and to initiate collaborative research with technical support / advice from a foreign university
Effective implementation of country priority road safety action plans	Interim working groups in each country to be introduced to best international practices in implementation of action plans
EU agreements and UNECE conventions related to road safety	Relevant experts to visit each country according to agreed needs to provide advice training and guidance on conventions . Countries to be assisted to attend UNECE working parties
Harmonizing safety related activities across the region In 3 key sectors	The project team will work with, develop and support the 3 regional working groups (traffic police , Ministries of Transport and roads administrations) to harmonize activities



COMPONENT 3: Safer Infrastructure and Vehicles (institutionalizing road safety for sustainability)

COMPONENT 3 TASKS:	STATUS
Heavy Goods vehicle routes to avoid residential areas and parking provision on major routes	Report to be prepared reviewing current needs and practices in TRACECA countries and making recommendations for improvement
Vehicle periodic technical inspections and safety standards	Expert to visit each country to assess needs , train local experts as needed and to prepare road map for each country to implement improvements
Assisting establishment of road safety audit courses and blackspot management courses in each country	The safety engineering team who trained the road engineers on safety audit and blackspot management will visit each country to do follow up training and to assist in establishing an annual course at a suitable institution . Courses to be presented by the local safety engineers trained under TRACECA regional road safety project

Are there lessons for Turkey?

- First we must understand the problem .
- It may not be what we think it is

The scale of the problem ?

- Road deaths reported by Police in 2013
3685 deaths and 274,925 injuries / year
- But definition used is death “on the spot” (once adjusted to 30 day deaths and deaths in hospital taken into account it has recently been estimated as 10,000 deaths / year and over 200,000 serious injuries / year)
- This costs Turkey over \$26 billions/ year (approx 3% of annual GDP)

If 1 plane crashes – worldwide news
If 40 jumbo jets crashed every year in Turkey
No one would ever fly again in Turkey

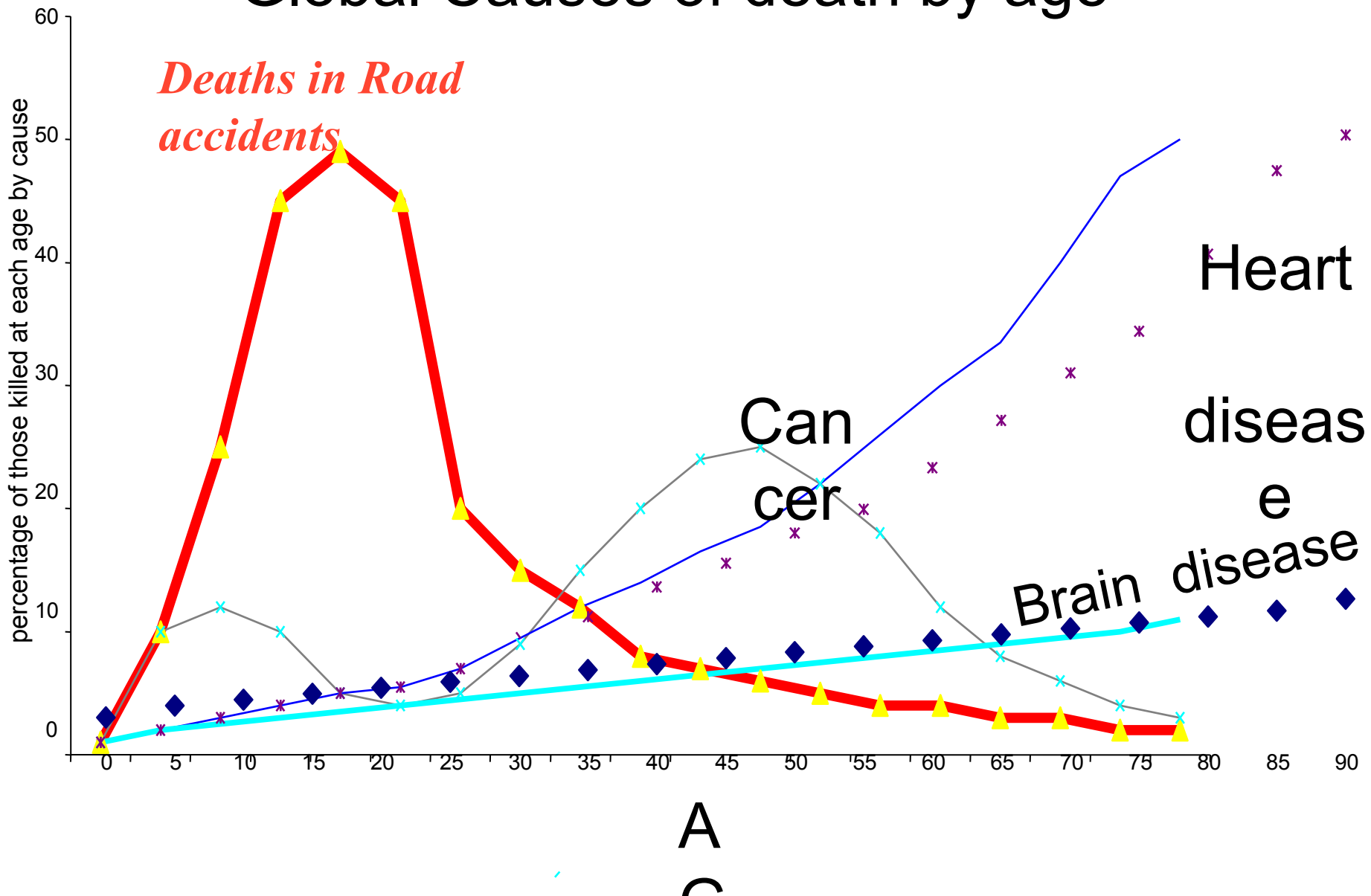


10,000 deaths and 200,000 injuries each year

Imagine 3 major airplane crashes every month or 3 x 911 Twin Towers incidents every single year . Would government not give high priority to that ?

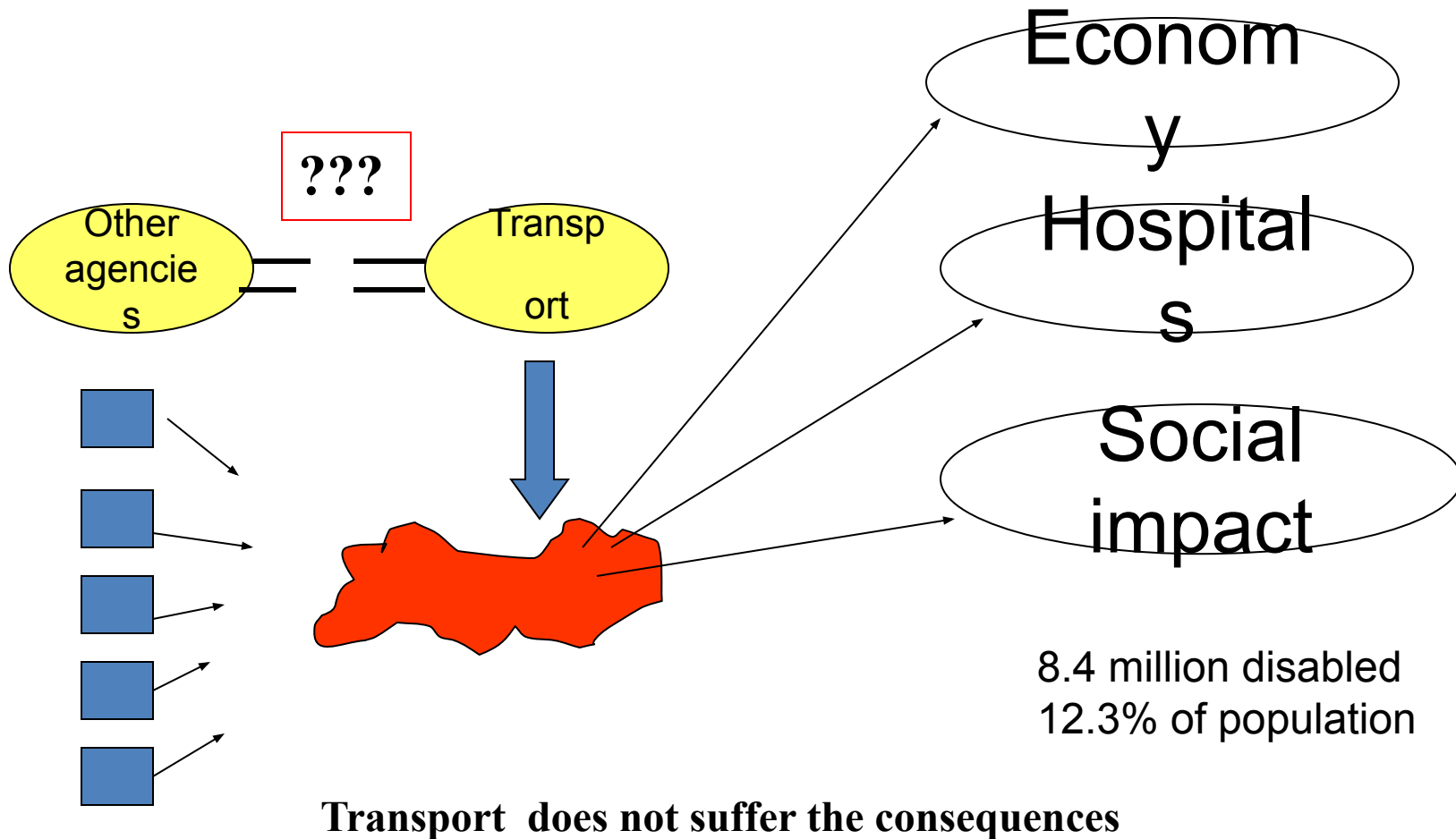
Global Causes of death by age

Deaths in Road accidents



The Problem

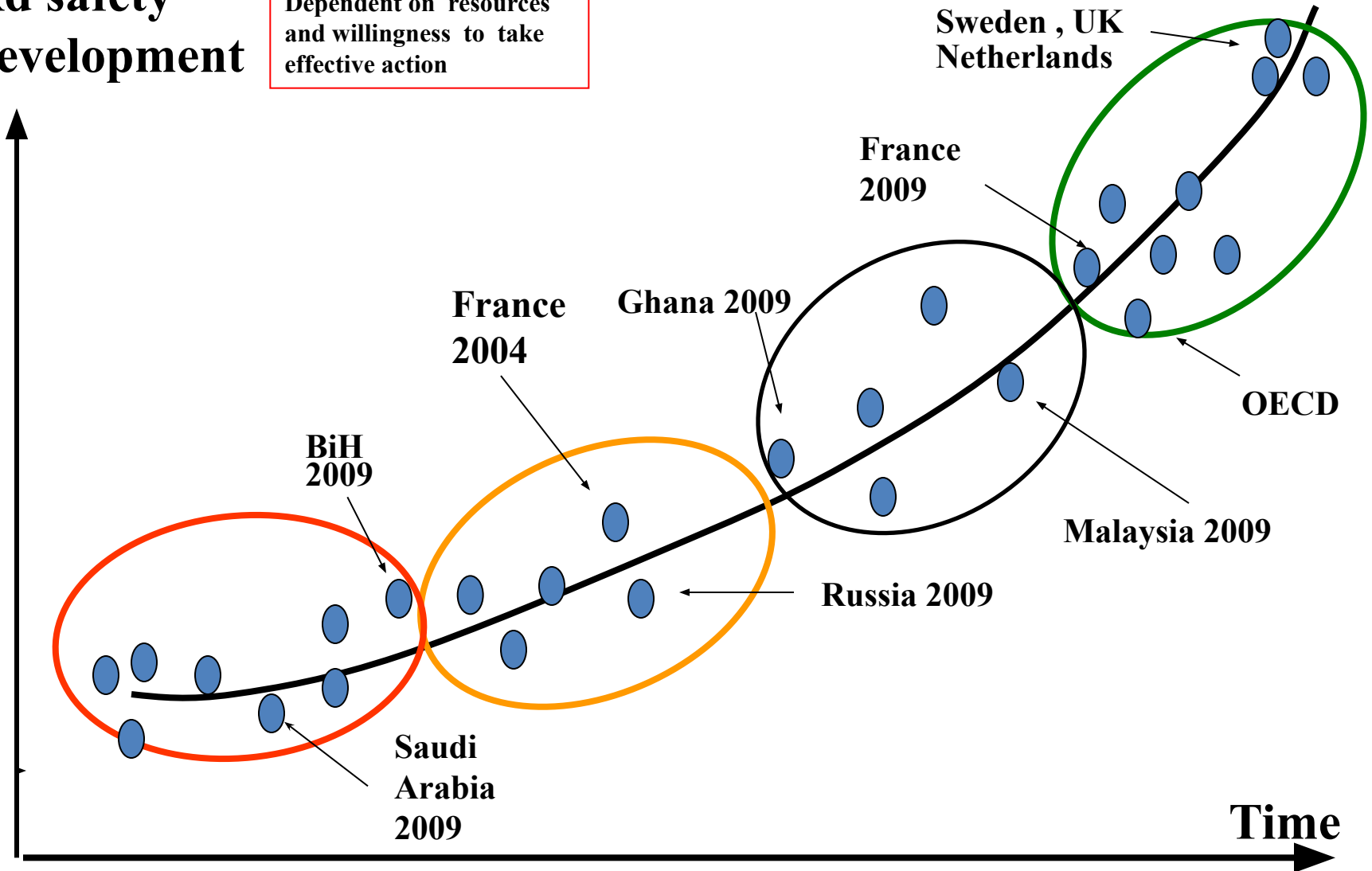
- Happens in transport and many other agencies are involved but effects/impacts/losses occur elsewhere



Road safety Development

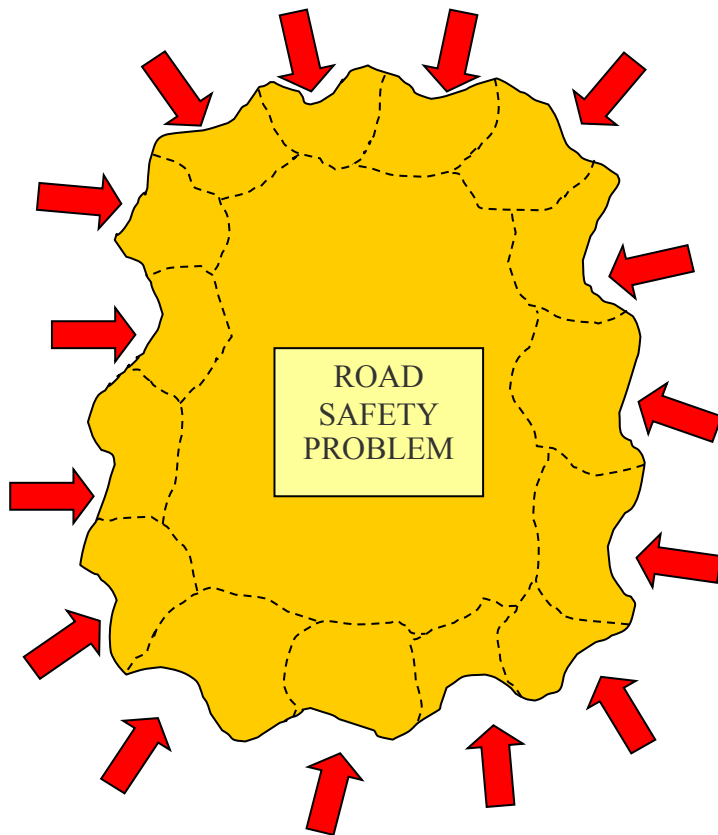
Rd safety development

Dependent on resources and willingness to take effective action



Multi sector problem requires and Multi agency action and detailed understanding of the problem

1 Multi Sector activity



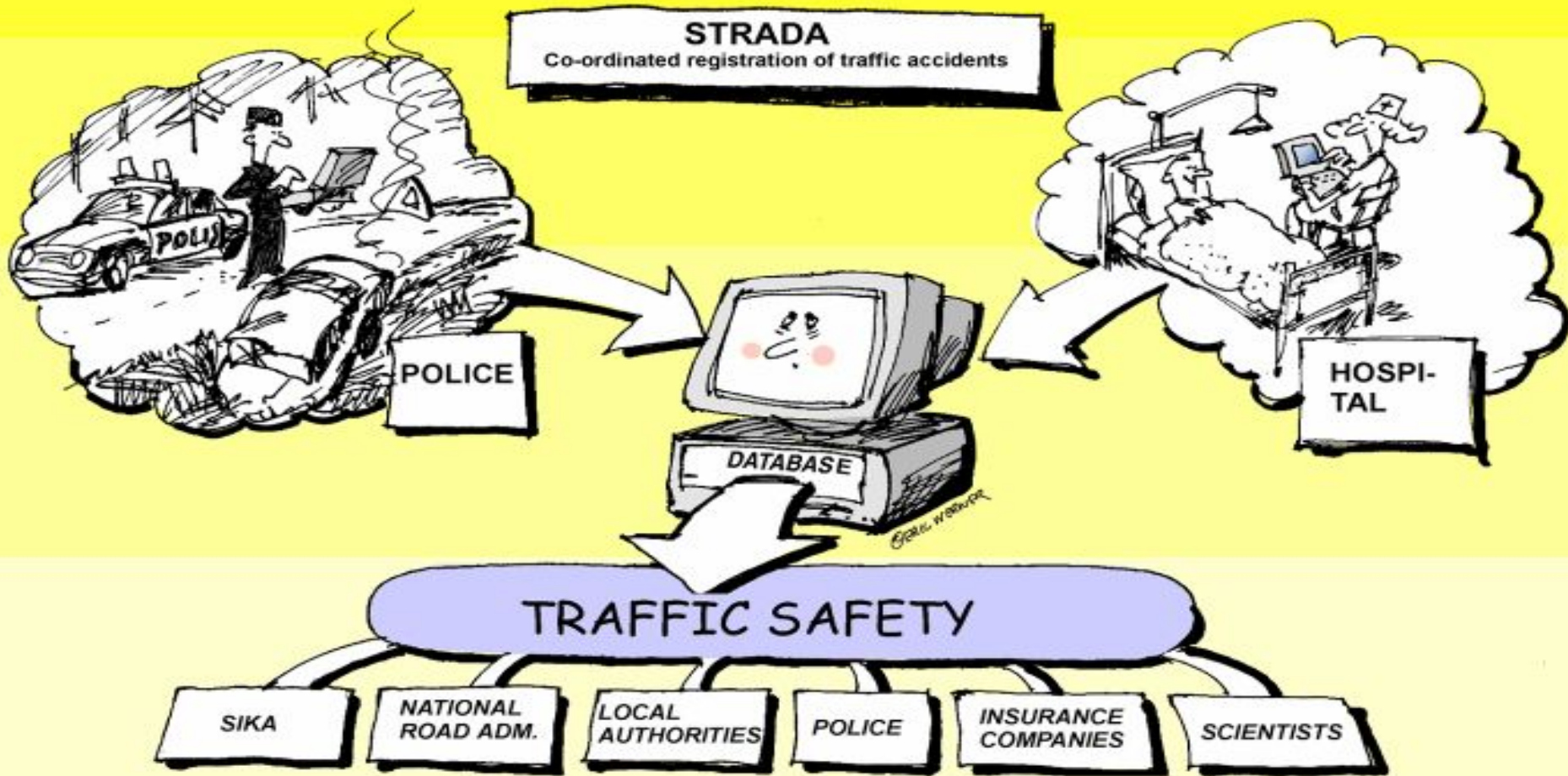
2 Detailed Crash Data so a “scientific” approach can be applied

Who?
When?
Where?
How?
Why?
What ?

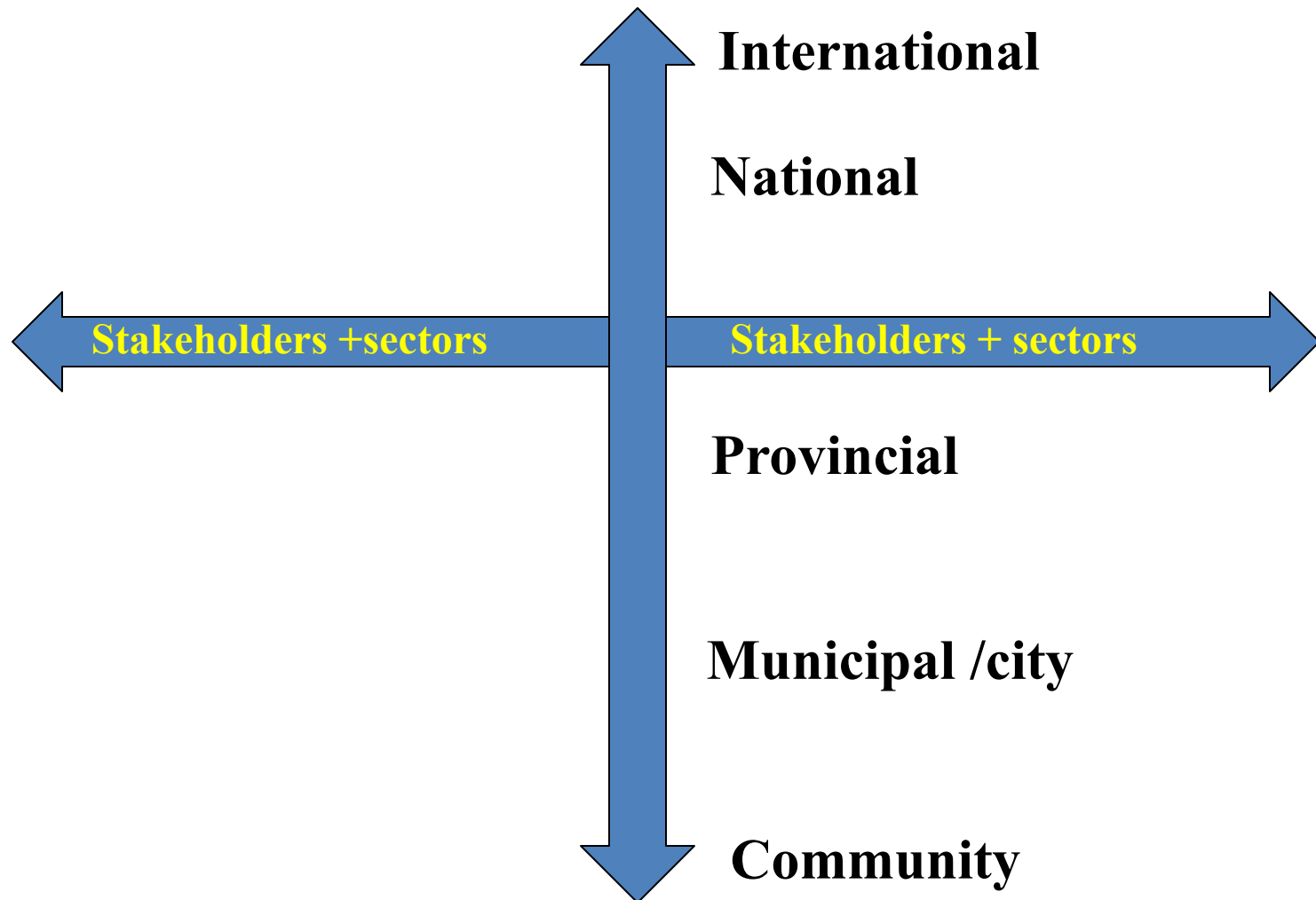
Unless we get and properly analyse the detailed information to understand the underlying problems we cannot improve road safety

There are 2 pre requisites for effective work to be done

Swedish crash data system



Horizontal and vertical integration



Other countries at early stages of safety development have used higher authority intervention to ensure that all key agencies cooperate effectively to reduce road deaths

Japan under PM's Office, 50% reduction in 10 years

France President/PM's Office, 43% reduction in 5yrs

Australia 3 Minister* Task 49% reduction in 4 years
Force (Victoria State)

Malaysia under PM's Office some improvement
(incl. cabinet committee)

Turkey ??

* (Ministers responsible for/Police +Transport + government insurance (TAC) company /health

Innovative funding mechanisms for road safety

- Road Funds
- Levy on compulsory Third party Insurance
- Levies on other payments eg veh inspection / driver licences , etc
- Development banks and donors (SDGs
- TV game show to generate funds for NGOs
- Development impact bonds – payment by results

Can Turkey do what others have done?

Country	Road deaths		% Change 2001-2011
	2001	2011	
Bulgaria	1011	755	-34.9
Czech Republic	1334	802	-47.0
Estonia	199	101	-49.2
Hungary	1239	638	-48.5
Latvia	558	179	-67.9
Lithuania	706	297	-57.9
Poland	5534	4189	-24.3
Romania	2461	2018	-18.0
Slovakia	814	324	-47.2
Slovenia	278	141	-49.2
Serbia	1275	728	-42.7
European Union (EU)	54302	30108	-44.6

Yes,

Because new EU member countries and even non EU countries implemented proven safety interventions and EU approaches and achieved excellent road safety results.



Thank you for your attention!