



# 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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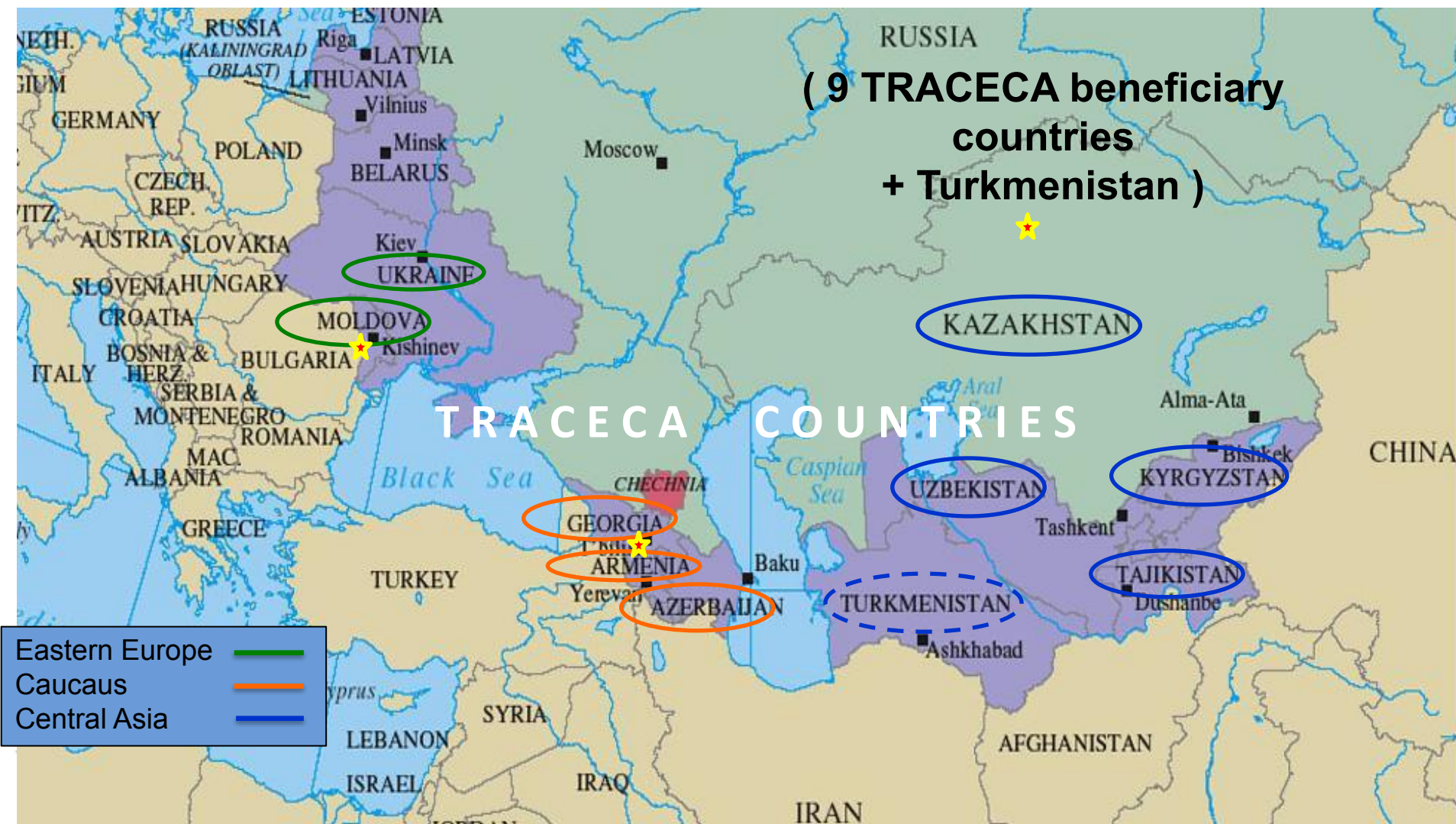
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# Overview of application of EU approaches to TRACECA region

- 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 ?**

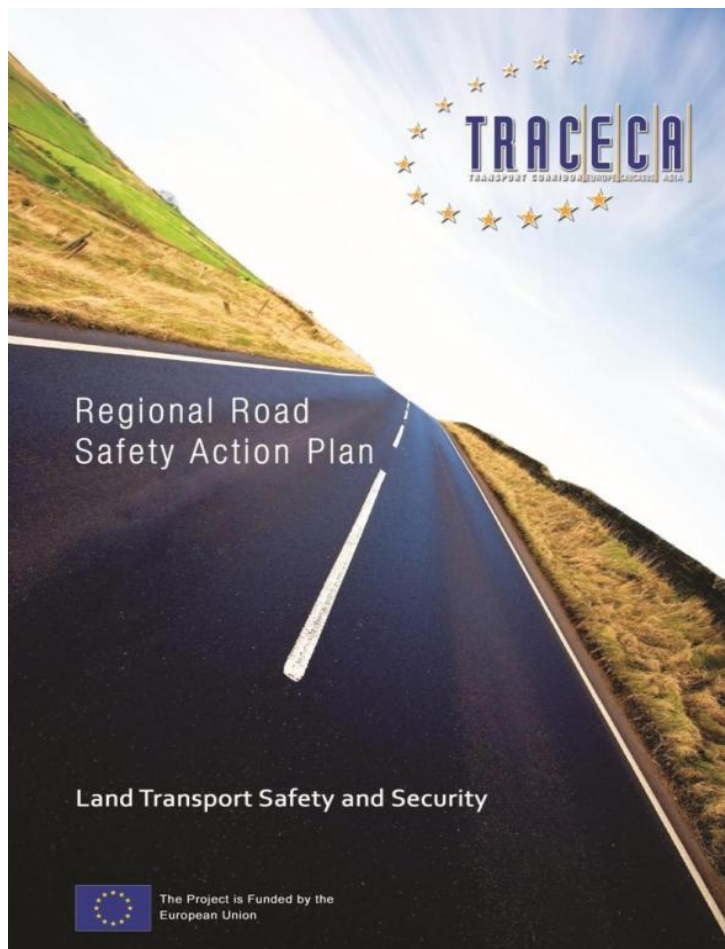


## BACKGROUND





# 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

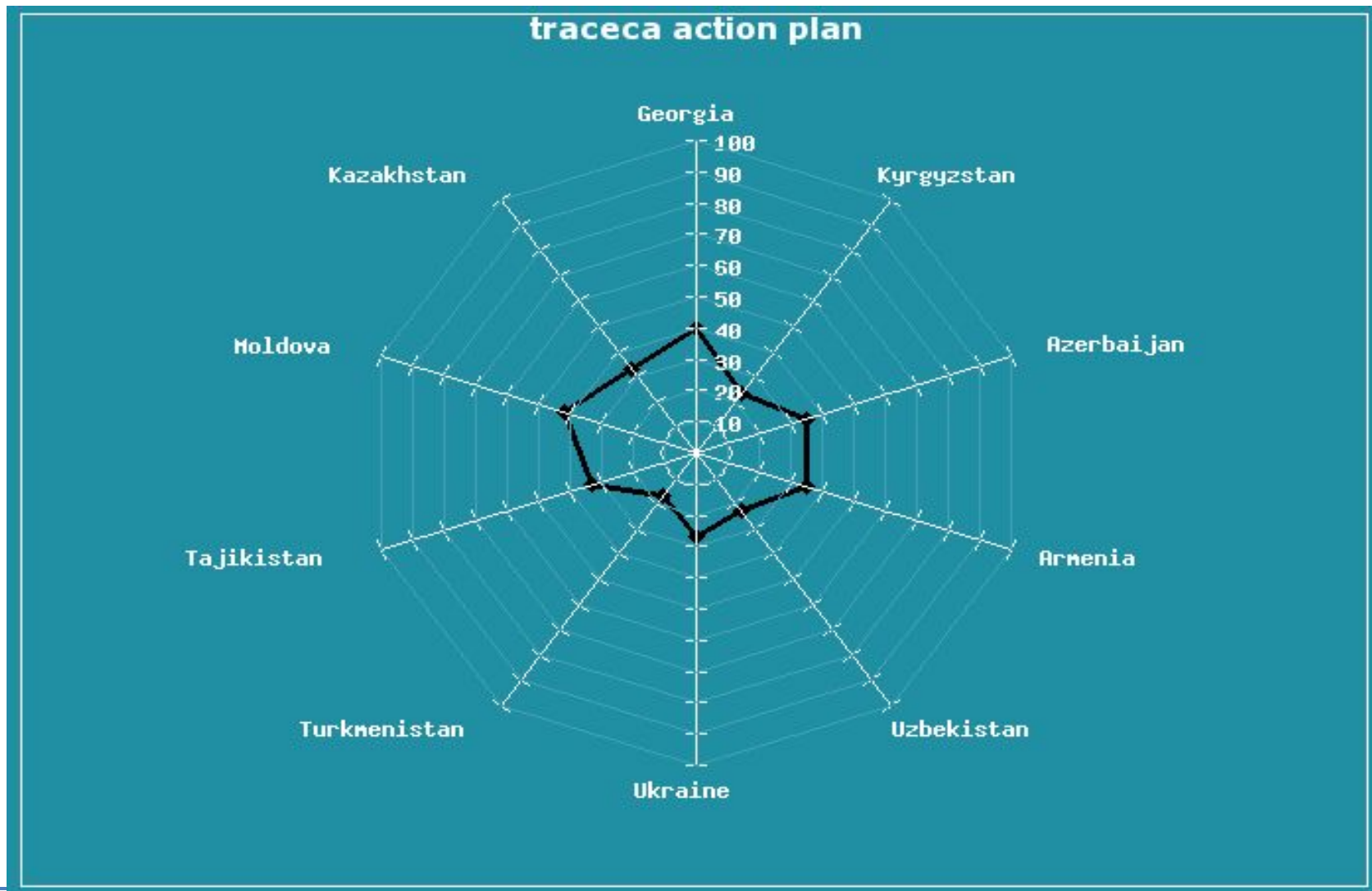
Six Action Areas have been defined:

- 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

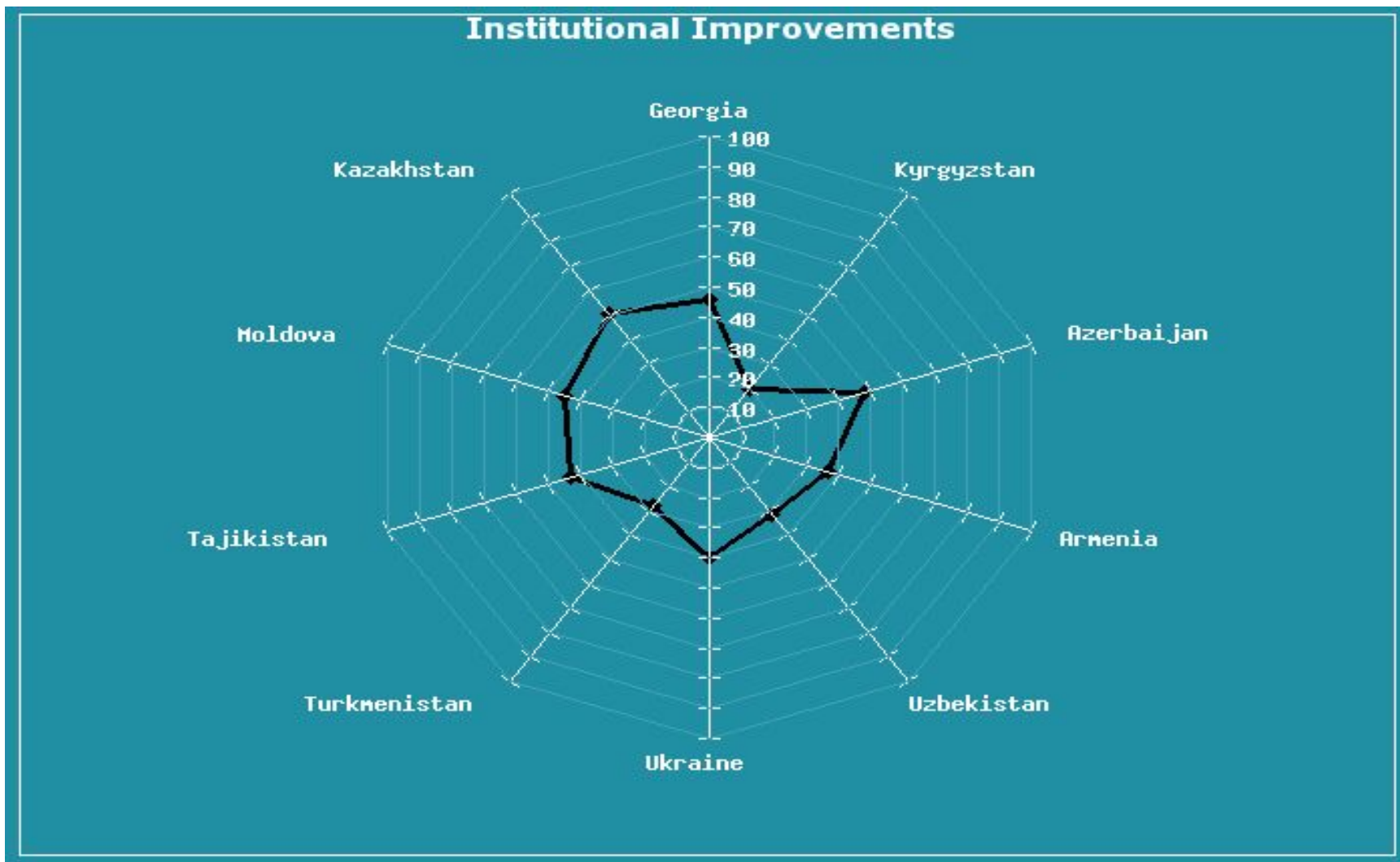


## Regional plan implementation in TRACECA countries



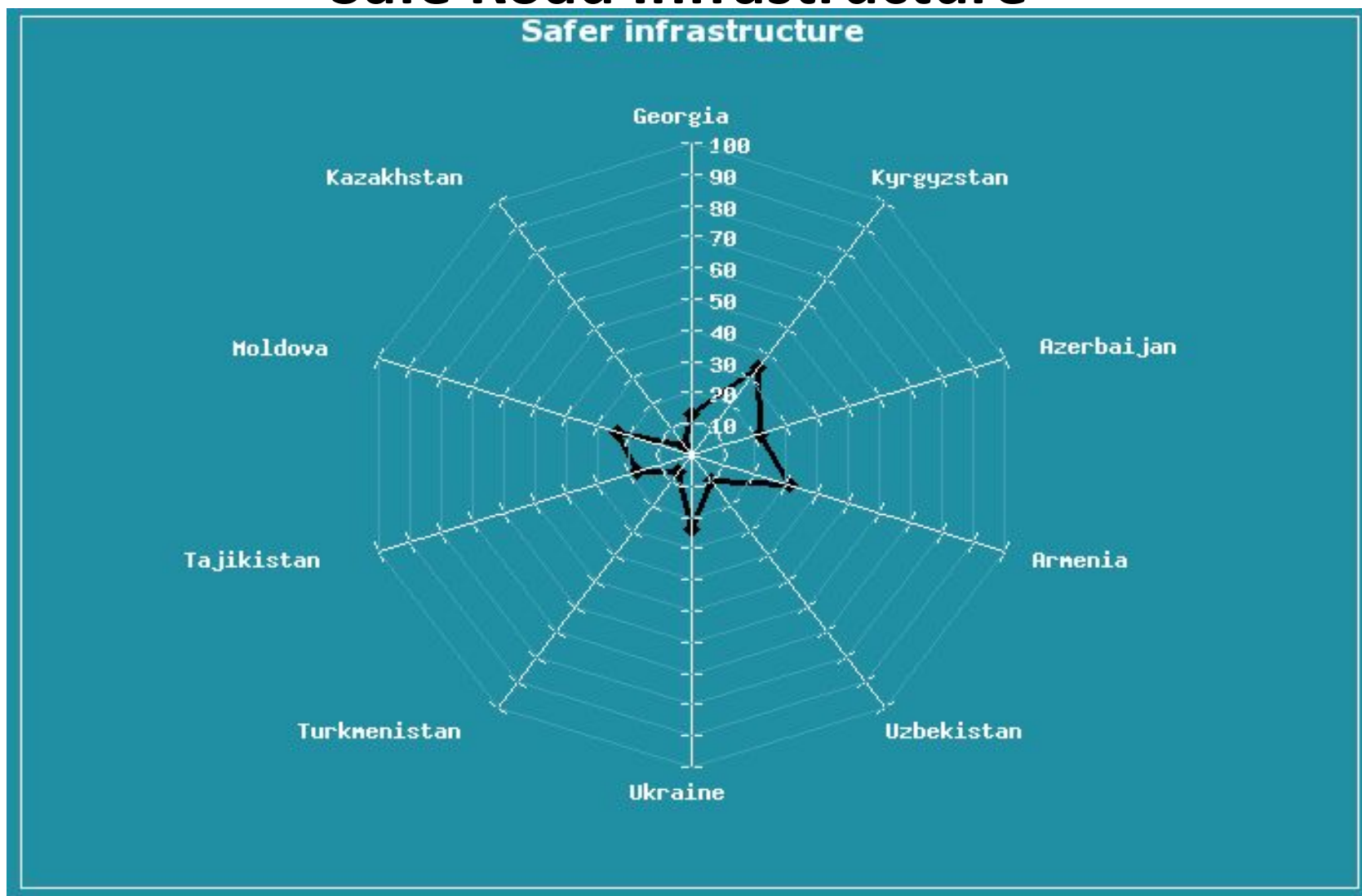


# Institutional improvements



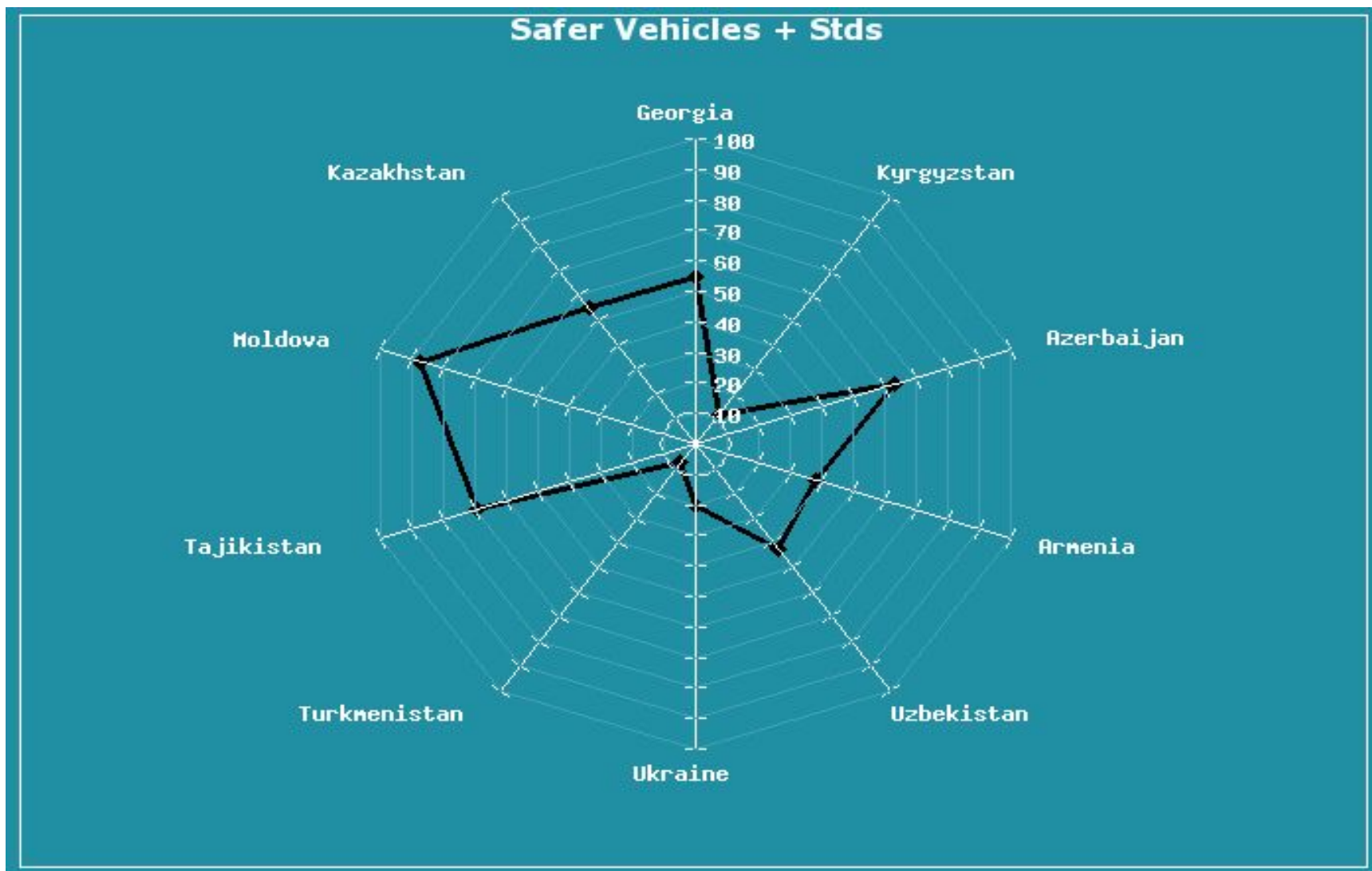


# Safe Road Infrastructure



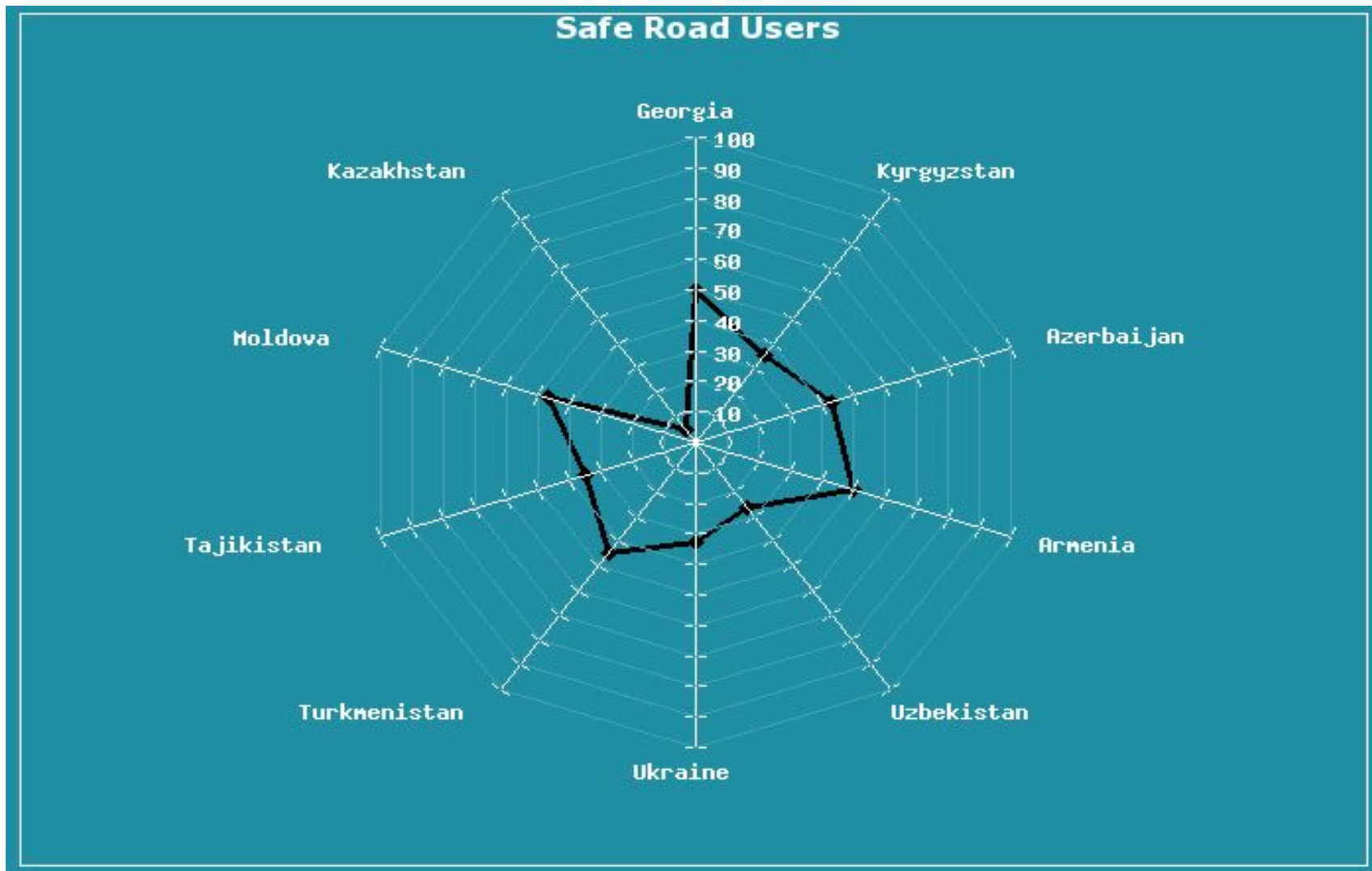


# Safer Vehicles and Standards



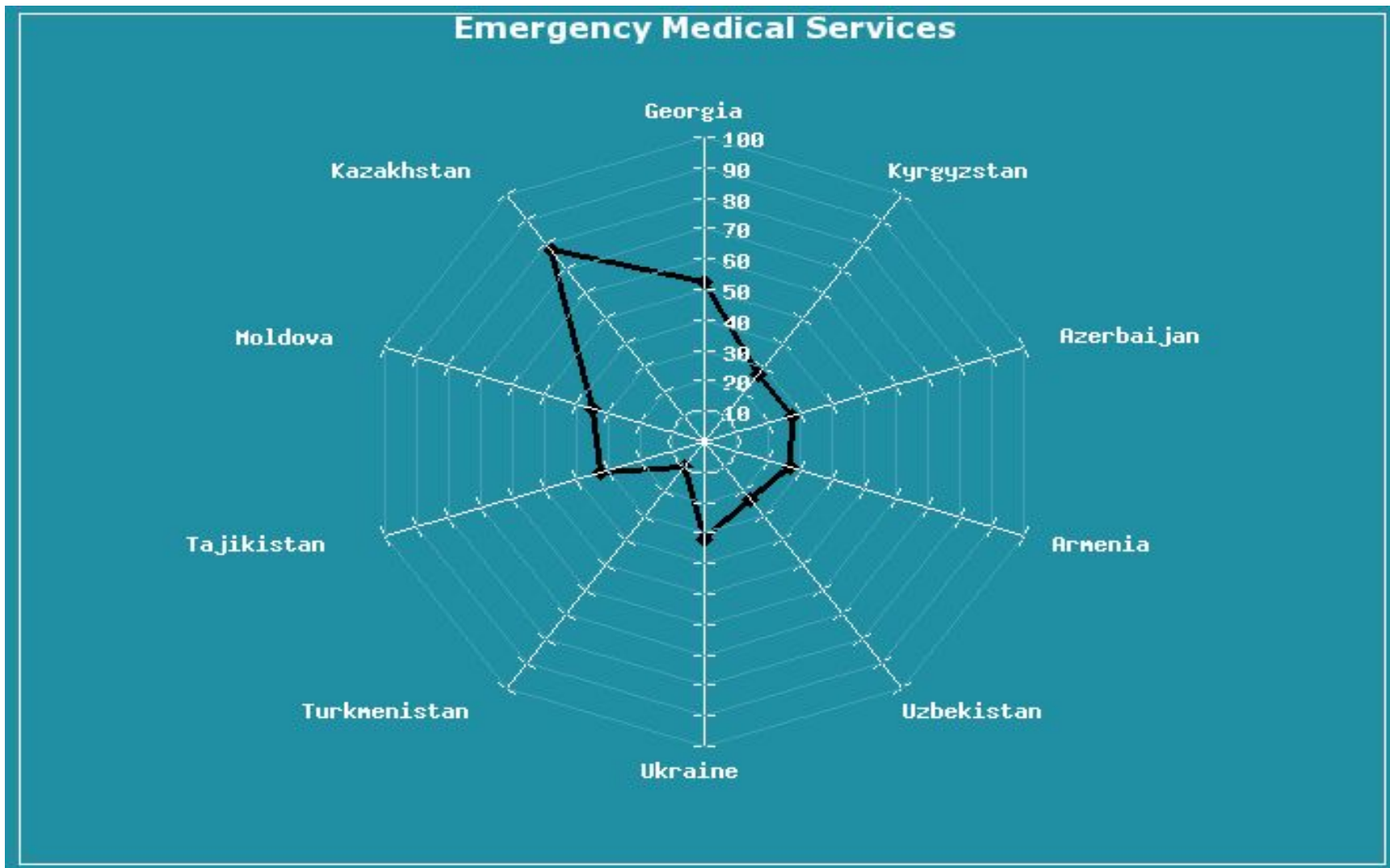


# Safer Road Users



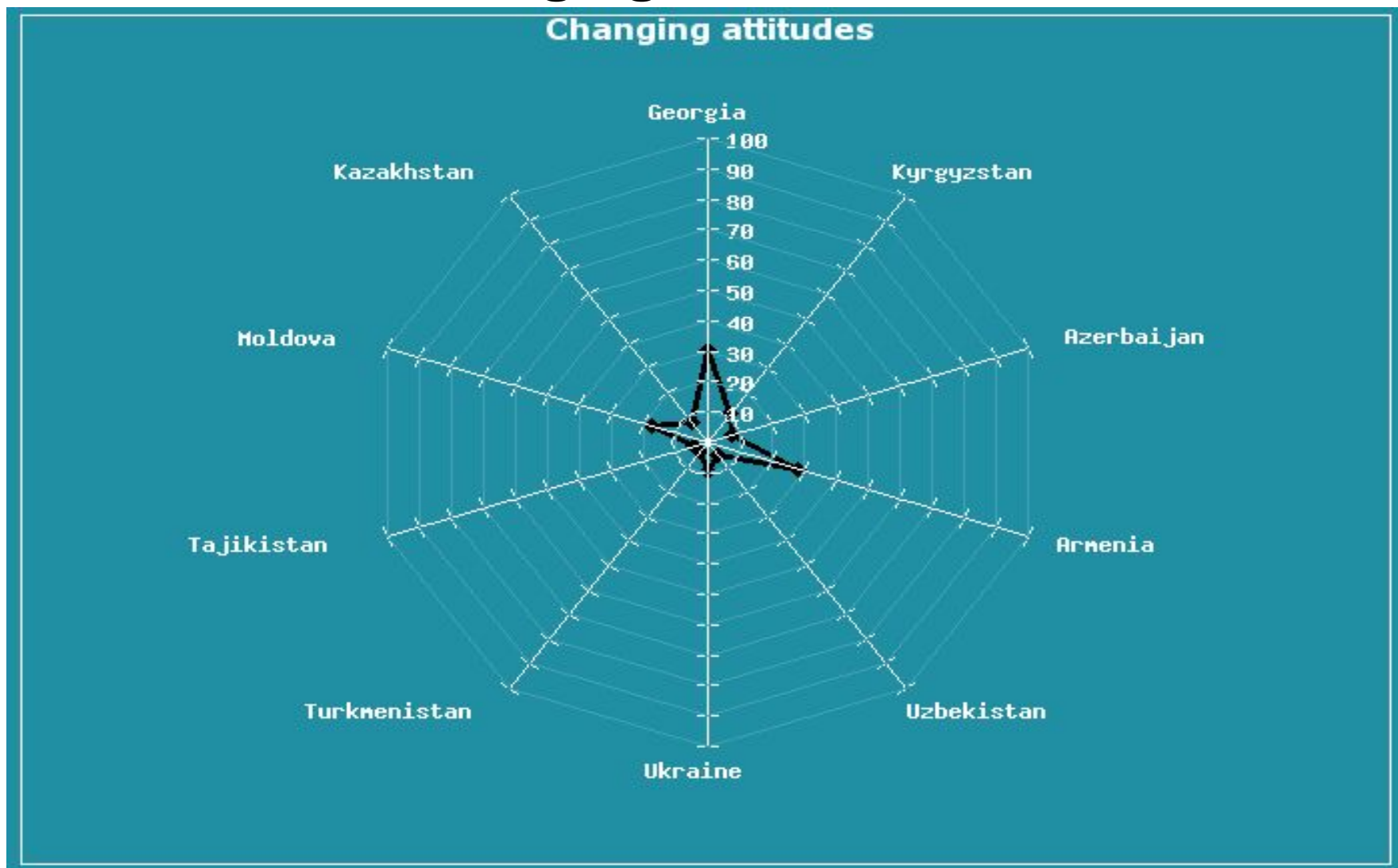


# Emergency Medical Services





# Changing attitudes





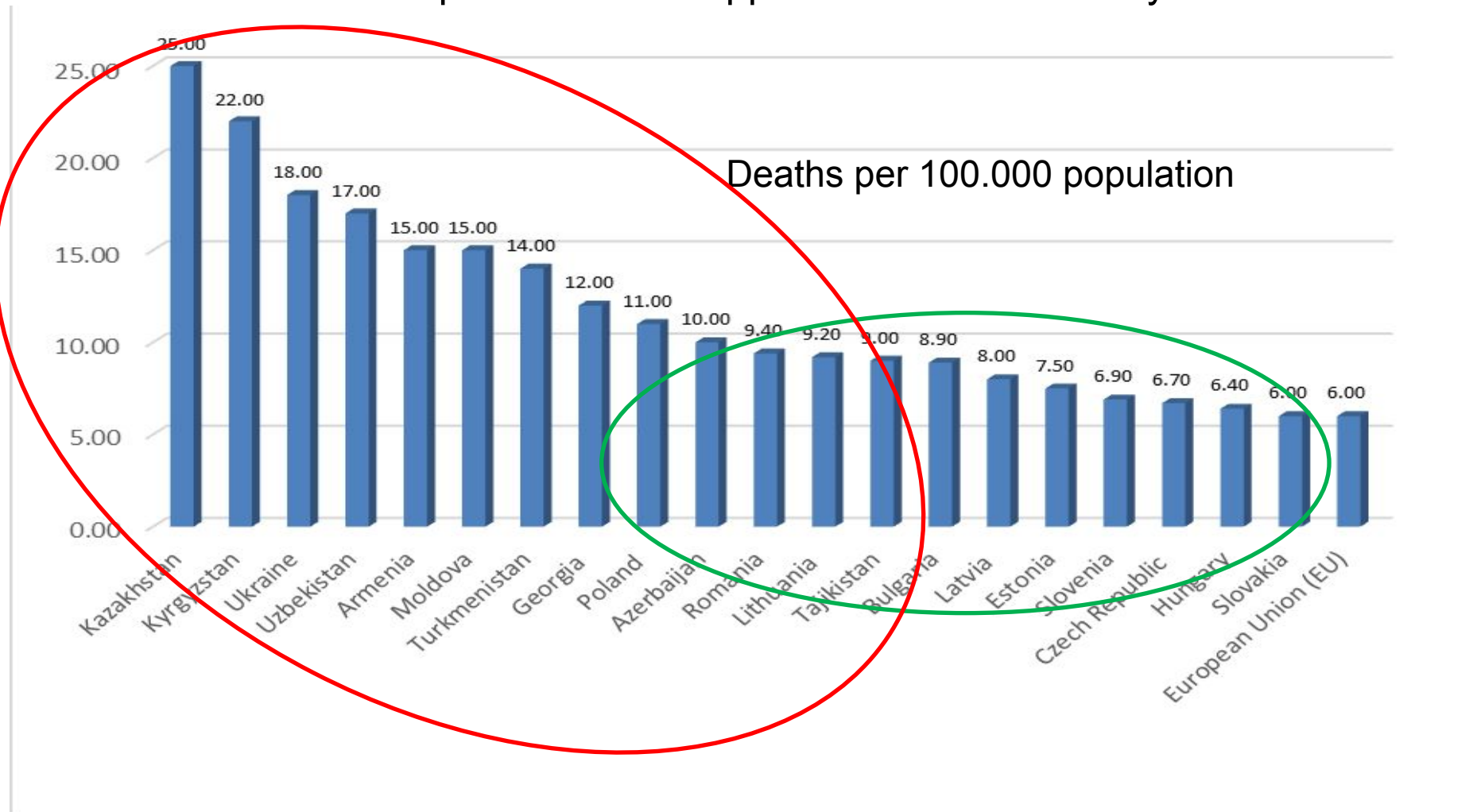
# TRACECA ROAD SAFETY PROJECT II

**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	<p>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</p> <p>40-50 participants per country ( around 400 participants to date) scores typically around 4.6</p>
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





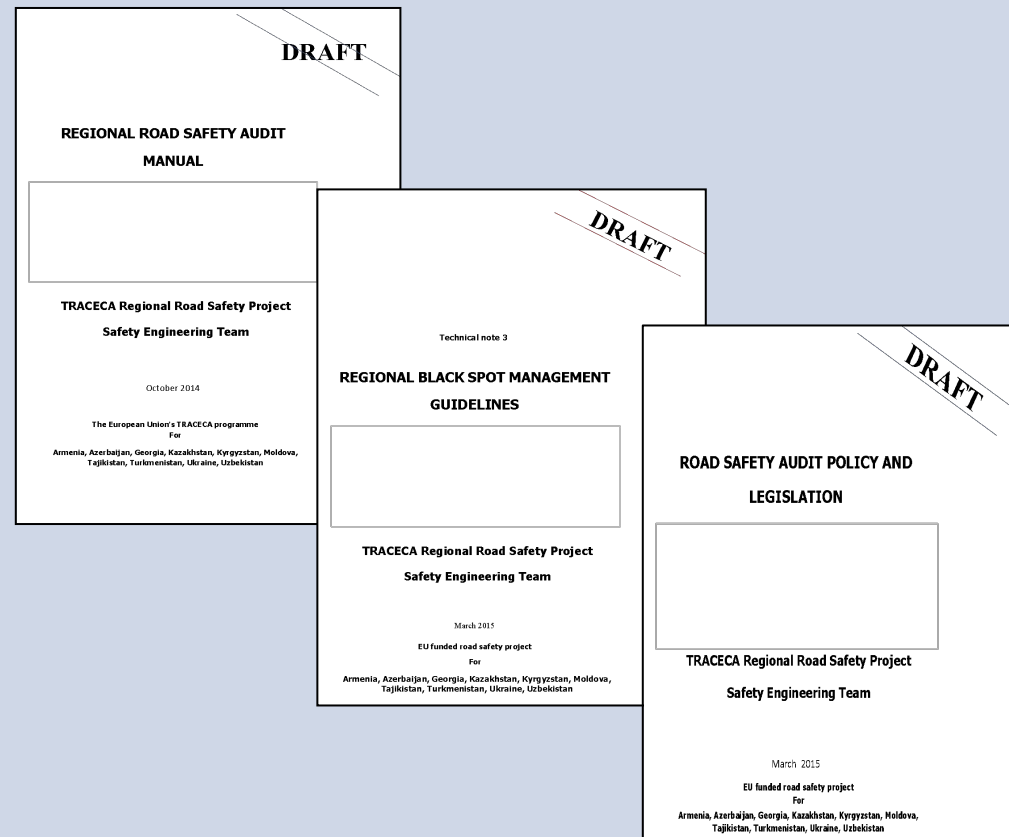
## COMPONENT 3: Safer infrastructure and vehicles (work completed )

### 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





## 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 )**

<b>COMPONENT 2 TASKS:</b>	<b>STATUS</b>
<b>Crash data base systems</b>	<b>Team to visit each country to review systems , provide training and explore establishment of a regional crash database ( TRACECA Secretariat ? )</b>
<b>Socio -Economic costing of road crashes</b>	<b>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</b>
<b>Study tours/training (SERBIA)</b>	<b>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</b>
<b>Introducing safety into relevant university courses</b>	<b>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 )</b>



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

<b>COMPONENT 2 TASKS:</b>	<b>STATUS</b>
<b>Developing road safety research capacity in universities and research institutes</b>	<b>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</b>
<b>Effective implementation of country priority road safety action plans</b>	<b>Interim working groups in each country to be introduced to best international practices in implementation of action plans</b>
<b>EU agreements and UNECE conventions related to road safety</b>	<b>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</b>
<b>Harmonizing safety related activities across the region In 3 key sectors</b>	<b>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</b>



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

<b>COMPONENT 3 TASKS:</b>	<b>STATUS</b>
<b>Heavy Goods vehicle routes to avoid residential areas and parking provision on major routes</b>	<b>Report to be prepared reviewing current needs and practices in TRACECA countries and making recommendations for improvement</b>
<b>Vehicle periodic technical inspections and safety standards</b>	<b>Expert to visit each country to assess needs , train local experts as needed and to prepare road map for each country to implement improvements</b>
<b>Assisting establishment of road safety audit courses and blackspot management courses in each country</b>	<b>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</b>

# 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**

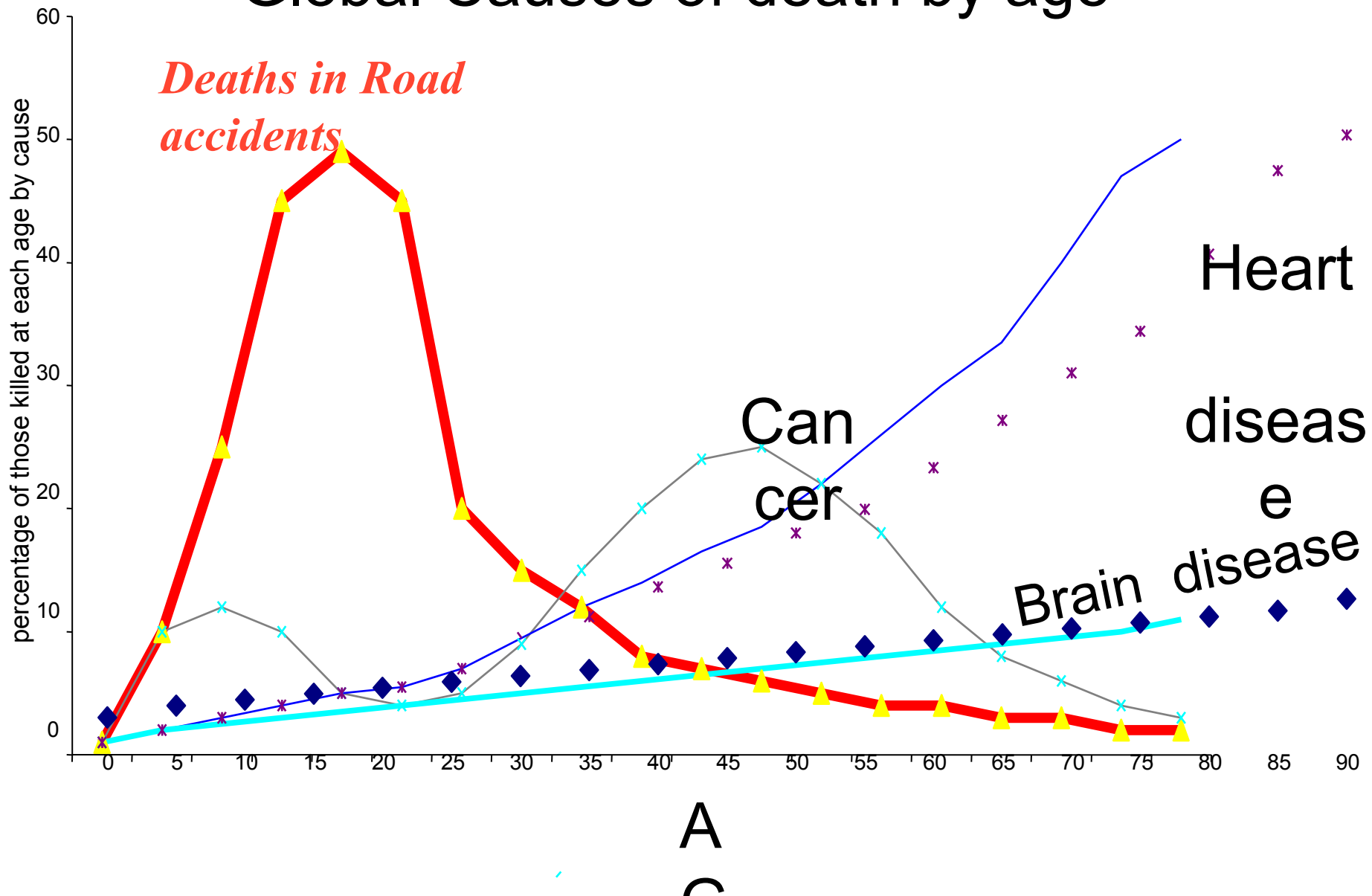


**10,000 deaths and 200,000 injuries each year**

**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 ?**

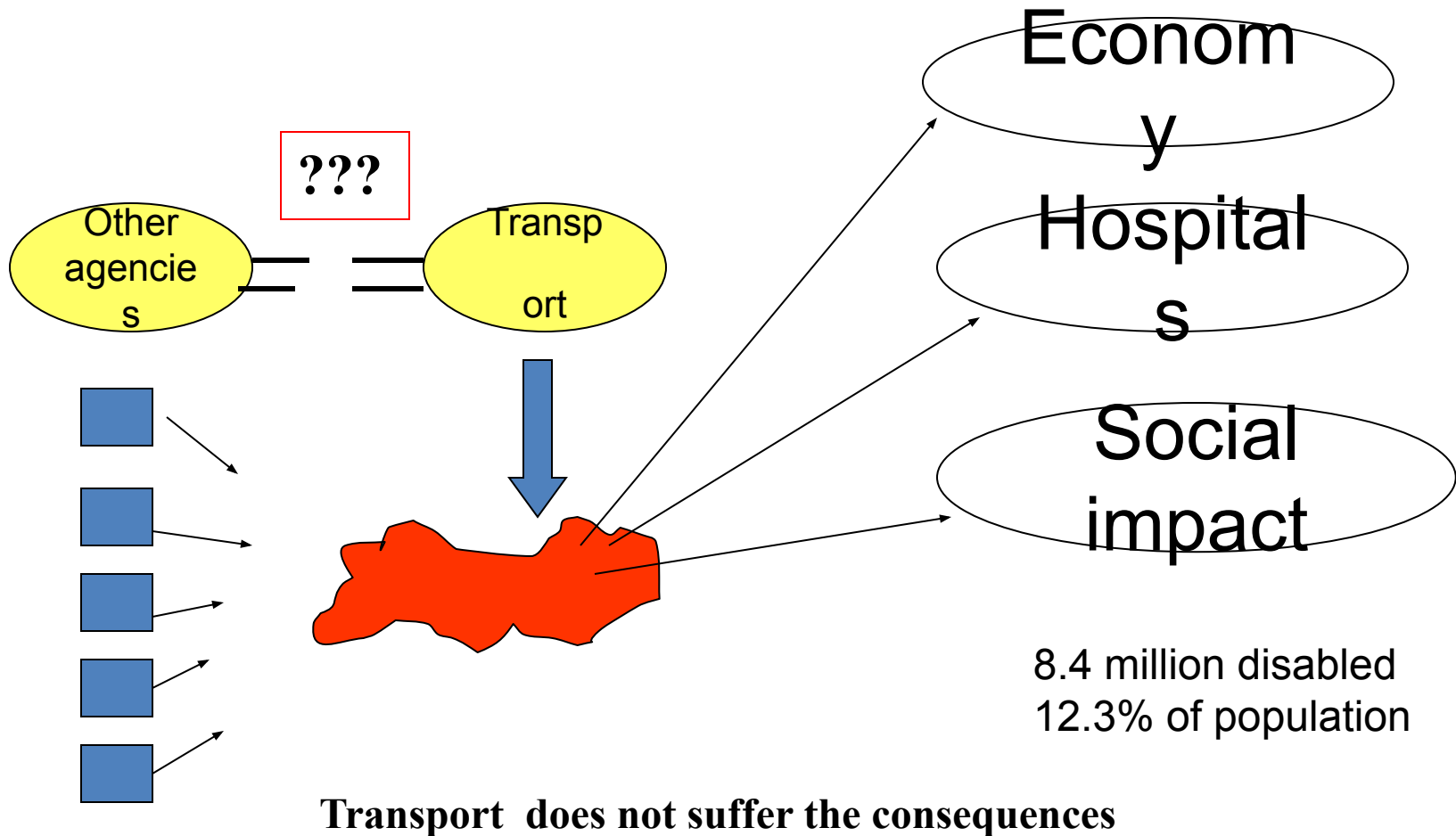
# Global Causes of death by age

*Deaths in Road  
accidents*



# The Problem

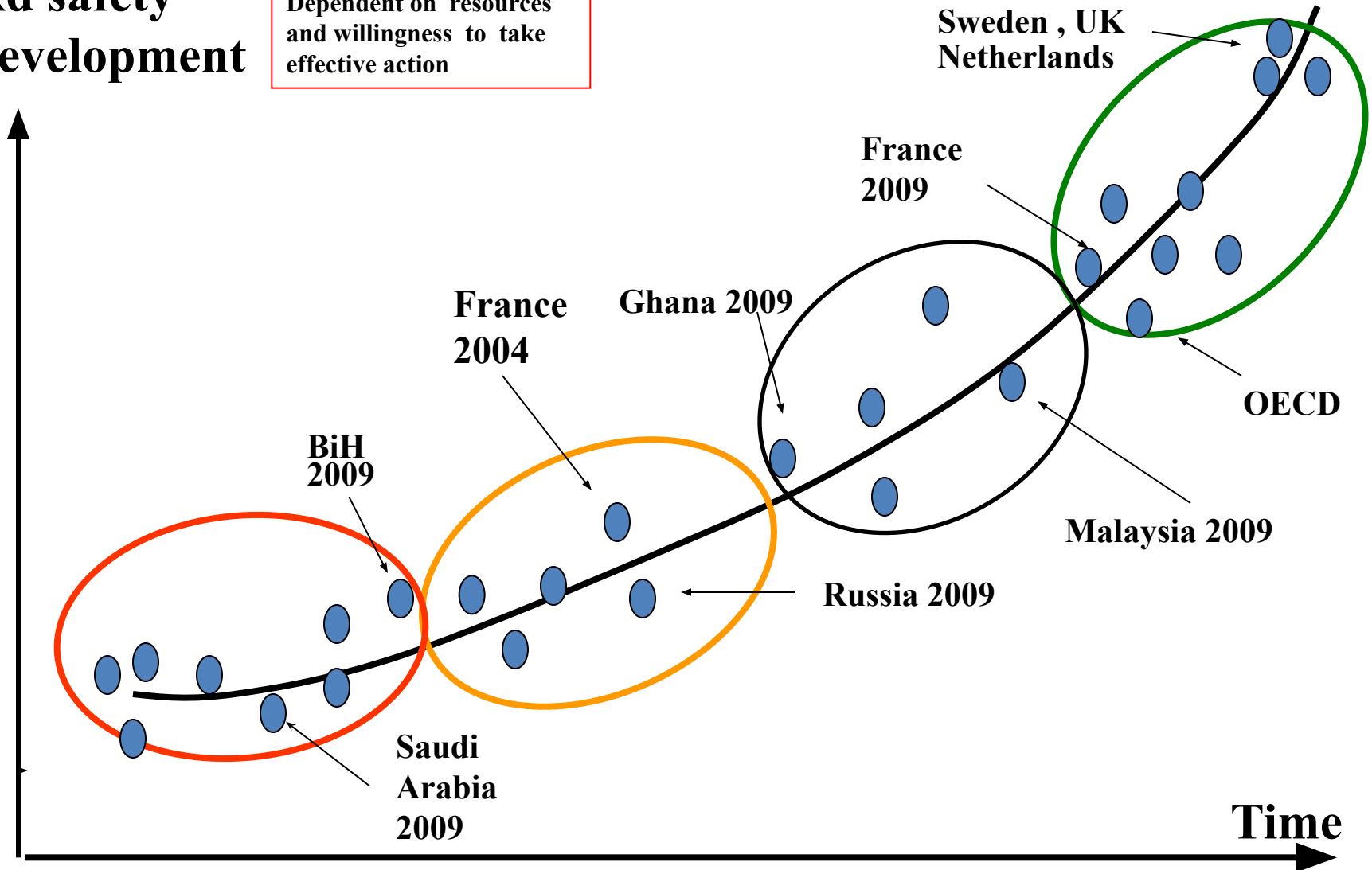
- Happens in transport and many other agencies are involved but effects/impacts/losses occur elsewhere



# Road safety Development

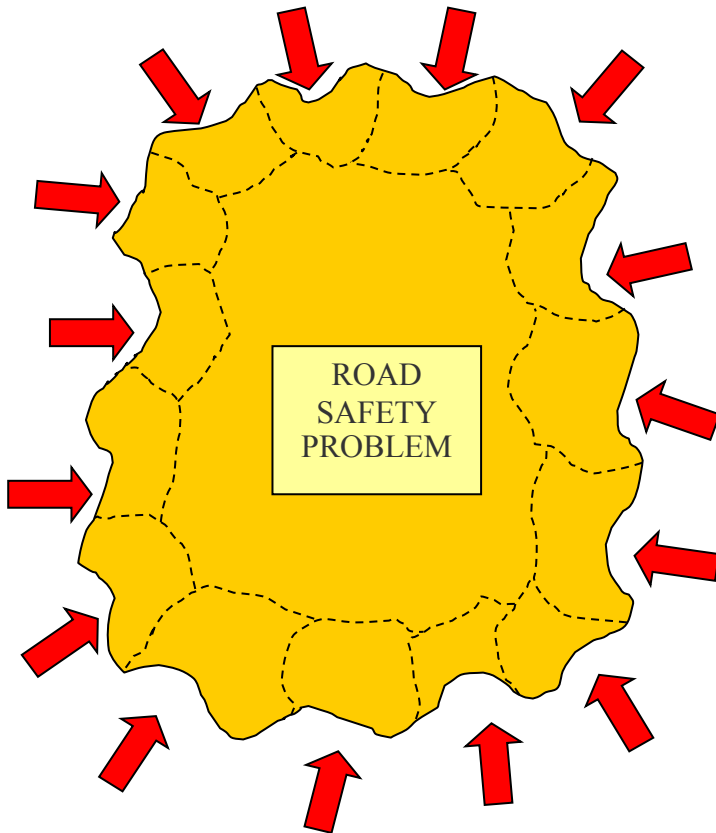
**Rd safety  
development**

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



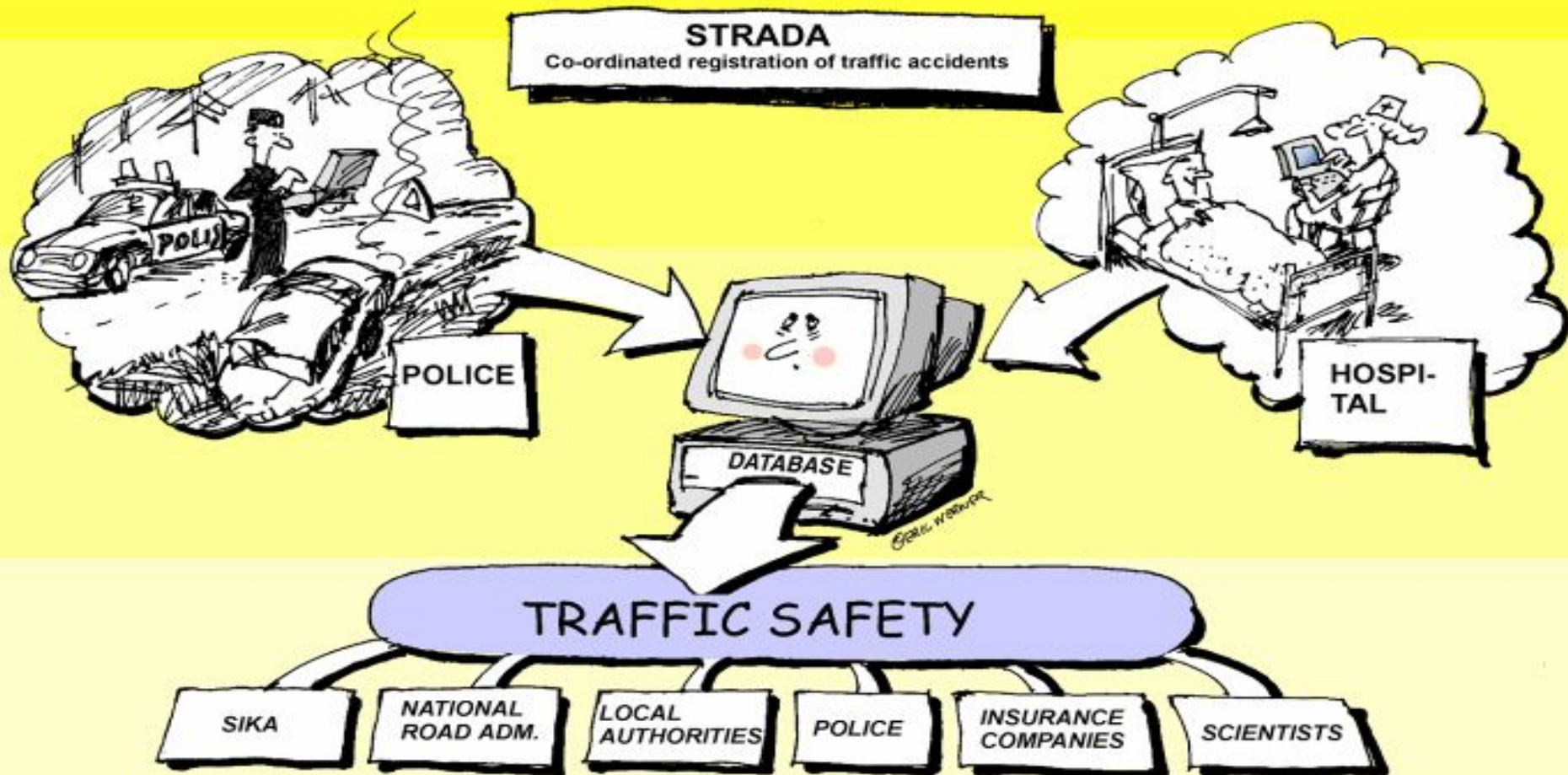
## 2 Detailed Crash Data so a “scientific” approach can be applied

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

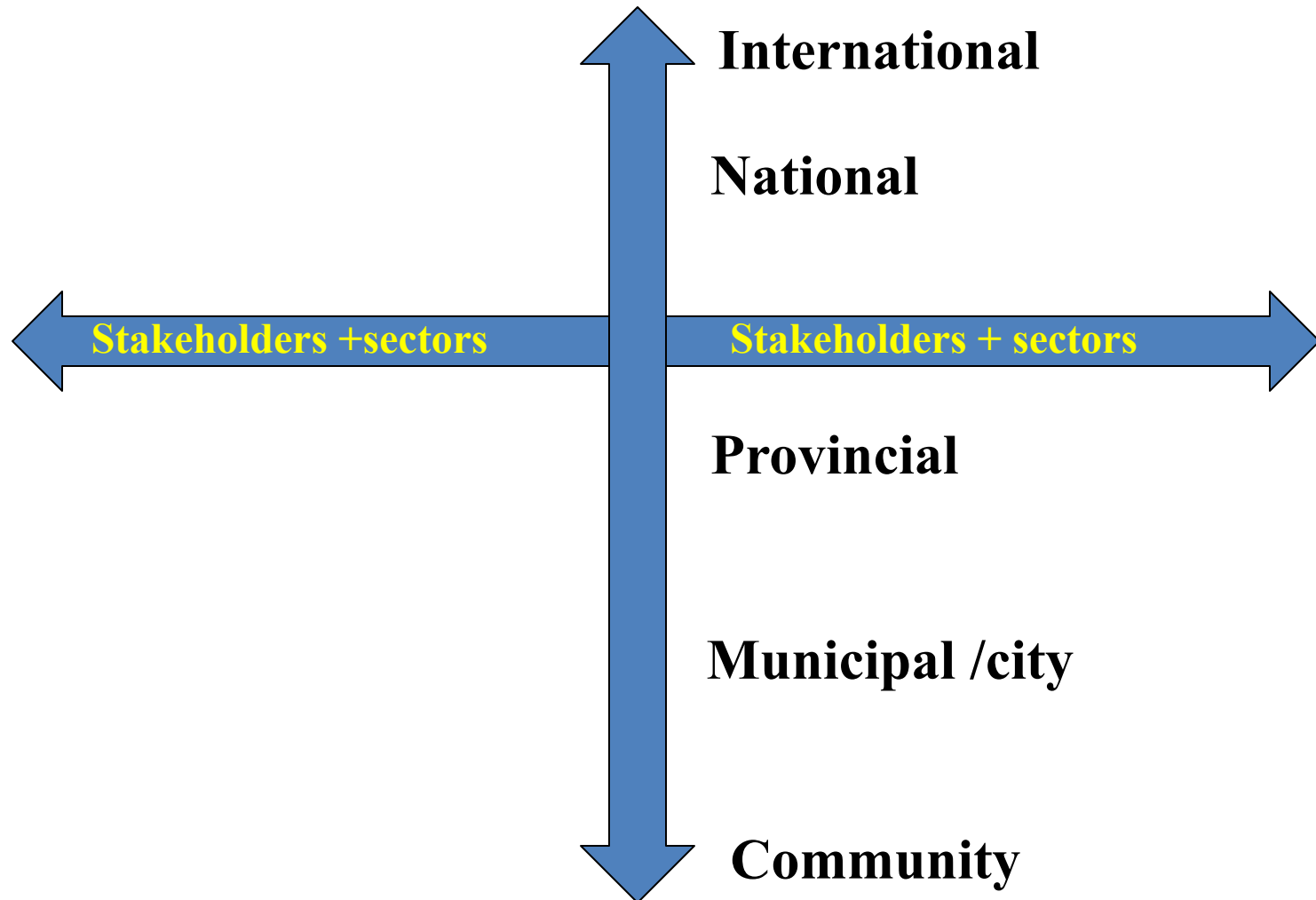
Unless we get and properly analyse the detailed information to understand the underlying problems we cannot improve road safety

**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 PMs Office, 50% reduction in 10 years

**France** President/PMs 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!**