



The European Union's TRACECA programme  
for Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova,  
Tajikistan, Turkmenistan, Ukraine, Uzbekistan

EUROPEAID/133698/C/SER/MULTI

**Implementation of the Regional Road Safety  
Action Plan for the Neighbourhood East and  
Central Asian Countries – Service Contract**

***INCEPTION REPORT***

***March 2014***



## INCEPTION REPORT COVER PAGE

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## Executive summary

With commercial globalisation, the need to transport raw materials, finished goods and people is increasing. Added to this is the European Union's strong desire to support socio-economic development in the countries between Europe and China while also helping to improve environmental management so that the adverse impacts of modern transport and transport infrastructure do not detract from the intended benefits of improved trade relations and closer cultural ties. The improvement of road safety and adoption of international agreements and conventions will facilitate easier and more efficient traffic and trade across the region and will deliver benefits to all.

An earlier EU funded study published in Feb 2012 reviewed road safety in the TRACECA beneficiary countries, identified a number of common road safety problems and developed a regional road safety action plan. That regional plan was endorsed and accepted by all TRACECA countries but did not lead (as had been hoped by EU), to countries developing their own country specific plans. In order to assist such countries to develop effective country specific action plans, EU has now initiated two further support projects, with one team working on three aspects (institutional, roads and vehicle issues) and a second team looking at road user behaviour, traffic police enforcement and changing attitudes. Road safety needs to be addressed holistically so to avoid duplication of and excessive numbers of workshops etc, the two projects will coordinate their efforts and where feasible will share information and host joint workshops to assist countries to develop their country specific action plans.

In order to understand the needs, the project team visited every one of the 10 TRACECA beneficiary countries including Turkmenistan and had discussions with the key stakeholders in each country. The key findings from the field trip were as follows:

1. **Institutional issues:** only two countries have acceded to all seven conventions, the others are at various stages of implementation. There will be opportunities to share experience between those who have already implemented the conventions and those still waiting to do so. Most governments are unaware of the true losses to their economy and still see expenditures on safety as a cost rather than an investment. As a consequence most do not have effective management, coordination and especially funding of road safety, so this will need particular attention. Crash data systems are generally poor with stakeholders not able to access the original data to undertake further analyses.
2. **Safer infrastructure:** Most countries have IFI funded road projects and these generally include road safety audits and community awareness raising activities where the roads pass through villages. Safety audits are generally not carried out on domestic funded roads. Most countries are still using Russian based road design standards and it is often difficult to include safety features as the designs then become non compliant with the standards. Provisions for pedestrians is very poor and typically account for 30-50% of fatalities in road crashes. Considerable training and implantation of pilot projects are needed on road safety auditing, hazardous locations programmes etc to develop safety engineering capacity.
3. **Vehicle inspections and standards:** Progress in this sector is very variable, with some countries having effective inspection systems, while others only inspect commercial vehicles but do not have or have discontinued such inspections of private vehicles due to corruption



problems. Vehicles in many countries are very old so absence of regular inspections to ensure road worthiness is probably a major contributor to the poor safety records of many countries in the region.

4. **Safer road users:** Absence of or limited use of effective safety publicity campaigns; the general perception of corruption in traffic police and amongst those doing driver testing, allied to the absence programmes of age appropriate traffic education in schools, combine to create conditions in most countries where the general public pays little regard to their own or others road safety. Police are generally under resourced and under trained for the task they have to perform, although a couple of countries have addressed this issue with some success so may have good experience to share with others.
5. **Emergency Medical services:** most countries do not have a single emergency telephone number but rely on different numbers for police, ambulance and rescue services. Emergency ambulances appear to be staffed with adequately trained specialists but there is no systematic first aid training of commercial drivers and no joint training of ambulance /police /rescue crews.
6. **Changing attitudes:** A number of local NGOs have commenced operations in some of the countries and are now providing a voice for communities and engaging with government and police to raise awareness of road safety issues. Much more needs to be done to raise awareness and to change the high risk behaviour of road users.

A programme of work has been devised and impact monitoring indicators derived that can give some indication that progress is being made towards the desired end of project outcomes. These performance indicators will be monitored and will be reported upon at 6 monthly intervals.

A number of workshops and training courses will be implemented by the project team to raise awareness and knowledge about road safety issues amongst relevant groups of stakeholders and to improve capacity of each country to develop and implement road safety action plans. Particular efforts will be made to ensure that the most appropriate persons attend the workshops, training and study tours. Country specific road safety action plans will be developed in workshops by the end of 2014 so that the project team can continue supporting and assisting each country during 2015 as it implements its action plan



## Abbreviations

**AETR** - The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport

**ADR** - European Agreement concerning the International Carriage of Dangerous Goods by Road

**AGR** - The European Agreement on Main International Traffic Arteries

**BSM** - Black Spot Management

**EASST** - Eastern Alliance for Safe and Sustainable Transport

**EBRD** - European Bank for Reconstruction and Development

**EIB** - European Investment Bank

**EMS** - Emergency Medical Services

**GRSP** - Global Road Safety Partnership

**IFI** - International Financial Institution

**IMC** - International Development Consulting Company

**MoI** - Ministry of Interior

**MoIA** - Ministry of Internal Affairs

**MoH** - Ministry of Health

**MoT** – Ministry of Transport

**NGO** - Nongovernmental organisation

**RRSAP** - Regional Road Safety Action Plan

**RSAP** Road Safety Action Plan

**SNIP** - Russian Construction Codes and Regulations

**ToR** - Terms of Reference

**TRACECA** – Transport Corridor Europe-Caucasus-Asia

**WTO** - World Trade Organisation





## 1. Introduction and Background

### 1.1 The Project Area and its Geo Political Significance

With commercial globalisation, the need to transport raw materials, finished goods and people between Asia and Europe is increasing. Added to this is the European Union's strong desire to support socio-economic development in the countries between Europe and China while also helping to improve environmental management so that the adverse impacts of modern transport and transport infrastructure do not detract from the intended benefits of improved trade relations and closer cultural ties. The improvement of road safety and adoption of international agreements and conventions will facilitate easier and more efficient traffic and trade across the region and will deliver benefits to all.

High-level policies need to be put in place to demonstrate the commitment and intentions of governments in TRACECA region to facilitate and encourage trade and international traffic. This requires a review of transport policies, followed by strengthening of the enabling environment of legislative and regulatory harmonisation. The project, "**TRACECA ROAD SAFETY II**" is designed to progress transport policy dialogue to the next stage. Improvement of road safety and establishment of consistent standards and approaches to transport, as encapsulated in the UNECE conventions and EU agreements, will contribute significantly towards establishing a common vision for the future development of East West traffic and trade movements.

### 1.2. Background to TRACECA Regional road safety project

This EU-funded regional transport project: "TRACECA-Road safety II" is a follow up to an earlier EU funded RRSAP project<sup>1</sup>, which sought to identify the safety needs in each of the countries covered and developed a regional road safety action plan. That Action plan was prepared at the end of 2011, and was published in early 2012. The beneficiary countries for the earlier study and this current project are Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Turkmenistan, Ukraine and Uzbekistan. In addition, Romania, Bulgaria and Turkey will be associated to the project as indirect beneficiary countries but will not be eligible for any of the technical assistance that will be provided under this project.

The TRACECA RRSAP covered 6 sectors of activity based broadly on the UN Decade of Action, as follows:

1. Institutional issues
2. Safer Infrastructure
3. Safer Vehicles
4. Safer road users
5. Emergency Medical services
6. Changing Attitudes

This regional plan was endorsed by all 10 beneficiary countries and has been accepted as the desired regional plan but, because it was not specific to the needs of any one country, it has not been possible to implement it in any single country. Individual countries had been expected to adapt the

<sup>1</sup> TRACECA regional road safety action plan, 2012





regional plan to prepare country specific action plans but, in practice, this has not occurred. In order to assist TRACECA countries the EU has therefore initiated two further projects. This project, TRACECA Road Safety II, being undertaken by a consortium led by Safège will focus on the first three items of the regional action plan (items 1-3 in above list) and a second parallel project being undertaken by GRSP with assistance from EASST will focus on the remaining three items (items 4-6 above). Each project will endeavour to assist the beneficiary countries to start implementing the actions recommended in the regional action plan.

Splitting the six activities is not entirely conducive to delivering the holistic approach to road safety that is essential if standards are to be improved. Consequently both projects will collaborate as far as possible by sharing information and, where appropriate, will coordinate activities and workshops so that the holistic approach can be maintained in developing individual country specific road safety action plans. Thus rather than organising separate workshops each covering three topics, we suggest they should be coordinated into a single joint action planning workshop covering all 6 topics of the regional action plan.

### 1.2.1. Project main objective

The "TRACECA Road Safety II" project's main objective is the implementation of the TRACECA Regional Road Safety Action Plan, ensuring that the corridor transport system actively promotes the safety, security and protection of users, property, general public and the environment that might be involved in or affected by this system.

### 1.2.2. Purposes

The aims of the Project are as follows:

- To complement the Regional Road Safety Action Plan with recommendations regarding Turkmenistan.
- To support the beneficiary countries with the accession, ratification and implementation of the following UNECE agreements:
  1. European Agreement concerning the international carriage of dangerous goods by road (ADR) (1957)
  2. Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions (1958)
  3. Convention on Road Traffic (1968)
  4. Convention on Road Signs and Signals (1968)
  5. European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) (1970)
  6. European Agreement on main international traffic arteries (AGR) (1975)
  7. Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections (1997)



- To support the beneficiary countries in developing and implementing technical programmed activities to improve and guarantee on a continuous basis road and vehicle safety in accordance with international standards.
- Proper dissemination of the project results.

### **Expected results (impacts)**

The expected results from this project are divided into four components.

#### **Component 1: Inclusion of Turkmenistan in the TRACECA - Regional Road Safety Action Plan**

- Identification of needs and (prioritised) activities necessary for Turkmenistan to improve road safety.
- Inclusion of Turkmenistan into the TRACECA RRSAP assessment and development of a country specific road safety action.

#### **Component 2: Regulatory and institutional reforms**

- Substantial progress in the ratification of the international agreements by the TRACECA countries and clear progress in the implementation of their main provisions.

#### **Component 3: Safer infrastructure and vehicles**

- Modern road safety standards are taken into account in projects improving existing infrastructure, including tunnels;
- Relevant staff in charge of road infrastructure are capable of managing, organising, and commissioning or undertaking road safety audits, road safety inspection and analysis of black spot areas in line with international best practice;
- Steps have been taken for the development of a network of safe and secure parking areas within the TRACECA region;
- Steps have been taken to strengthen or to organise a system for improved technical inspection of vehicles to reduce incidence of un-roadworthy vehicles using public roads.

#### **Component 4: Communication and visibility**

- The project enjoys widespread visibility and recognition for the support that EU is giving to road safety in the region. That stakeholders are well informed about the project, its objectives and benefits.

### **1.2.4. Methodology used and the approach adopted in project implementation**

The main objective of the project is to increase the awareness of all road safety stakeholders in TRACECA region and to enhance their knowledge and capacity for road safety in a systematic and



sustainable way. Particular effort will be made to identify and develop local experts from each country who can provide inputs, either in their own countries or in other countries within the project area, so that by the end of the project a cadre of local road safety experts is created within the region. In addition, the focus will be on sharing knowledge and expertise across countries so that those that have demonstrated particular strengths or progress in a particular sector can become role models for others who are less developed in that sector. A Country that has achieved particular expertise can then demonstrate to others how they accomplished their success and help replicate it elsewhere.

Overall, the road safety sectors in TRACECA project beneficiary countries (apart from Turkmenistan) were relatively well studied and documented under the previous EU funded project. Improvement to highway infrastructure in the region is supported by a number initiatives, projects, International Financing Institutions (IFIs) and donors – many of whom promote road safety within their projects. Since there are so many IFIs working and active across the region including World Bank, ADB, EBRD, EIB etc., **it is important to “map” these activities to establish who is doing what and where.** Such “mapping” of current and planned road safety activities and knowledge of forthcoming loans and projects will enable the project to assist countries to “package” their safety needs in ways that the development banks and others can fund road safety components in future loans. Thus the “capacity building” funding provided by EU can be an important instrumental catalyst in assisting countries to get the larger “investment” funding needed to make major road safety improvements. The activities of all the major players actively supporting road safety in the 10 countries will be catalogued as part of this project and documented in a working paper or technical note ( an initial assessment based on data collected to date is given in Annex 3).

The project will take stock of the diagnoses and recommendations of the previous work (with extension to Turkmenistan) and will focus on core objectives as follows:

- Analysing the impediments (obstacles) to regulatory reform to enable delivery of safer roads, particularly those reforms implied by the road safety related international conventions and agreements
- Assisting each beneficiary country to build local capacity to develop, manage and implement road safety measures
- Raise awareness of road safety and the role EU is playing in supporting efforts to improve safety across the region
- Share best practices and expertise across the region and development of a cadre of road safety specialists.

#### 1.2.5. Main actions implemented by Project Team during the Inception Period

Under the various activities below, specified measures have been highlighted with the scope to involve stakeholders and facilitate their participation in a simple and transparent framework, within which the project will endeavour to build local ownership:

- During the Inception Phase project team members visited TRACECA Headquarters In Baku and had very useful and insightful discussions with TRACECA staff;
- The project team visited all 10 countries (including Turkmenistan) to have discussions with the key stakeholders to assess the current safety situation and to give them an opportunity to indicate areas of greatest need and priority in road safety in their country that the project should address. The TRACECA Secretaries were extremely helpful and arranged meetings with all key stakeholders



– often at very short notice to fit in with the short time the team was in each country. As a result, the project team was able to get a good understanding of the needs and priorities in all those countries. These meetings in the nine countries (including Turkmenistan) will allow development of a road safety stakeholder map identifying the various national stakeholders to be consulted in in each country. The exception was Azerbaijan where it was not possible to arrange official meetings while the project team was in the country. The team therefore used their own contacts to arrange informal meetings to try to understand the needs and problems. A second visit will be needed to Azerbaijan to conduct the “official “ meetings so that project team’s knowledge and understanding of the needs and priorities in Azerbaijan is brought to the same level of understanding as in the other TRACECA countries.

- The project team has contacted the HQs of the main IFIs to gather information and, where possible, visited the resident missions of the development banks in each country to document recent and proposed future projects with road safety content. In due course this will allow development of an IFI road safety activity map for the region.
- The project team made a point of visiting the EU Delegations in each country to brief the Ambassador and his/her senior staff about the project and to get their insights/suggestions as to how the project activities could be used to raise awareness of EU support and activities. Short articles (suitable for use in local media) have been provided at the request of the EU Delegations.

In line with results of the above activities, the following tasks will be instigated during the project implementation period:

- Regional or possibly sub regional workshops and training seminars will be developed to address common problems or issues affecting all or several countries,
- The project team will oversee the estimation of crash costs in each country to evaluate the annual losses to the economy, to encourage governments to invest in road safety;
- Team members will organise national road safety action plan workshops in each of the beneficiary countries;
- Project team members will ensure that the publicity and communication (visibility activities) from the project assists in raising awareness of EU funding support for the road safety project.

Based on the project core objectives, and in line with the approach described in the previous section, will allow most of the project’s resources to be allocated to targeted demands and identified needs of the beneficiary countries through the following:

- Key experts’ involvement with the national authorities in charge of road safety and related regulatory issues for promoting the implementation of the TRACECA Road Safety Action Plan. The two key experts will support road stakeholders at policy-regulatory level, and at planning and programming level;
- Key and non key experts support to regional initiatives and bridging between neighbouring countries initiatives and sharing best practice;
- Key and non key experts’ inputs for promoting coordination at national level between authorities in charge of road safety and road related infrastructure design, construction and management, through support to coordination meetings and shared comprehensive planning exercises;
- Key and non key experts’ contribution to build up enhanced understanding and cooperation between the administration and land transport services operators, through their professional organisations’ representatives;
- Targeted high level expertise of key and non key experts mobilised on demand by authorities and private operators for advice, technical assistance and expertise sharing;



- Two-folder (operational and scientific) backstopping team to analyse the issues related to the implementation of the TRACECA Road Safety Action Plan and the activities described in the TOR of the project;
- Russian language capability in project office (secretary and regional project coordinator are both fluent Russian speakers) so that country secretaries and stakeholders from beneficiary countries can communicate easily with the project team through our project office
- High level demand driven regional and national thematic workshops and seminars, as necessary and appropriate, for experience sharing within the region and with EU road transport and road safety policy-makers (at national and local levels), administrators and operators;
- Communication on potential benefits from up-takes of the European and EU policy frameworks, guidelines, directives and regulations related to demands and identified impediments with operators. Communication towards the larger public on the objectives and achievements in the road safety field, notably through the website and articles that will be developed for EU delegations to use in their local PR materials and media packs;
- Impact indicators have been developed by the Project team (see chapter 5 and Annex 5). These can be used to give assurance that progress is being made towards the developmental objectives of the project. These impact indicators will be used for initial benchmarking as part of the monitoring system and then for monitoring progress in terms of delivery of impacts and outcomes as the project proceeds. Annex 5 provides some initial information on the proposed monitoring method and approach. Some of these will be incorporated into an updated Logical framework that will be prepared in the near future.

#### 1.2.6 Key Beneficiaries - Ministries and Agencies in Project-related countries

The list below is related to the key beneficiary ministries and agencies visited during Project Experts' first visits to the related countries. Additional beneficiary institutions may be identified during next visits and workshops in the region. The list will be updated in the first Interim Report.

➤ **Armenia**

- Ministry of Education and Science
- Ministry of Health
- Ministry of Transportation and Communication
- The Police State Road Transport Inspection

➤ **Azerbaijan**

- Ministry of Internal Affairs
- Ministry of Health
- Ministry of Transport
- Ministry of Education
- State Traffic Police Department

➤ **Georgia**

- Ministry of Internal Affairs
- Ministry of Education and Science
- Ministry of Health, Labour and Social Affairs
- Ministry of Regional Development and Infrastructure
- Department of Public Safety State Patrol



- **Kazakhstan**
  - Ministry of Health
  - Ministry of Transport and Communications
  - Ministry of Education and Science
  - National Security Committee
  - Ministry of Internal Affairs
  - MoIA Road Police Committee
- **Kyrgyz Republic**
  - Ministry of Health
  - Ministry of Transport and Communications
  - Ministry of Internal Affairs
  - Ministry of Education and Science
  - State Traffic Police Department
- **Moldova**
  - Ministry of Transport and Road Infrastructure
  - National Agency of Road Transport (ANTA)
  - Ministry of Health
  - Ministry of Education
  - Ministry of Internal Affairs
  - Road Police Department
- **Tajikistan**
  - Ministry of Transport and Communications
  - Ministry of Health
  - Ministry of Education
  - Ministry of Internal Affairs
  - State Traffic Police MIA
- **Turkmenistan**
  - Ministry of Health
  - Ministry of Automobile Transport
  - Ministry of Education
  - Ministry of Health and medical industry
  - Road Police Department MIA
- **Ukraine**
  - Ministry of Infrastructure
  - Ministry of Transportation and Communication
  - Ministry of Healthcare
  - Ministry of Internal Affairs
  - Ministry of Education and Science
  - State Road Agency of Ukraine “Ukravtodor”
  - State Automobile Inspection MIA
- **Uzbekistan**





- Ministry of Public Education
- Ministry of Higher and Secondary Special Education
- Ministry of Public Health
- Ministry of Internal Affairs
- Ministry of Emergency Situations
- State Auto inspection MIA

## 2. Current status of Regional Road Safety Action Plan implementation

As described in Chapter 1.2.4. (the methodology used for implementation of Regional Road Safety Action Plan (RRSAP)), it is important to know the current situation in each of TRACECA beneficiary country. Therefore, in the following text a short summary of RRSAP implementation is presented for each country. Detailed assessment of current RRSAP implementation is given in Annex 1: Country status reports. As discussed later, road safety requires integrated action in a number of key areas and one cannot get a full understanding or holistic view of needs and broken linkages without taking an overview of the whole.

Since the TRACECA regional plan covered six sectors for each country, the project team sought to assess implementation status on all six sectors of the action plan for each beneficiary country even though their part of the TRACECA project is covers only three of these. The six sectors assessed were:

1. Activities addressing regulatory and institutional reform,
2. Infrastructure related activities,
3. Vehicle related activities,
4. Activities addressing road users,
5. Improved medical care for crash victims and
6. Activities to change society's attitude to road safety.

The information collected by the team on sectors 4-6 will be shared with the GRSP team who are doing a parallel EU funded project. This will encourage cooperation and sharing of information between the two projects and result in much more effective implementation and greater impact/outcomes from the project





## 2.1. Armenia

Main findings from field trip undertaken during the Inception period are presented in Table 2.1.1. :

Table 2.1.1. Assessment of RRSAP implementation in **Armenia**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Three Conventions Ratified (1968 Convention on Road Traffic, 1970 AETR and 1975 AGR).</li> <li>- Council exists, but no Secretariat. No funding.</li> <li>- Road Safety strategy exists but no funding so little is implemented.</li> <li>- Crash data collection and evaluation exists, but not unified in the region.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- Safety audits being undertaken on IFI road schemes. Community safety schemes being devised along rehabilitated roads and as part of World Bank “lifeline” roads into rural areas. Hazardous locations identified by police and being improved.</li> <li>- Some truck parking along major roads exists but more sites needed</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Vehicle inspections carried out but some corruption problems exist.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Legislation is in place for all items but enforcement not so effective plus corruption problems.</li> <li>- Police carrying out enforcement but are understaffed and under resourced.</li> <li>- Some good RS campaigns have been implemented</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- No Single emergency number</li> <li>- Nationwide EMS system exists but quality of help is questionable.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- Legal basis exists and some NGOs are active/consulted, but no funding to implement.</li> <li>- Limited traffic education in schools. Police visit plus occasional safety lessons.</li> <li>- Driver rectification courses not established yet.</li> </ul>

**Strengths:** Existence of Road Safety Council and Road Safety Strategy. Road Safety Audit being used on major schemes. NGO in road safety active but is underfunded.

**Weaknesses:** No Single emergency number. Not enough media campaigns and drivers rectification courses. Limited children education in schools.



## 2.2. Azerbaijan

Main findings from field trip undertaken during the Inception period are presented in Table 2.2.1. :  
Table 2.2.1. Assessment of RRSAP implementation in **Azerbaijan**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Six Conventions Ratified (only 1997 Uniform conditions for periodical technical inspection of vehicles is not ratified).</li> <li>- Commission for road safety (CRS) under Cabinet of Ministers exists. CRS working, but does not have secretariat (just one secretary) and does not have appropriate funding.</li> <li>- Strategy has been prepared in 2012 and is still waiting for approval by Cabinet of Ministers.</li> <li>- Only police have access to original stored accident data.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- RSA is currently used only in international projects (major roads), not at regional and local roads.</li> <li>- Little dedicated funding available or that recommendations are being implemented.</li> <li>- Legal basis for Black Spot management exists. Azerroadservice has the list, but not addressed well (only being included ad hoc). Limited funding available, so only some locations are being improved.</li> <li>- Recommendations for off-road parking exist in SNIP standards, but not being applied consistently. More off-road parking needed</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Conventions ratified and legal basis exists. Not known if manuals, staff training and workshops are being regulated by Government.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Improved public awareness about road safety in last few years.</li> <li>- Traffic Police enforcement is visible.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number established nationwide.</li> <li>- Nationwide EMS system exists.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- NGO is present in road safety.</li> <li>- Road Safety education is present in schools, but to unknown extent.</li> <li>- Driver rectification courses not established.</li> </ul>

**Strengths:** Activities of Azerroadservice in the road safety. Usage of RSA in internationally financed projects. Existence of NGO. Single emergency number exists.

**Weaknesses:** Weak (underpowered) Commission for road safety. Not enough media campaigns.



## 2.3. Georgia

Main findings from field trip undertaken during the Inception period are presented in Table 2.3.1. :  
Table 2.3.1. Assessment of RRSAP implementation in **Georgia**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Five (4+1) Conventions Ratified/Signed (1968 Convention on Road Traffic, 1968 Convention on Signs &amp; Signals, 1970 AETR, 1975 AGR and signed but not ratified 1997 Inspection).</li> <li>- Intergovernmental Commission for road safety exist (from previous government), but not meeting regularly, no active secretariat. There is no lead agency responsible for road safety. It is divided between different ministries, central and regional government.</li> <li>- Draft National Road Safety Strategy exists but It is not adopted. Unknown status in Government.</li> <li>- Police Patrol collects data accident data. Soon GIS road map with accidents will be enabled. Problem is the exchange of data between hospitals, insurance companies, and other ministries. An information exchange law has to be introduced coming years. Integrated accident related database should be established.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- It seems that it is functioning, but more information not available at this stage.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Legal basis for Technical inspection of vehicles existed. Passenger cars are not regularly checked, only mini bus and heavy vehicles.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Public media campaign from Ministry of Internal Affairs (government), foundation Partnership for Road Safety (NGO) exists. NGO participated in important local and international projects.</li> <li>- There is a need for introduction of mandatory safety belts on rear seats. Improving of legislation regarding speeding (differentiate fines according over speeding. Point system can improve driver's behaviour. Special attention should be put to novice drivers problems. Better enforcement of law, which prohibits sitting children under 12 in front seats.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number established nationwide.</li> <li>- Nationwide EMS system exists.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- NGO is active in road safety.</li> <li>- Road Safety Education is partly presented in schools. It is important to develop training programs for teachers.</li> <li>- Driver rectification courses not established.</li> </ul>

**Strengths:** Activities of Patrol Police and NGO "Partnership for Road Safety".

**Weakness:** Nonexistence of coordination road safety body (Road Safety Agency or Commission).



## 2.4. Kazakhstan

Main findings from field trip undertaken during the Inception period are presented in Table 2.4.1. :

Table 2.4.1. Assessment of RRSAP implementation in **Kazakhstan**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- All seven Conventions are ratified.</li> <li>- No multidisciplinary road safety agency (body).</li> <li>- No accepted National Road Safety Strategy. There are specialised program for road safety and Ministry of Internal Affairs is responsible body for the elaboration and realisation of the Programme.</li> <li>- Crash database exists and outputs are available within annual report to road safety stakeholders.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- Legal basis for RSA was foreseen in draft of Law on Road Safety, but is removed from last draft version, which is almost in Parliament. RSA Manual is produced, but not in use.</li> <li>- There is systematic approach in MoIA for improving of black spots. Commission work on BSM should be improved.</li> <li>- Parking and rest areas are planned and upon SNIP standards, every 15-20 km for road category I and II and at longer distances for road category III and IV.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Legal basis for Technical inspection of vehicles existed. Vehicles are checked regularly.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Traffic Police is working with prevention as well as MoH, which has a state program 2011-2015 including public opinion regarding road safety, TV spots, etc.</li> <li>- Police look active and effective. Safety belts only at front seats are mandatory by law on road safety.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number established (112)</li> <li>- 10 EMS Centres + helicopter service exists along major roads exists.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- No road safety dedicated and active NGO.</li> <li>- Road Safety Education is partly presented in schools. It is important to develop training programs for teachers.</li> <li>- Driver rectification courses not established.</li> </ul>

**Strengths:** Ratified all International Conventions. Activities of Ministry of Extraordinary situation (EMS)

**Weaknesses:** Nonexistence of coordination road safety body (Road Safety Agency or Commission).



## 2.5. Kyrgyzstan

Main findings from field trip undertaken during the Inception period are presented in Table 2.5.1. :

Table 2.5.1. Assessment of RRSAP implementation in **Kyrgyzstan**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Only two Conventions Ratified (1968 Convention on Road Traffic and Convention on Signs &amp; Signals).</li> <li>- Commission for road safety exists under the deputy prime minister, but its secretariat is grossly understaffed and underfunded for the work it has to do.</li> <li>- National Road Safety Strategy and Action Plan have been developed with World Bank assistance and amendments are being done by consultations with key Ministries.</li> <li>- Country crash database has been developed with World Bank assistance and amendments are being done by consultations with key Ministries.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- Road Safety Audits is currently not being used on the domestic network, but might be used on some international projects depending of IFI institution roles.</li> <li>- Legal basis for Black Spot Management exists. Road department prepares annual list of black spots and systematically improves them within the budget available.</li> <li>- Recommendations for safe and secure parking areas exist in SNIP standards, but not being applied consistently. More off-road parking needed.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Legal basis for Technical inspection of vehicles existed, but in 2012 vehicle regulatory checking was declined (stopped). Now for private cars it is voluntarily.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Just at beginning stage of raising public awareness for road safety.</li> <li>- Enforcement of Road Safety Law is present. Child restraints should be improved.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number not established.</li> <li>- Nationwide EMS system exists.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- NGO pushes road safety campaigns.</li> <li>- Road Safety Education is partly presented in schools.</li> <li>- Driver rectification courses not established.</li> </ul>

**Strengths:** Commission for road safety exists, but weak Secretariat. Draft Strategy exists. Black Spot Management is present and effective. IRU is active as well as one NGO.

**Weaknesses:** Non-mandatory technical inspection and insurance of passenger vehicles (too many right hand wheel cars in flow).



## 2.6. Moldova

Main findings from field trip undertaken during the Inception period are presented in Table 2.6.1. :

Table 2.6.1. Assessment of RRSAP implementation in **Moldova**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Five Conventions Ratified (1957 ADR, 1968 Convention on Road Traffic, 1970 AETR, 1975 AGR and 1997 Inspection).</li> <li>- Activities being funded by line Ministers. No central fund. Little resources for support. Some government staff provides admin function.</li> <li>- Strategy approved, not yet being implemented.</li> <li>- Only police have access to original stored data. Stakeholders can only ask for tables but cannot do direct analysis.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- All IFI funded roads include Road Safety Audits but not domestic roads. RD Dept. does buy in RSA services. All rehabilitated roads have safety audit done.</li> <li>- Police provide list of worst locations (highest number of crashes) but police do not analyse well enough. Only police carry out investigations so can miss engineering or other defects. RD Admin has annual programme but no specific funds so cannot do all. Twice a year does network inspection to assess roads (not black spots) just general road conditions etc. Police provide list and RD Admin does as many as possible.</li> <li>- There are technical norms about having rest areas at specified distances. Sites exist doing national roads. Country is only 200 km East-West and 300km North South so not a major problem.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Conventions ratified and legal basis exists. MoT/MoI oversees MoT in testing stations and police on roads both adequately funded.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Legislation is in place for all items but public often challenge speeding, drink driving charges etc. Therefore, this can delay matters.</li> <li>- Traffic Police enforcement is visible.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number not exists.</li> <li>- Nationwide EMS system exists.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- NGO is present in road safety.</li> <li>- Road Safety education is present in schools, but to unknown extension. Teachers are not trained. Traffic Police visit to give safety talks. No age related materials.</li> <li>- Driver rectification courses not established.</li> </ul>

**Strengths:** Usage of Road Safety Audit. Black Spot Management present.

**Weaknesses:** Single emergency number does not exist. Not enough media campaigns.





## 2.7. Tajikistan

Main findings from field trip undertaken during the Inception period are presented in Table 2.7.1. :

Table 2.7.1. Assessment of RRSAP implementation in **Tajikistan**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Four Conventions Ratified (1957 ADR, 1968 Convention on Road Traffic, 1968 Convention on Signs &amp; Signals and 1970 AETR).</li> <li>- Government Commission for road Safety exists and working. Commission follows the implementation of Road Safety program 2009-2013. New program (2014) is under acceptance in Government.</li> <li>- There is no Road Safety Strategy, but State program for Road Safety exists (in phase of adoption).</li> <li>- Only police have access to original stored data. Stakeholders can only ask for tables but cannot do direct analysis.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- RSA in accordance with EC 96/2008 does not exist. After design phase, revision commission exists. Real RSA might be used on some international projects depending of IFI institution roles (ADB has it as a part of their ToR).</li> <li>- Legal basis for Black Spot Management exists. Road department prepares annual list of black spots and systematically improves them within the budget available.</li> <li>- Recommendations for off-road parking exist in SNIP standards, but not being applied consistently. More off-road parking needed.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Legal basis for Technical inspection of vehicles existed, but observation of cars status shows low results concerning quality of maintenance.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Just at beginning stage of raising public awareness for road safety.</li> <li>- Enforcement of Road Safety Law is present. Seat belts are mandatory only on the front seats. Child seats are not mandatory. Only limitation about age and seat position exists.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number not established.</li> <li>- Nationwide EMS system exists.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- NGO is involved in decision making related to road safety.</li> <li>- Road Safety Education is partly presented in schools</li> <li>- Driver rectification courses not established.</li> </ul>

**Strengths:** Government commission for road safety exists, but weak Secretariat. NGO is active.

**Weaknesses:** No Road Safety Strategy and Action Plan. No single emergency number in use.





## 2.8. Turkmenistan

Main findings from field trip undertaken during the Inception period are presented in Table 2.8.1. :

Table 2.8.1. Assessment of RRSAP implementation in **Turkmenistan**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Three Conventions Ratified (1968 Convention on Road Traffic, 1968 Convention on Signs &amp; Signals and 1970 AETR).</li> <li>- Some kind of road safety coordination exists under MoH.</li> <li>- There is no Road Safety Strategy and Action Plan developed and in use.</li> <li>- Only police have access to original stored data. No electronically transfer of data from regions. Stakeholders can only ask for tables but cannot do direct analysis.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- No RSA as indicated in EC Directive 96/2008 in use. Some kind of commission for checking of design exists.</li> <li>- Legal basis for Black Spot Management exists. BSM as activity exists, but way of implementation is not known yet.</li> <li>- Recommendations for off-road parking exist in SNIP standards, but detailed unknown.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Legal basis for Technical inspection of vehicles existed. Passenger cars are checked every 2 years.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Just at beginning stage of raising public awareness for road safety.</li> <li>- New law on Road Safety. Enforcement of Road Safety Law is present. Traffic police are very active and visible</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number not established.</li> <li>- Nationwide EMS system exists.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- No NGO active in road safety.</li> <li>- Road Safety Education is partly presented in schools</li> <li>- Driver rectification courses not established.</li> </ul>

**Strengths:** Some kind of commission for road safety under MoH exists

**Weaknesses:** No Road Safety Strategy and Action Plan developed and in use. No RSA. No NGO in road safety.



## 2.9. Ukraine

Main findings from field trip undertaken during the Inception period are presented in Table 2.9.1. :

Table 2.9.1. Assessment of RRSAP implementation in **Ukraine**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- All Conventions and Agreements ratified.</li> <li>- Had a coordination council but met only once in 5 yrs., so disbanded. MoI does enforcement related activities and MoT does road related.</li> <li>- Road Safety strategy 2011-2020 exists. Road Safety stakeholders were involved. No funds, so nothing implemented. Action Plan prepared to support strategy up to 2015.</li> <li>- Crash data collection and evaluation not unified in the region.</li> <li>- New EU funded road safety twinning project is about to commence to assist Ukraine implement EU agreements on commercial vehicles and drivers. Discussions have been held with relevant officials at EU Delegation in Ukraine to discuss project content and to ensure coordination to avoid overlaps.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- No legal basis. RSA used on some international funded roads. Have compliance checking systems being strengthened with safety soon</li> <li>- Have norms and procedures based on numbers of crashes. Program implemented and 25-50 sites improved each year on National roads. Not proper Black Spot investigations but get some access to data. Need training.</li> <li>- Have around 880 places for trucks to stop but only 20% have overnight facility. Funding/land problems. More places needed.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Vehicle inspections done for commercial vehicles only. Private vehicles not inspected. Many old vehicles in fleet so defects likely. Needs improvement.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Legislation is in place for all items. Use of mobile phones is not enforced.</li> <li>- Police doing enforcement but corruption is a serious problem. Police understaffed and under resourced.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number does not exist. Gov. Ambulances and Private Ambulances work under single number 103 but have own numbers too.</li> <li>- Nationwide EMS system exists but quality of help is questionable.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- NGOs were consulted during strategy by National Coordination body.</li> <li>- Traffic education curriculum in schools does not exist. Occasional police visits. No teachers trained.</li> <li>- Driver rectification courses not established yet.</li> </ul>

**Strengths:** Existence of Road Safety Strategy. Use of Road Safety Audits for international projects implemented. Black Spot Management present. NGO's in road safety active.

**Weaknesses:** Single emergency number does not exist. Not enough media campaigns and drivers rectification courses.



## 2.10. Uzbekistan

Main findings from field trip undertaken during the Inception period are presented in Table 2.10.1. :

Table 2.10.1. Assessment of RRSAP implementation in **Uzbekistan**

Action Area	Assessment of current situation of RRSAP implementation
1. Major Institutional Issues	<ul style="list-style-type: none"> <li>- Four Conventions Ratified (1968 Convention on Road Traffic, 1968 Convention on Signs and Signals, 1970 AETR, 1975 AGR and 1975 AGR).</li> <li>- Gov. has a road safety Commission with key ministries. Secretariat provided by Principal Office meeting 6 months by intervals. Road Safety Law exists 19/08/99 No 818-1. Work divided between 3 Governmental bodies: Roads and River Transport, State Traffic Police and State Construction Company.</li> <li>- Strategy exists but funding not secure/ unviable.</li> <li>- Crash data collection and evaluation not unified in the region.</li> </ul>
2. Major Safer Infrastructure Issues	<ul style="list-style-type: none"> <li>- Legal basis for RSA exists. Applied on international projects. Safety (compliance) inspection used on other roads.</li> <li>- Black spot program in a standard road improvement program.</li> <li>- There are technical norms about having rest areas at specified distances.</li> <li>- Have some but more needed.</li> </ul>
3. Major Safer Vehicles Issues	<ul style="list-style-type: none"> <li>- Some checks done but no systematic review. Government regulates the testing stations.</li> </ul>
4. Major Safer Road Users Issues	<ul style="list-style-type: none"> <li>- Legislation is in place for all items, but not all enforced and drivers take chances.</li> <li>- Traffic Police enforcement is visible.</li> </ul>
5. Major Medical Care for Crash Victims Issues	<ul style="list-style-type: none"> <li>- Single emergency number not used. EMS service has own number but can call other services where needed</li> <li>- Nationwide EMS system exists. Seriously injured victims taken to special Trauma hospital.</li> </ul>
6. Major Changing Attitudes to Road Safety Issues	<ul style="list-style-type: none"> <li>- Some NGOs consulted by few NGOs working in Road Safety.</li> <li>- Some traffic education done but not age related materials and not part of teacher training. Police do visits to schools.</li> <li>- Driver rectification courses not established yet.</li> </ul>

**Strengths:** Existence of Road Safety Strategy. Use of Road Safety Audit in international projects. Black Spot Management present.

**Weaknesses:** Single emergency number not exists. Not enough media campaigns and drivers rectification courses.



## 2.11 Summary of findings from field trip

1. **Institutional issues:** only two countries have acceded to all 7 conventions and the others are at various stages of implementation. There will be opportunities to share experience between those who have already implemented and those still waiting to do so. Most governments are unaware of the true losses to their economies and still see expenditure on safety as a cost rather than an investment. As a consequence most do not yet have effective management, coordination and especially funding of road safety so this will need particular attention. Data systems are generally poor with stakeholders not getting access to the original data to do further analyses.
2. **Safer infrastructure:** Most countries have IFI funded road projects and these generally appear to include road safety audits and community awareness raising activities where such roads pass through villages. Safety audits generally not being done on domestically funded roads. Because most countries are still using Russian based road standards it is often difficult to include safety features as the designs would then be non compliant with the standards. Provision for pedestrians very poor and typically 30-50% who die in roads accidents are pedestrians. Considerable amount of training and pilot projects are needed on road safety audits, hazardous locations programmes etc to develop safety engineering capacity.
3. **Vehicle inspections and standards:** Needs in this sector are very variable with some countries having effective inspection systems while others only inspect commercial vehicles. Most do not have or have discontinued inspections of private vehicles due to corruption problems. Vehicles in many countries are very old so the absence of regular inspections to ensure road worthiness is probably a major contributor to the poor safety records of many countries in the region.
4. **Safer road users:** Absence of or limited use of effective safety publicity campaigns; the general perception of corruption in traffic police and amongst those doing driver testing allied to the absence programmes of age appropriate traffic education in schools, combine to create conditions in most countries where the general public pays little regard to their own or others road safety. Police are generally under resourced and under trained for the task they have to perform, although a couple of countries have addressed this issue with some success so may have good experience to share with others.
5. **Emergency Medical services:** most countries do not have a single emergency number but rely on different telephone numbers for police, ambulance and rescue services. Emergency ambulances appear to be staffed with adequately trained specialists but there is no systematic first aid training of commercial drivers and no joint training of ambulance /police /rescue crews.
6. **Changing attitudes:** A number of local NGOs have commenced operations in some countries and are now providing a voice for communities and engaging with government and police to raise awareness of road safety issues. Much more needs to be done to raise awareness and to change high risk behaviours of road users.



## 2.12. Current status of United Nations Conventions and Agreements in TRACECA beneficiary countries

TRACECA countries are fast developing countries with little coordinated safety activity and the deteriorating safety situation in such countries is in marked contrast to the improving situation in Western European countries. There significant success has been achieved over the last decade as a result of serious and systematic efforts to improve road safety.

Some West European countries have managed to achieve very significant reductions in fatalities in road accidents. The basic elements on which such progress was achieved may be attributed to the following factors:

- extensive work in ensuring that national legislation and effective enforcement mechanisms are in place at national level
- an international harmonized road safety regulatory framework providing continuity of roads and homogeneous traffic rules and regulations across borders is ensured
- political will and commitment to actions and results
- elaboration of road safety strategies and monitoring of their implementation
- setting ambitious but measurable casualty reduction targets
- sharing best practices to further improvement

It is therefore clear that EU neighbouring countries, including TRACECA region, should follow a similar path if they wish to solve their road safety problems. One of the basic elements to succeed would be to accede and fully implement road safety related standards and rules on road traffic and signs and signals, design and construction of roads, transport of dangerous goods, vehicle safety and environmental performance. Moreover, by applying road safety standards they ensure a level playing field on the global automotive market. In this regard, it is important that the neighbouring countries ratify and apply the EU and international standards, such as:

1. **The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957**, aims at ensuring the highest possible level of safety in the transport of dangerous goods at an economically acceptable cost. It identifies the substances that are considered as dangerous goods and that can be admitted in international transport as well as those that cannot be admitted.

The Protocol amending article 1(a), article 14 (1) and article 14(3) (b) of ADR, of 1993, simplifies the procedures for amending the annexes to the ADR and harmonizes the definition of the term “vehicle” with the definition used in various EC directives.

2. **The Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the Basis of these Prescriptions, of 1958**, provides the legal framework for the development of the safety and emissions regulations according to which motor vehicles must be manufactured in Europe



and in many other parts of the world. Altogether, 131 United Nations Regulations have been developed.

The UN Regulations contained in the 1958 Agreement include:

- UN Regulation No. 16 on Safety Belts and UN Regulation No. 44 on Restraint Systems.
  - UN Regulation No. 22 on Protective Helmets for Motorcyclists.
  - UN Regulation No. 13-H for passenger cars, and Regulation No. 13 for trucks.
3. **The Convention on Road Traffic, of 1968**, aims at facilitating international road traffic and at increasing road safety through the adoption of uniform road traffic rules. The Convention sets up commonly agreed rules on all factors influencing international road traffic and its safety, including the driver and the vehicle.
  4. **The Convention on Road Signs and Signals, of 1968, establishes a set of commonly agreed road signs and signals.** It classifies road signs in three categories: danger warning, regulatory and informative, and provides for each of them definitions and physical appearance, including dimensions, shapes and colours, graphic symbols and norms for ensuring their visibility and legibility.
  5. **The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1970**, aims at preventing drivers and crews of commercial vehicles of more than 3.5 tones, or transporting more than 9 people, engaged in international road transport, from driving excessive hours. Driver fatigue is known to increase the risk of serious road accidents.
  6. **The European Agreement on Main International Traffic Arteries (AGR), of 1975** offers a catalogue of technical standards to ensure roads (of international importance) are built to be safe. The AGR network aims at the homogeneity of road infrastructure across much of the Eurasian continent ensuring roads look the same, are built in the same way and are equipped with road signs in a harmonised manner.
  7. **The Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 1997** provides the legal framework for the technical inspections of vehicles. It has annexed to it 2 UN Rules, which are aimed at maintaining safety all through a vehicle's life cycle.

The above United Nations Conventions and Agreements are open to all United Nations Member States. The accession status of TRACECA countries to these Agreements and Conventions is illustrated in the below table.





**Table 2.11.1. Accession Status of project beneficiary countries to major Road safety related UNECE International Conventions and agreements (March 2014)**

No	International Conventions and Agreements (Project beneficiary countries)	Armenia	Azerbaijan	Georgia	Kazakhstan	Kyrgyzstan	Moldova	Tajikistan	Turkmenistan	Ukraine	Uzbekistan
1	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957		✓		✓			✓		✓	
2	Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, of 1958		✓		✓					✓	
3	Convention on Road Traffic, of 1968	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4	Convention on Road Signs and Signals, of 1968		✓	✓	✓	✓		✓	✓	✓	✓
5	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Traffic (AETR), of 1970	✓	✓	✓	✓		✓	✓	✓	✓	✓
6	European Agreement on Main International Traffic Arteries (AGR), of 1975	✓	✓	✓	✓		✓			✓	✓
7	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections, of 1997			S i g n e d	✓		✓			✓	





### 3 Variations from the Terms of Reference

#### 3.1. Component 1: Inclusion of Turkmenistan in the TRACECA- Regional Road Safety Action Plan (page 9, para 4.2, Component 1):

**According to the ToR, the project will perform following actions**

- *Using the methodology with the aim of developing the Regional Road Safety Action Plan, developed during the previous EU-funded road safety project (see above), perform the Road Safety Assessment Rating exercise for Turkmenistan.*
- *Based on this assessment exercise, define and prioritise the activities needed for Turkmenistan to improve its performance in the respective Action Areas as defined in the Regional Road Safety Action plan.*
- *Because the output of this component needs to be used for the following components, it is important to address this part of the contract as soon as possible.*

#### **Comments and proposed variation from ToR and Methodology:**

After the field visit to Turkmenistan, the project team recognises that this country has its own particular characteristics and method of operating. It therefore requires additional time and approach for implementation of RRSAP. It should be noted that at present Turkmenistan only has observer status at TRACECA activities so is not as familiar with TRACECA processes and procedures or with the RRSAP so it may take longer to bring them into the framework of the regional action plan .

During the first visit, the project team had a series of meetings with road safety stakeholders and it appears that Turkmenistan is interested in the improvement of road safety and implementation of RRSAP to some extent. However a specific approach will need to be used in order to work within their practices and systems, so more time and effort will be needed to plan and implement the workshops in Turkmenistan to first bring them up to the same assessment of the existing situation as it has been done for the other TRACECA countries and then to assist them to develop their own specific version of the action plan (adapted to the country context & existing conditions) We envisage writing to Turkmenistan concerned authorities presenting our proposed approach and then making a second visit to Turkmenistan to schedule and plan the proposed workshop.

The Project team will generally follow the approach proposed in our Technical Proposal, which consists of series of activities, such as:

#### 1.1 Inform and mobilise

- 1.1.1 National visits to arrange downstream inclusion activity /initial assessments
- 1.1.2 Awareness Raising Workshop
- 1.1.3 Stakeholder identification / mobilisation for assessment

#### 1.2 Assessment Rating

- 1.2.1 Analysis of data
- 1.2.2 Assessment rating for Turkmenistan (based on discussions with stakeholders)
- 1.2.3 Road Map of priority activities for Turkmenistan to join other TRACECA countries



However in order to make more efficient use of project team time and to reduce costs the action planning and assessment rating workshops will be undertaken in the same week . The assessment workshop will be undertaken on day 1 to identify current stage of progress in each sector of road safety and to agree the main strengths and weaknesses in Turkmenistan . This will allow the action planning workshop ( to be undertaken in the following 3 days ) to focus specifically on the areas of greatest need so that local road safety experts can be assisted to develop a country specific action plan for Turkmenistan. By doing the Turkmenistan workshops ahead of the remaining beneficiary countries it allows more time for the project team to bring Turkmenistan up to speed to reach the same sorts of levels of safety awareness as the other TRACECA countries who had the advantage of participating in the earlier TRACECA regional road safety project.

### 3.2. Component 2: Regulatory and institutional reforms

#### According to ToR, project will perform following actions

*Support the beneficiary countries with the accession, ratification and implementation of UNECE Agreements, by means of technical assistance, training and exchange of best practice, taking into consideration the recommendations and priority setting in the TRACECA-Regional Road Safety Action Plan complemented with Turkmenistan. Where relevant and useful, a harmonised regional approach and outcome regarding the measures to be implemented in the context of these agreements should be promoted as much as possible (common principles, procedures and systems among the beneficiary countries).*

*Technical assistance will have a special focus on the development of a safety policy for transport of dangerous goods and on the development of a centralised database for the collection of road safety statistics based as much as possible on a common methodology used in the region.*

*Lessons learnt from the Turkish experience on preparing for the implementing the ADR agreement could be used. Training activities will include the enforcement of officials in the application of the ADR and AETR agreements.*

#### Comments and proposed variation from ToR and Methodology:

Given the very different levels of implementation of UNECE Conventions and Agreements and specificities (organisation and readiness for ratification of Conventions and Agreements) in each country, as well as different time needed for such a work, it was not possible within the work plan to give precise details to define the time and place where activities will be done. A programme of workshops will be arranged in consultation with relevant stakeholders from the countries. Some will be held jointly with the parallel EU Funded project being undertaken by GRSP . The detailed program and schedule of workshops is still being planned / discussed but table 1 on next page provides an indicative overview of the workshops that are likely to be implemented as part of this project .The final list and schedule will be submitted once discussions are completed with GRSP

In addition, the field trip has provided a little better knowledge of the traffic policing in different countries and the problems of access to data held by them. In most countries the police appear to treat the data as “secret” and stakeholders may get printouts or tables by request but are not able to carry out further detailed analyses to develop sector specific remedial measures. There is a definite need for a centralised database for the region and the project team feel that the collection and central storage of non-confidential data and statistics should be acceptable to all countries.



Discussions will be organised with the traffic police forces from each country to explore and agree how a centralised crash database could be established using an off the shelf system using “cloud” computing, so that it is accessible to all users, and the software etc. is maintained by the software provider. This will contain only statistical information with confidential details from each crash e.g. drivers and victims names, vehicle registration etc removed before data is stored in the Central database. Countries will be encouraged to identify local IT companies who will be trained by the system providers on the system so that they can in turn, train and support the police (via local contracts funded by each country) in their local language until the system is fully established and functioning effectively. Later on, this centralised database for beneficiary countries could be supported by establishing links and receiving expertise and support from the existing European crash databases such as IRTAD /CARE crash databases.

The Implementation team will broadly follow the approach as outlined in our technical proposal but focussing more specifically on the particular needs of each country as identified from the field trip. The number of workshops may be adjusted or amalgamated once the project team have had further discussions with GRSP who are undertaking the parallel EU funded TRACECA project and working with the police as part of their project .

### **2.1. TA and training activities**

- 2.1.2. National Workshops to develop national road safety action plans
- 2.1.3. EU/ECE agreements + conventions workshops at regional or sub regional level
- 2.1.4. Implementation support for Agreements and conventions
- 2.1.5. Review of current crash data systems and analyses
- 2.1.6. Recommendations for improvement of country crash databases/data analysis
- 2.1.7. Recommendations on a centralised crash database (RS Observatory)
- 2.1.8. Identifying of researchers for accident costing studies on national level
- 2.1.9. Training workshop for researchers
- 2.1.10. Safety awareness training of a working group coordinating road safety in each country
- 2.1.11. Accident costing studies and mentoring of researchers

### **2.2. Study tours and UNECE working groups**

- 2.2.1. Study tours of good practice countries (to be specified/approved in due course as project proceeds and needs become more apparent)
- 2.2.2. Participation in UNECE working groups (to be specified and approved in due course as project proceeds and needs become more apparent)

- 2.3 Position papers, guidelines, policy & background docs (as and when needed)

## **3.3. Component 3: Safer infrastructure and vehicles**

**According to ToR, project will perform following actions:**

*Support will be given to draw up and begin the implementation of programmes on road safety audits, analysis of black spots; road safety inspection and definition of routes for freight/through traffic to avoid residential areas. Here also, where relevant and useful, a harmonised regional approach and outcome regarding these programmes should be promoted as much as possible (common principles, procedures and systems among the beneficiary countries).*



*Training for technical staff on the safety elements of road design, construction and maintenance will be provided, and pilot cases to share best practice among the countries themselves will be encouraged. Road tunnels should be included in this exercise, taking into account the special conditions needed for this infrastructure (ventilation, safety exit, lighting, etc.).*

*Technical assistance for the development of a network of safe and secure parking areas for trucks in line with international best practice.*

*Organisation of training on international best practice for technical inspection of vehicles and on applying internationally recognised motor vehicle safety regulations.*

### **Comments and proposed variation from ToR and Methodology:**

This is well known and understood safety engineering work and will be undertaken among three groups of countries with joint workshops. Countries will be encouraged to share positive experiences and will be supported by International experts. In this way, the Project team will try to stimulate friendly but competitive spirit amongst the countries. From the field trip, it is clear that the IFIs have a very important role in improvement of infrastructure safety and therefore some of project activities will be organised jointly in consultation with IFIs to avoid duplication and overlap with their initiatives. It is in everyone's interest to have more effective safety engineering in every country and there may be opportunities to share costs on training workshops etc. so that more participants can attend.

Project team will follow the Consortium Technical Proposal that proposed the following activities:

#### **3.3.1. Safer infrastructure**

##### **3.3.1.1 Review and enhance safety engineering aspects of road design standards**

When designing new or upgraded roads in the TRACECA region there is an over-reliance on highway standards and construction norms from the former Soviet Union. These standards were developed long before the potential for designing safer roads was recognised. The road standards and norms most used will be analysed from a road safety viewpoint and the most urgent improvements will be proposed. A simple handbook on how to integrate modern road safety design improvements into existing standards will be prepared. This could include examples from each TRACECA country.

##### **3.3.1.2 Training on safety elements of road design, construction and maintenance**

Training will be based on a number of different publications<sup>2</sup> and guidelines written to help designers and road authorities in the design of safe roads taking into account the needs of both motorised vehicles and Vulnerable Road Users (VRU), including pedestrians, cyclist and agricultural vehicles and other non-motorised vehicles. The safety of pedestrians is of particular significance as most of the countries have excessively large numbers of deaths amongst pedestrians. Safety should be an explicit consideration in the road planning and design process, as should consultation with local communities on safety issues. A new approach to road planning and design, such as the 'safe system approach'<sup>3</sup> will be taught on training courses.

This activity consists of three sub-regional training courses for the technical staff of beneficiary countries on the safety elements of road design, construction and maintenance. If there is a specific

<sup>2</sup> This could include documents such as: Road Safety Manual – World Road Association – PIARC 2004, Sustainable Safe Road Design – a practical manual – World Bank, 2005, as well as different EU road safety oriented documents

<sup>3</sup> as advocated in UN's Global Plan for the Decade of Action for Road Safety, UNRSC/WHO, 2010



national demand and additional/parallel resources can be mobilised from the IFIs<sup>4</sup>, the project team may provide inputs to such further follow up local training events.

### 3.3.1.3 Introduction to EU Directive on safety in road tunnels

Accidents in road tunnels are a particular issue affecting many of the TRACECA countries. This activity within this project consists of organising one regional workshop and training event for introducing the main safety requirements for Road Tunnels, as reflected in the respective EU Directives and UNECE related Agreements (Notably the AGR) and design taking into account the special conditions needed for this infrastructure (ventilation, safety exit, lighting, etc).

### 3.3.1.4 Prepare sample templates on Road Safety Audit policies/legislation

The EU Directive 2008/96/EC on Road Infrastructure Safety Management requires EU member states to actively manage the safety of the trans-European road network (TERN). One of most important safety measures is implementation of Road Safety Audits on main road network. Although, the Directive at present<sup>5</sup> only applies formally to the TERN, these safety management principles have general validity and it will benefit all TRACECA countries. We recommend that the scope of the Directive be extended to the whole TRACECA main road network.

The Project Team will develop a simple template on Road Safety Audit policies and possible legislation changes at two levels (as extensions of respective Laws and as a Ministerial Decree about audit). This will enable introduction of mandatory road safety audits on all major road construction and rehabilitation projects. This will be discussed at training courses/workshops and shared among each of the responsible stakeholders at National level.

### 3.3.1.5 Implement regional "train the trainer" road safety audit courses

This activity will entail two or three sub-regional "train the trainer" courses to develop local instructors in safety audit, safety inspection and black spot management programmes, so that 2 or 3 instructors are trained from each country in each of these areas.

The activity will also include the development of a Regional Manual on Safety Auditing and Black Spot Management. This activity consists of proactively encouraging and supporting initiatives on the ground in the beneficiary countries. It will be based on existing EU regulation and standards and will build on existing European and international experience and best practice.

### 3.3.1.6 Support the implementation of "in country" road safety audit training courses

Where identified as beneficial, national road safety audit training courses will be organised using previously trained local instructors (Activity 3.3.1.5.) supported by the project team. The idea is that the training courses will become institutionalised in each country and run annually, under the aegis of the local engineering society or other such professional organisation, to train local engineers. Where possible this will be undertaken in conjunction with IFIs who will continue to support the training beyond the end of this project.

### 3.3.1.7 Support programmes on safety audits, black spot management and inspection

<sup>4</sup> IFIs are active in many of the beneficiary countries in supporting road safety and several on going or planned loans have provision for safety audit training courses etc. Where such courses are already being organised by IFIs there would be merit and minimal added cost in the project team providing inputs to avoid duplication, to increase the numbers trained and to ensure consistency in training. Details to be provided when and if such opportunities occur.

<sup>5</sup> There is discussion underway at present about extending the Directive to other roads and EIB already extends it as good practice to all road projects that it finances in neighbourhood and central Asian countries





The Project team will develop suitable training courses and workshops with relevant participants to promote and help in the development of National annual road safety audit and black spot programs, as well as long term programs for audit and black spot management.

#### **3.3.1.8 Prepare guidance on freight/through traffic routing to avoid residential areas**

This activity consists of the implementation of a study, in close cooperation with the beneficiary countries, to identify typical problems and situations that occur in their respective countries. Guidelines will be prepared on how to prevent such through traffic in residential areas. The guidelines will outline typical problems and possible solutions that could be applied and would provide a core body of information/guidance etc that could be incorporated into local guidelines developed in each country. This would provide a common and consistent approach across the region while allowing each country to localise their country specific guidelines to meet their particular needs. It would lead into the definition and design of a network of major freight routes (for transit traffic) avoiding residential areas.

In conjunction with the above the countries will be encouraged, via a regional road safety coordination group (to be established), to cooperate in establishing a network of safe and secure parking areas along the major regional routes. International experience will be shared to ensure that the locations and facilities made available are such that they encourage truck drivers to use them, instead of parking at potentially more dangerous parking areas and places not designed for that purpose.

#### **3.3.1.9 Support development of pilot routes schemes as examples**

The Project team will introduce best practice in traffic routing through the production of a guideline document that outlines basic principles that all countries should abide by to avoid commercial traffic passing through residential areas. Alternative strategies and options will be discussed at a joint workshop, following which suitable schemes will be pilot tested in selected countries.

#### **3.3.1.10 Promotion of pilot case studies and sharing of best practice**

This sub activity will be implemented as a follow up of other related activities under this project component. It will consist of the identification and promotion of best practice, of successful cases developed in TRACECA region, either in the course of the implementation of the present project or other similar projects and initiatives. Experience shows that solutions from other countries within a region are often effective in inspiring neighbouring countries to do the same. This activity is very important and great care will be taken in selecting case studies and examples.

### **3.3.2 Safer vehicles**

#### **3.3.2.1 Training on international best practices for technical inspection of vehicles**

The current EU standard on vehicle roadworthiness (2009/40/EC) is to be replaced by a new 'roadworthiness package', where it is proposed that vehicles be inspected after 4 years (from new), then every two years, and then every year. Unlike now, powered two-wheelers will also have to be inspected. Although not specifically prescribed by EU Directives or international road safety plans, there is consensus amongst road safety practitioners that roadside roadworthiness inspections are necessary, as periodic inspections only tell you whether the vehicle is roadworthy on the day of inspection. There is a trend in some parts of the world to stop doing costly periodic inspections and rely entirely on roadside inspections. The current lack of road worthiness inspections in some countries is cause for serious concern as many countries have very old vehicle fleets which are more likely to have mechanical defects.



The activity under this task consists of organising a regional workshop and training event on international best practice and regulation for technical inspection of vehicles. Where there is a specific demand, follow up National training events will be organised, as necessary and appropriate.

### **3.3.2.2 Training on international recognised motor vehicle safety regulations/standards**

During the inception phase the present regulations of TRACECA countries was roughly assessed and compared to the EU regulations and International best practice. Joint regional workshop(s) and training on international recognised motor vehicle safety regulations will be organised. Wherever there is a specific demand, follow up sub-regional or national training will be organised, as necessary and appropriate. The aim of the workshops and training will be to raise awareness and try to bring consensus across the TRACECA region on minimum safety standards of vehicle condition and testing standards.

## **3.4. Component 4: Communication and visibility**

### **According to ToR, project will perform following actions**

*The project will work out a specific communication strategy and develop specific activities dedicated to communication and visibility, in line with the Communication and Visibility Manual for EU External Actions (see [http://ec.europa.eu/europeaid/work/visibility/index\\_en.htm](http://ec.europa.eu/europeaid/work/visibility/index_en.htm)).*

*Relevant communication tools will be developed for the different components of the project in order to keep the stakeholders informed and to ensure visibility of the programme. Visibility and communication actions in the Partner Countries will also be carried out in collaboration with the Delegations, in line with the Communication and Visibility Manual for EU External Actions. In addition, the contract will have to cooperate with the Regional Transport Dialogue and Networks Interoperability II transport project to ensure coherence with the other transport projects and the overall TRACECA website. Other information tools such as the ENPI Info Centre web portal will also be used regularly and press releases will be prepared when appropriate.*

### **Comments and proposed variation from ToR and Methodology:**

During the project, road safety stakeholders in each country will be kept informed about project implementation and of the EU role in supporting road safety activities across the region. Discussions with the Ambassadors in EU Delegations identified their needs. The project team provided short articles for each country to issue to local media to raise awareness of road safety issues and important role EU is playing in funding the previous and current project to help each country to address its road safety problems. Articles are also under preparation for the two sub-regions; Neighbourhood East and Central Asia, and for all 10 beneficiary countries, so that relevant divisions within EU can place the article in relevant media outlets. Such awareness raising activities will later be extended to the website, supported by the IDEA-project, and other ways of raising visibility of EU activities will be developed.

The project team has already started raising awareness of the project at meetings and workshops and will take opportunities to make presentations about the project wherever possible. The Key experts are creating 10 minute, 20 minute and 30 minute versions of a PowerPoint presentation on the TRACECA road safety project. These will be made available to all team members and experts participating in the project so that a consistent, pre-approved message can be presented at the start of all workshops, seminars and other events. In addition, the Safege and GRSP teams have agreed to develop a single power point presentation that can be used at the start of all workshops to explain s





that the two road safety teams are just doing different parts of the same overall TRACECA regional project and that these separate elements will be brought together in developing the comprehensive in country road safety action plans.

Joint End of project seminars may be implemented by Safege and GRSP in each of the beneficiary countries so that local EU delegations can have opportunities to participate in a visibility event and a regional road safety conference may be implemented around Nov 2015 if some additional funding can be mobilised

A PowerPoint presentation was made to key stakeholders in Tajikistan by Key Expert 2 (Dejan Jovanov). In addition, Key expert 1 (Alan Ross) presented the project at road safety workshops/seminars in Belgrade and in Kiev. The team leader Alan Ross is well known internationally as a road safety expert and is frequently invited to make presentations at safety seminars and workshops around the world, so there are potentially numerous opportunities to promote EU support for road safety in TRACECA countries.

The Implementation team will follow the Technical Proposal that consists of series of activities, such as:

- 4.1 Elaboration of projects Communication strategy
- 4.2 Communication/visibility activities (website, logos, publications, press articles)

### 3.5. Reporting and Deliverables

No variation from the ToR is proposed regarding reporting conditions & schedules.

The preparation of this Inception Report included a field visit to all ten TRACECA beneficiary countries. This has resulted in the collection of a significant amount of data and information that it has not been possible to include in this report. A series of technical notes and working papers will be produced as the project proceeds. The detailed work plan and reporting schedule is presented in Annex 4. The expertise needed has been identified but it is not possible at present to define the precise timing of inputs for individual experts. This will be refined over the coming weeks as job descriptions are prepared for each position, the specific experts are identified and their inputs scheduled into the work plan. This planning will be finalised during the next few weeks following submission of the Inception Report and before the workshops are undertaken in Turkmenistan.

## 4. Proposed activities, work plan and implementation

### 4.1. Proposed project activities

Based on the objectives described in the ToR (Chapter 1 of IR) and the proposed methodology the project team will undertake the following key activities within project implementation period:

- Perform the Road Safety Assessment Rating exercise for Turkmenistan.
- Define and prioritise activities needed for Turkmenistan to improve its performance in line with the action areas defined in TRACECA Regional Road Safety Action Plan.
- Support regulatory and institutional reforms in the beneficiary countries through accession to and implementation of UNECE Conventions and Agreements specified in ToR.



- Technical assistance and training to countries Ministries or regulatory organisations on demand and/or to address needs identified as stumbling blocks on the path to:
  - reform and full implementation of said UNECE Agreements;
  - delivery and operation of safer road design, construction and maintenance;
  - delivery and operation of safe road tunnels, and all other items contained in the three first components of the TRACECA RRSAP.
- Promotion of pilot cases to share best practice.
- Organise study tours and visits to countries offering best practices, and enabling participation of government experts to selected UNECE intergovernmental meetings administering the targeted 7 UNECE Agreements and Conventions.
- Organisation of workshops in each beneficiary country as well as regional workshops to raise awareness, share know-how and to promote exchange of best practice and lessons learnt, including TRACECA partner countries that recently acceded and/or implemented relevant UNECE Agreements.
- Draft and publish position papers, background documents and papers analysing the issues at stake, proposing guidelines and advocating on the benefits of applying the related internationally harmonised regulations and promoting common principles, procedures and systems among the beneficiary countries.
- Technical assistance for the Improvement of the National crash data bases in each country to a common format, training of persons in data analyses and enabling access to all stakeholders so that a more systematic, scientific approach can be applied by stakeholders in each sector to address the particular road safety problems in each country
- Development of a centralised database for the collection/storage/analyses of key road safety statistics based on core items collected in each country
- Development of a network of safe and secure parking areas for trucks
- Development or improvement of vehicle technical inspection systems in line with international best practice and regulations
- Support programmes on road safety audits, analysis of black spots, and road safety inspection
- Definition of routes for freight/through traffic to avoid residential areas using common principles, procedures and systems.
- Communication strategy for knowledge dissemination amongst different stakeholders and assurance of programme's visibility, including through the TRACECA website, other information tools such as the ENPI Info Centre web portal and press releases.

Although conventional wisdom would suggest that study tours and visits should be made to the more developed European countries who have the best road safety record such as UK, Netherlands or Sweden but those levels of safety and safe systems are often felt by developing countries to be unattainable and unaffordable aspirations given their much lower stages and starting point in road safety development. It may be more beneficial to show TRACECA countries what other similar (e.g. ex-soviet) countries have achieved by systematic efforts to improve road safety. A number of new EU countries (e.g. Poland, Hungary) have made very significant improvements in road safety in recent years, In addition even non EU but similar ex-soviet countries such as Serbia are showing that such



significant reductions can also be achieved outside the EU. Serbia in fact is a particularly good example of what a country outside EU can do as it has implemented a number of very good road safety initiatives worth examining (e.g. a road safety agency, strong road safety legislation, roads agency that is implementing ISO39001, municipal road safety action plans, very effective road safety research etc.) Justification for choice of suggested locations will be presented when study tours and training are being considered.

An overview of detailed project activities is presented in Table 4.1.1:

Table 4.1.1. Proposed project activities and sub-activities

Components	Activities and sub-activities
<b>Component 1: Inclusion of Turkmenistan in the TRACECA- Regional Road Safety Action Plan</b>	1.1 Inform and mobilise 1.1.1 National visits to arrange downstream inclusion activity /initial assessments 1.1.2 Awareness Raising Workshop and stakeholder working groups 1.2 Assessment Rating 1.2.1 Analysis of data 1.2.2 Assessment rating for Turkmenistan (based on discussions with Stakeholders) 1.2.3 Road Map of priority activities for Turkmenistan to join other TRACECA countries
<b>Component 2: Regulatory and institutional reforms</b>	2.1 TA and training 2.1.2 National Action Planning Workshops 2.1.3 EU/ECE agreements + conventions workshops 2.1.4 Implementation support for Agreements and conventions 2.1.5 Review of current crash data systems and analyses 2.1.6 Recommendations for improvement of country crash databases/data analysis 2.1.7 Recommendations on a centralised crash database (RS Observatory) 2.1.8 Identifying of researchers for accident costing studies on national level 2.1.9 Training workshop for researchers 2.1.10 Awareness raising /training for key stakeholders coordinating activities 2.1.11 Accident costing studies and mentoring of researchers 2.2 Study tours and UNECE working groups 2.2.1 Study tour(s) of good practice countries ( to be agreed in due course ) 2.2.2 Participation in UNECE working groups ( to be agreed in due course ) 2.3 Position papers, guidelines, policy & background docs (as and when needed)



Components	Activities and sub-activities
<b>Component 3:</b>  <b>Safer infrastructure and vehicles</b>	3.1 Safer infrastructure 3.1.1 Review and enhance safety engineering aspects of road design standards 3.1.2 Training on safety elements of road design, construction and maintenance 3.1.3 Introduction to EU Directive on safety in road tunnels 3.1.4 Prepare sample templates on Road Safety Audit policies/legislation 3.1.5 Implement regional "train the trainer" road safety audit courses 3.1.6 Support the implementation of "in country" road safety audit training courses 3.1.7 Support programs on road safety audits, black spot management and inspection 3.1.8 Prepare guidance on freight/through traffic routing to avoid residential areas 3.1.9 Support development of pilot routes schemes as examples 3.1.10 Promotion of pilot case studies and sharing of best practice 3.2 Safer vehicles 3.2.1 Training on international best practices for technical inspection of vehicles 3.2.2 Training on international recognised motor vehicle safety regulations/standards
<b>Component 4:</b>  <b>Communication and visibility</b>	4.1 Elaboration of projects Communication strategy 4.2 Communication/visibility activities (website, logos, publications, press articles)

## 4.2. General Work Plan for project implementation

The Consultant's Work Plan and Staff Schedule are based on the ToR, Technical Proposal and updated on the basis of the field visits to all beneficiary countries undertaken during the inception period. The schedule is our best estimate at this point in time. Depending on progress in the countries, it may have to be modified as the project proceeds.

A tentative Work Plan and simplified Staff Schedule (spread over 24 months for this Project), is set out in tabular form (wide paper format, almost A1) and therefore it is presented as separate annex (Annex No. 4). In the paper copy, this will be a fold out sheet but for the electronic copy a page has been inserted at the location of Annex 4 and an electronic excel file and a scalable scanned image has been provided to accompany the report. This staffing schedule and timing of inputs has to reflect the needs in each country and the availability of relevant local staff to have dialogue with our experts. The schedule shown is the best estimate that can be prepared at this stage and will be refined and finalised after further discussions with relevant stakeholders in each country.

## 4.3 Workshops and training activities

Training forms an inherent part of this study. As part of the Inception Phase the Key experts have identified training needs and requirements for their implementation in the project-related countries.



This has resulted in a detailed (draft) proposal of workshops and training of beneficiaries, presented in the tables below.

Table 4.3.1 Overview of possible workshops and training <sup>6</sup>

Component 1: Inclusion of Turkmenistan in the TRACECA- Regional Action Plan
<p><b>1-W001 Workshop /training Course : Assessment Rating for Turkmenistan + National action plan</b> This activity consists of workshop with key stakeholders in Turkmenistan to get consensus on current state of progress on each impact indicator followed by a 3 day Action Planning workshop <b>Type of Workshop/Training course</b> 1 day assessments workshop added on at front of the 3 day National action planning workshop <b>Main target group/s:</b> Representatives of the key beneficiary ministries covering all 6 sectors of the regional road safety action plan <b>Expected number of participants :</b> 30-40 from key government , private sector and NGO stakeholders <b>Duration of Workshop/Training course</b> 4 days in total ( 1 day rating assessment and 3 days of action planning ) Possible involvement of GRSP experts in workshop ( at their cost) to cover their 3 sectors of action plan to provide a holistic complete action plan for the country ) <b>Tentative Dates : 7-11 July 2014 ( dates being agreed with relevant government organisations )</b> <b>Project team input</b> KE1 + KE2 + RPC + 2 NKEs <b>Workshop/Training course expected outcome</b> Turkmenistan safety assessment confirmed and a draft comprehensive action plan prepared</p>
Component 2: Regulatory and institutional reforms
<p><b>2-WO01 to 2- W009 Workshops /training Courses : National action plan workshops in 9 TRACECA countries</b> This activity consists of workshops with key stakeholders in each country to prepare country specific action plan based on and compatible with the earlier regional action plan <b>Type of Workshop/Training course</b> 3 day National action planning workshops in each of 9 countries <b>Main target group/s:</b> Representatives of the key beneficiary ministries covering all 6 sectors of the regional road safety action plan <b>Expected number of participants :</b> 30-40 from key government , private sector and NGO stakeholders <b>Duration of Workshop/Training course:</b> 3 days in total with a small group 10-12 working on 4<sup>th</sup> day to finalize /fine tune the country specific action plan , implementation dates , budgets etc. Possible involvement of GRSP experts in workshop ( at their cost) to cover their 3 sectors of action plan to provide a holistic complete action plan for each country ) <b>Tentative Dates :</b> in batches of 3 in consecutive weeks with 1 week gap between batches commencing late Sept 2014 <b>Project team input</b> KE1 + 3 NKEs + country experts to share regional experience</p>

<sup>6</sup> This comprehensive list of workshops and training is what we propose to implement, subject to adequate resources being available from IE budget. We expect, in some countries, to be able to use government run or owned training facilities and venues to reduce costs but if those are not made available, the numbers of workshops and /or participants may have to be modified to match the available budgets. A definitive list of workshops/ training will be prepared and submitted as soon as possible once further discussions have been held with key stakeholders in each country. It is not possible until such consultations have been completed to confirm the final list of workshops, training activities and participants. Efforts will be made to spread the workshops around between beneficiary countries to give opportunities (especially to those who are less economically able) to host some of the workshops. In addition particular efforts will be made to ensure that the participants of training , workshops or study tours are those directly involved in or supervising such activities and that they will be contributing to that sector on completion of the training or study tour



**Workshop/Training course expected outcome** : Country specific road safety action plans in remaining 9 countries

**2-W010 Inputs to GRSP workshops - : project team Inputs to 3 GRSP sub regional workshops**

This activity consists of small inputs to the GRSP sub regional workshops to meet stakeholders from other key sectors affecting road safety , to introduce the Safege part of the TRACECA project to participants from each country and to inform them about the in country workshops that will be implemented in each country to produce an action plan about 3 -4 weeks after the GRSP regional workshops

**Type of Workshop/Training course** sub regional workshops in (Kiev, Tblisi and Astana?)

**Main target group/s:** Representatives from each country from that sub region from the relevant ministries and department responsible for 3 sectors included within GRSP part of project

**Expected number of participants** : 20 in Kiev , 30 in Tblisi and 50 in Astana

**Duration of Workshop/Training course:** 2 days

**Tentative Dates** : September 2014

**Project team input** KE1 and / or RPC

**Workshop/Training course expected outcome** : all countries aware of the schedule of forthcoming action planning workshops and Safege consortium project team get contacts in the key agencies and create a multi sector working group in each country as main contacts for SAFEGE and GRSP to liaise with and to develop as a coordination body for each country until something more permanent can be established.

**2 -W011 regional workshop : UNECE conventions and EU agreements**

This activity consists of a regional workshop to discuss / raise awareness of UN ECE conventions and EU agreements and to share experience of implementation from those who have already done so successfully

**Type of Workshop/Training course** 3 day sub regional workshop in Astana)

**Main target group/s:** Representatives from each country from the relevant ministries and department responsible for international conventions and agreements plus representatives of passenger and freight transport associations plus experts from Turkey ,UNECE and IRU as potential speakers

**Expected number of participants** : around 40 participants

**Duration of Workshop/Training course:** 3 days

**Tentative Dates** : October 2014

**Project team input** KE1 + 2 NKEs + UNECE , IRU and country experts to share experience

**Workshop/Training course expected outcome** : all countries aware of importance of conventions and international agreements and working towards their implementation and accession

**2 -W012 Sub regional and/or National training and training of trainers**

This activity consists of demand driven awareness raising workshops supplemented by training of trainer events in relevant beneficiary countries

**Type of Workshop/Training course** in country workshops typically 1-2 days on each convention and its implementation but in the case of Dangerous goods transport (ADR ) these will be 4 day subregional workshops

**Main target group/s:** Representatives in each country from the relevant Ministries of Transport , Public works and road safety agencies as well as organizations responsible for technical inspections , commercial driver licenses , safety NGOs, enforcement agencies, passenger / freight transport companies

**Expected number of participants** : around 30-40 at each ADR workshop

**Duration of Workshop/Training course** : 1- 2 days ( but 4 days for ADR workshops )

**Tentative Dates** : November 2014 / August 2015

**Project team input** KE1 + 2 NKEs + UNECE , IRU and country experts to share experience

**Workshop/Training course expected outcome** : all countries have local trainers in dangerous goods transport and in other conventions to support government in implementing and working towards their accession

**2-W013: Workshop to discuss a crash data analyses and a Centralised crash data base**

This activity consists of a regional workshop to discuss a possible centralized crash data system and to discuss/agree common items of non confidential crash data that could be stored centrally to allow regional comparisons and analyses etc





**Type of Workshop/Training course** Regional workshop following in country discussions

**Main target group/s:** Representatives in each country from those managing and analyzing crash data , the road safety agency , and key stakeholders who can use the data to develop remedial measures

**Expected number of participants :** around 40

**Duration of Workshop/Training course :** 2 days

**Tentative Dates :** February 2015

**Project team input** KE1 +3 NKEs

**Workshop/Training course : expected outcome :** all countries able to do better crash data analyses , Police willing to let crash data be more accessible to key stakeholders and willing to share common non confidential data on a centralized regional crash data base

## 2-W014 Study tours to good practice countries

This activity consists of 3 study tours for country representatives to visit and observe activities in good practice countries.

**Type of Training** Study tours to selected countries ( countries to be selected later)

**Main target groups:** 3 Representatives from each country drawing 1 person from senior managers and decision makers responsible for road safety and 2 from those directly overseeing implementation of the road safety action plans

**Expected number of participants :** 3 groups of 10 individuals

**Duration of study tour :** 7 days each group ( 2 week end days traveling and 5 days on visits and having meetings )

**Tentative Dates :** April –August 2015

**Project team input** KE1 + KE2 +RPC

**Study Tour expected outcome :** senior decision makers and implementers more familiar with best international practices , encouraged by seeing others' successes and willing to try them in their own countries

## 2-W015 Participation in UNECE work

This activity consists of participation in the work of relevant intergovernmental bodies and committees related to road safety related to the 7 most important road safety related UNECE agreements and conventions..

**Type of Training** 1-2 day visits to UNECE IN Geneva to participate in relevant committees

**Main target groups:** Technical representatives from each country responsible for the 7 international agreements

**Expected number of participants :** 10 persons attending each of 4 working parties = 40 persons

**Duration of visits :** 1-2 days per person

**Tentative Dates :** March –September 2015

**Project team input** KE1 and /or RPC

**Visit benefits and expected outcome :** relevant persons in each beneficiary country aware of and contributing to development of international safety agreements and conventions

## 2-W016 regional workshop/ training for road safety costs researchers

This activity consists of a 2 day regional workshop to introduce safety costing researchers to methodology for estimating costs of road crashes , casualties and losses to National economy

**Type of Training** 2 day regional workshop /training ( in Ukraine or possibly Belgrade )

**Main target groups:** team leaders from each country who will conduct /oversee the study of socio economic impact of road crashes in each country

**Expected number of participants :** 10 individuals (1 from each country )

**Duration of training :** 2 days

**Tentative Dates :** july- August 2014

**Project team input** KE1 + RPC + 1NKE

**Training expected outcome :** Capacity in each country to be able to carry out and repeat research / analyses to estimate the socio economic impact of road crashes to the economy of their country and to calculate a monetary value for a road death, road injury or crash for use in cost benefit justification of road safety interventions



## **2-W017 awareness raising workshops to train working groups in each country about road safety issues**

This activity consists of 2 days in country training in road safety issues for each of the working groups established as the liaison group for each country

**Type of Training** 2 day in country training course covering all sectors of road safety

**Main target groups:** The multi sector working group who will be established at the GRSP sub regional workshops and who will act as the main contact group in country for the GRSP and Safege project teams

**Expected number of participants :** 10 individuals in working group plus 10 others

**Duration of training :** 2 days

**Tentative Dates :** Jan –Apr 2015

**Project team input** KE1 + 2NKE

**Training expected outcome.** Capacity by key stakeholders improved to understand the inter relation of road safety issues and the need for comprehensive coordinated activity to address the road safety problems , the highest risk factors to be addressed and methods of systematically improving road safety

## **Component 3: Safer infrastructure and vehicles**

### **SAFER INFRASTRUCTURE**

**3-W001 Workshop/Training course: Training on safety elements of road design, construction and maintenance.** This activity consists of Sub-regional training courses for the technical staff of beneficiary countries on the safety elements of road design, construction and maintenance.

**Type of Workshop/Training course:** Three sub-regional workshops/training courses (e.g. Ukraine, Georgia and Tajikistan)

**Main target group/s:** Representatives of MoT, Road Administrations and Road design Companies

**Duration of Workshop/Training course:** 2 days

**Expected number of participants:**  $2*6+3*6+5*6= 60$  participants in total

**Tentative Dates:** August- October 2014

**Project team input:** KE2 + 3 NKE (STE 9, STE 10 and STE 12)

**Workshop/Training course expected outcome:** Improved knowledge about safe road design, construction/maintenance and safety engineering

**3-W002 Workshop/Training course: Introduction to EU Directive on safety in road tunnels**

**Type of Workshop/Training course:** One regional workshop (e.g. Uzbekistan)

**Main target group/s:** Representatives of MoT, Road Administrations and Design Companies

**Duration of Workshop/Training course:** 2 days

**Expected number of participants:**  $2*10=20$  participants in total

**Tentative Dates :** August- September 2014

**Project team input:** KE2 + 1 NKE (STE 11)

**Workshop/Training course expected outcome:** Improved knowledge about EU Directive on tunnels safety and its implementation

**3-W003 Workshop/Training course topic: Prepare sample templates on Road Safety Audit policies/legislation**

This activity will be a part of Implementing regional "train the trainer" road safety audit courses

**3-W004 Workshop/Training course: RSA/BSM - "Train the Trainers"**

This activity will develop local instructors in safety audit, safety inspection and black spot management programmes. Activity will also include the development of a Road Safety Audit policies/legislation, Regional Manual on Safety Auditing and Black Spot Management.

**Type of Workshop/Training course:** Three sub-regional Workshop/Training courses (e.g. Moldova, Kyrgyzstan and Kazakhstan)

**Main target group/s:** Representatives of MoT, Road Administrations and Design Companies

**Duration of Workshop/Training course:** 5 days



**Expected number of participants:**  $2*3+3*3+5*3= 30$  participants in total

**Tentative Dates:** September - November 2014

**Project team input:** KE2 + 3 NKE (STE 9, STE 10 and STE 12)

**Workshop/Training course expected outcome:** Well trained RSA/RSI and BSM trainers

**3- W005 Workshop/Training course: Support to implementation of "in country" road safety audit training courses.** Where identified as beneficial, National road safety audit training courses will be organised using previously trained local instructors, supported by the project team.

**Type of Workshop/Training course:** National (in each country) Workshop/Training course

**Main target group/s:** Representatives of MoT, Road Administrations, Design Companies

**Duration of Workshop/Training course:** 5 days

**Expected number of participants:** 8-10 (per country) = 80-100 over the 10 countries

**Tentative Dates:** January-August 2015

**Project team input:** KE2 + 1 NKE

**Workshop/Training course expected outcome:** New trained local staff in each country capable of doing road safety audits and road safety inspections

**3-W006 Workshop/Training course: Support programmes on safety audits, black spot management and inspection**

The Project team will develop suitable training courses and workshops with relevant participants to promote and help in the development of National annual road safety audit and black spot programs, as well as long term programs for audit and black spot management.

**This activity will be a part of Support the implementation of "in country" road safety audit training courses.**

#### **SAFER VEHICLES**

**3-W007 Workshop/Training course: Training on international best practices for technical inspection of vehicles**

**Type of Workshop/Training course:** One regional workshop (e.g. Moldova )

**Main target group/s:** Representatives of MoT, MoIA,

**Duration of Workshop/Training course:** 2 days

**Expected number of participants:**  $3*10=30$  participants in total

**Tentative time:** January –February 2015

**Project team input:** KE1 + 1 NKE

**Workshop/Training course expected outcome:** Improved knowledge about technical inspection of the vehicles and sharing of best practices from across the region

**Note:** Where there is a specific demand, follow up National training events will be organised, as necessary and appropriate.

**3-W008 Workshop/Training course: Training on international best practices in motor vehicle safety regulations/standards**

**Type of Workshop/Training course:** One regional WS (e.g. Kyrgyzstan)

**Main target group/s:** Representatives of MoT, MoIA, standards agency

**Duration of Workshop/Training course:** 2 days

**Expected number of participants:**  $3*10=30$  participants in total

**Tentative Dates :** February –March 2015

**Project team input:** KE1 + 1 NKE

**Workshop/Training course expected outcome:** Improved knowledge about vehicle safety regulations/standards.

**Note:** Wherever there is a specific demand, follow up National training events will be organised, as necessary and appropriate



#### Component 4: Communication and visibility

**4-W001 End of Project Workshops: Visibility events at project end** Once the final report has been prepared and printed ,along with a summary brochure/ handout , one day workshops / launch events can be organised by EU delegations in each country to disseminate the main achievements of the project There may also ( subject to additional funding being made available ) be a regional ( 2-3 days ) event as the first regional road safety conference in TRACECA region

**Type of Workshops** : National covering each of the 10 countries plus 1 regional event

**Main target group/s**: senior decision makers from the government and the key stakeholders invited to participate in final workshops and the regional event

**Duration of Workshop** : 1 day workshop in each country plus a 2-3 day regional conference

**Expected number of participants**: 30-40 (per country) = 300-400 over the 10 countries plus around 200 at the regional event

**Tentative Dates** November –December 2015

**Project team input**: KE1 + KE2 + RPC

**Workshop/ Conference expected outcome**: Senior decision makers ,media and general public in each country aware that EU funded a very successful project which made a real impact in terms of improving capacity and capability to address road problems plus regional awareness of EU funded road safety project and safety issues

On the next page we have presented in a tabular format a tentative time schedule for workshops/training activities proposed above.



Table 3.2.2 Tentative schedule for workshops and training ( to be finalised after further consultations with stakeholders in each country )

Workshop Description		2014												2015											
No	Title	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Component 1 –inclusion of Turkmenistan into regional plan</b>																									
1-W001	Turkmenistan assessment rating and action plan																								
<b>Component 2 –Regulatory and institutional reforms</b>																									
2-W001	National action plan workshop –country 1																								
2-W002	National action plan workshop –country 2																								
2-W003	National action plan workshop –country 3																								
2-W004	National action plan workshop –country 4																								
2-W005	National action plan workshop –country 5																								
2-W006	National action plan workshop –country 6																								
2-W007	National action plan workshop –country 7																								
2-W008	National action plan workshop –country 8																								
2-W009	National action plan workshop –country 9																								
2-W010	Inputs to 3 GRSP sub regional workshops																								
2-W011	UNECE conventions/EU Agreements workshop																								
2-W012	National training and training of trainer workshops																								
2-W013	Crash data analyses+ centralised database workshop																								
2-W014	Study tours to good practice countries																								
2-W015	Participation in UNECE working parties																								
2-W016	Regional workshop/training costing researchers																								
2-W017	In country safety awareness raising workshops /training																								
<b>Component 3 – Safer Infrastructure and vehicles</b>																									
3-W001	3 sub regional workshops on safety engineering																								
3-W002	Regional workshop EU directive on safety in road tunnels																								
3-W003	Road safety audit policies/ legislation ( included in 3-W004)																								
3-W004	3 sub regional workshops to train trainers (RSA/BSM TC)																								
3-W005	10 National workshops on safety audit																								
3-W006	Support training on RSA, BSM etc (included in 3-W005)																								
3-W007	Regional workshop on veh technical inspections																								
3-W008	Regional workshop on vehicle safety standards /regs																								
<b>Component 4 –Communications and visibility</b>																									
4-W001	National project end workshops / Visibility events																								
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D



#### 4.4. Assumptions

Having in mind that Project is dealing with implementation of TRACECA Regional Road Safety Action Plan the key conditions for successful and effective Project Implementation is obtaining the commitment and establishing a continuous cooperation platform between the project partners and the identified Target Groups (road safety stakeholders in all countries). The key parties whose cooperation and support will facilitate successful implementation are:

1. The task manager in EU neighbourhood East section
2. TRACECA Secretariat at Baku HQ
3. Individual TRACECA Secretaries in each beneficiary country who can facilitate contacts with key stakeholders in their countries (please refer to the list of beneficiaries in the chapter 1.2.6)
4. The lead agency for road safety ( usually Ministry of Transport or Ministry of interior and in the case of Turkmenistan, Ministry of Health ) and key stakeholders with responsibilities or interests in road safety in each country ( see list of beneficiaries at start of this report
5. Individual EU Delegations in each beneficiary country

This will require continued strong political commitment and support from the partner institutions and this is a necessary condition for the project's effective implementation. Partner governments and authorities should be ready to take the measures required in terms of legal, technical and institutional reforms and adequate resource allocation. These efforts should be supported by TRACECA permanent secretariat and the EU as far as possible. The TRACECA permanent secretariat should use its political connections through TRACECA meetings and high level contacts to ensure that each government endorses and provides the necessary resources to implement the Country specific National Action plan that will be developed to implement the TRACECA regional Road safety action plan. The EU should in their dialogue with governments encourage them to improve road safety and to implement the country specific road safety action plans.

TRACECA participating countries must recognise international conventions and/or Agreements in the field of road safety and should be ready to actively work towards its implementation. In order to achieve this goal, the Project will aim to take advantage of mechanisms for cooperation that are already in place between the transport key stakeholders of the beneficiary countries, including under TRACECA Programme and the EU Delegations as well as the networks established during the implementation of the previous EU funded project “Land Transport Safety and Security” project completed in April 2012.

#### 4.5. Risks and risk management

We have taken note of the Assumptions and Risks mentioned in the TOR, which are generally concerned with the political stability, commitment of the governing bodies to change and interpretation of rules and regulations.

Risk identification and management is an integral part of successful project management, since it allows for more transparent and informed allocation of project risks. If risks can be identified and measures to mitigate them determined, they can be allocated to those most able to manage them.





Identified external and internal risks and an assessment of their likely impact are presented in tables below:

Table 4.4.1. Project external risks and assessment of its impacts

<b>EXTERNAL Risk</b>	<b>Likelihood of Risk Event/ Occurrence (A-E)</b>	<b>Frequency of Exposure (High, Medium or Low)</b>	<b>Impact (High, Medium or Low)</b>	<b>Tolerance (High, Medium or Low)</b>
Political development / instability in some of the beneficiary countries	D	Medium	High	Low
Lack of cooperation between the beneficiary countries on the cross-regional level	D	Medium	High	Low
Lack of cooperation between the project Target Groups of beneficiary countries and project partners	B	Medium	High	Low
No commitment to address the different legal and organisational base of the beneficiaries' authorities involved	C	Medium	Medium	Medium
Rules and regulations are subject to variations and interpretations	C	Medium	Medium	Medium
Strategy changes (both national and European level)	B	Low	High	Medium
Regulatory / institutional / policy reforms	B	Low	High	Medium
Force majeure	B	Low	Low	Low



Table 4.4.2. Project internal risks and assessment of its impacts<sup>7</sup>

Internal Risk	Likelihood of Risk Event/ Occurrence (A-E)	Frequency of Exposure (High, Medium or Low)	Impact (High, Medium or Low)	Tolerance (High, Medium or Low)	Mitigation measures
Organisational risks involving activities and deliverables cost/time overrun	B	Low	High	Low	Two SAFEGE Project Managers (PM) are assigned to supervise and organise project implementation; the related budgets (time involvement, project costs and IE expenses) are managed by them with strong input of the TL and other experts. Particular attention will be paid to the IE budget justification, split & control, which will be the responsibility of the TL (listing items & costing) and the PM (overall budget forecast distribution & follow-up). These measures will significantly minimise organisational /cost overrun risks.
Delays in delivery of inputs from key experts/non- key (short term) experts (NKE)	B	Low	High	Low	The TL will be responsible for all NKE inputs/outputs; he will be supported in this task by the PM. All experts' inputs will be continuously controlled by the PM.
Low quality of inputs from project partners or experts (some of which might be due to the reluctance of the public authorities to provide data and cooperate)	B	Low	High	Low	Good relationships have been established with local beneficiaries thanks to the TL and KE2 site visits to the beneficiary's institutions; also, the Key experts contacted EU Delegations facilitated getting in touch with local beneficiaries and will make easier future collaboration with them. Any project output quality will be controlled by the TL and PM before sending to EU / recipient institutions.
Difficulties in disseminating and exploiting project	B	Low	Medium	Medium	In each beneficiary country the project team (KE and local NKE) will search the best manner,

<sup>7</sup> Annex 1 shows the key items that will be addressed during the project and the impact indicators for each are what will be monitored to show that we are delivering not only the item concerned but the functionality and impact that comes from successful of an outcome



Internal Risk	Likelihood of Risk Event/ Occurrence (A-E)	Frequency of Exposure (High, Medium or Low)	Impact (High, Medium or Low)	Tolerance (High, Medium or Low)	Mitigation measures
findings (outreach to wider audience of decisions-makers, wrong target audience, inadequate dissemination tools or channels, etc.)					<p>means and target partners to ensure the correct dissemination of the project results; this will be linked also with visibility measures (Component 4). First steps towards identification of these have been made during the Inception trip of the KE.</p> <p>See also the proposed measures from the previous risk.</p>



## 5. Benchmarking, Monitoring and Evaluating of project impacts

The Consultant was requested by EU to pay particular attention to impact monitoring and evaluation so that the project can be shown to have had an impact in development terms. Apart from the normal project monitoring to ensure all activities are undertaken to the time frame and budget agreed, there is a need to show that real impact has occurred by the end of the project

This project will be monitored using the DEE Technique and software which enables complex projects, plans, organisations etc. to be broken down into smaller and smaller units and described in terms of impact indicators. If all these individual indicators are achieved it will give confidence that the expected outcome as a whole has been achieved. Annex 5 provides a more detailed description of the technique and where it has been successfully used in the past.

For example, if we have as an output a “road safety coordination body” to be established by the project end, how can we prove that an effective coordination body exists? This can be done by identifying a number of easy to verify “impact indicators” that, if all are achieved, would give reasonable confidence that that coordination body exists and that it is fulfilling its designated function effectively. For example we could ask.

- 1 Is there legal basis for the coordination body?
- 2 Are all key stakeholders represented government, private sector and NGOs?
- 3 Does it have a high-ranking chairman with Political muscle?
- 4 Does it meet regularly and make decisions about road safety?
- 5 Is there a permanent Secretariat that can follow up its decisions / agreements?
- 6 Is the permanent Secretariat staffing adequate for the job they do have to do?
- 7 Are the secretariats trained / qualified for the work they need to do?
- 8 Does the secretariat have sufficient funds equipment, resources for their work?
- 9 Is there sustainable funding available to fund activities / decisions made by coordinating body?
- 10 Is there evidence that coordination body decisions are being implemented?

These are all very easy to answer and verify, and can be answered either “yes” or “no”. If the answers are all “yes” then the item is achieved 100% and it would be reasonable to assume that the coordinating body has all the elements needed to fulfil its duties. If however some of the answers are “no” that the impact indicator is not achieved fully, or does not exist, then one can make an assessment of whether we are just 10 % towards having that item in place or 90%. If this is carried out for each impact indicator and a weighting is placed, on each indicator (e.g. in this case since 10 indicators it could be 10% each), then one can get a reasonable assessment of progress towards the eventual likely impact / effectiveness of that coordinating body.

As can be seen in Annex1, the project team have developed a number of “impact indicators” for each of the items that need to be delivered if the Action plan is to be successfully implemented. These can be used to Benchmark where each country is at the commencement of the project and used during implementation to assess progress towards the eventual desired situation of 100% achievement of each indicator. The progress reports will report not only on project related progress but also on whole progress in achieving the impacts that we would like to see by the project end. A separate technical note will be prepared to describe how the benchmarking and monitoring will be done.



Implementation of the Regional Road Safety Action Plan for the  
Neighbourhood East and Central Asian Countries  
TRACECA – Road Safety II Project (ENPI/2013/333-650)  
***This Project is funded by the European Union***



For convenience and to maintain the holistic approach the monitoring system will be used to benchmark and monitor all 6 Components of this Project in terms of progress towards developmental impact. Safege and GRSP project team leaders will discuss how to coordinate and cooperate in monitoring the complete project (TRACECA Regional Road Safety Action Plan 6 sectors relating to both projects).



Implementation of the Regional Road Safety Action Plan for the  
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## List of Annexes

1. Country status reports
2. Road Safety Benchmarking and Monitoring of TRACECA countries
3. Map of IFI road safety activities in TRACECA participants
4. Tentative activities and work plan
5. Persons met and organisations consulted



## **ANNEX 1**

### **CURRENT STATUS OF ROAD SAFETY IN EACH PILLER OF TRACECA REGIONAL ROAD SAFETY ACTION PLAN**

1. INSTITUTIONAL IMPROVEMENTS

GOAL	OBJECTIVES	OUTPUTS	INPUTS	IMPACT INDICATORS	STATUS OF ACTION PLAN IMPLEMENTATION									
					01 ARMENIA	02 AZERBAIJAN	03 GEORGIA	04 KAZAKHSTAN	05 KYRGYZSTAN	06 MOLDOVA	07 TAJIKISTAN	08 TURKMENISTAN	09 UKRAINE	10 UZBEKISTAN
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1. Institutional Improvements	Compliance with the following UNECE Agreements / Conventions:	1. Accession, ratification and implementation of all components	1. Accede to the agreements 2. Translation into the local language 3. Review existing legislation and draft new laws and bylaws are drafted according to the UNECE agreements and circulated within the Government 4. Ratify and publish legislation and inform relevant parts of society 5. Training and capacity development of technical and enforcement staff 6. Have regular checks 7. Attend UNECE Working parties in Geneva	1.1 ADR 1957  1.2 Vehicles Regulations Agreement 1958  1.3 Convention on Road Traffic 1968  1.4 Convention on Road Signs and Signals 1968  1.5 AETR 1970  1.6 AGR 1975  1.7 Agreement on technical inspections 1997	Agreement is not ratified, though the bill is in the Parliament in third hearing, and the legislative acts are ready. As soon as the bill becomes the law the acts will be approved by the government.	Implemented.	Process is ongoing (1.1. not ratified yet). Help might be needed.	Ratified	Current situation: Not signed yet Action: To be signed	Accession and ratification completed 100%	Fully implemented	Not ratified.	All Agreements and conventions acceded to and in place but only about 50% being implemented	Not yet implemented
					Not Implemented yet	Implemented.	Process is ongoing (1.2. not ratified yet). Help might be needed.	Ratified	Current situation: Not signed yet Action: To be signed	No accession or ratification but requirement being implemented in practice	Not implemented	Not ratified.	Adopted by Cabinet of Ministers in 2011 but procedure only 10%	Not yet implemented
					Implemented 100%	Implemented.	OK	Ratified	Current situation: Signed Action: Under Kyrgyz law No. 41 date 13.02.2006.	Accession and ratification completed 100%	Fully implemented	OK	Acceded and implemented 100%	Acceded and implemented
					implemented 100%	Implemented.	OK	Ratified	Current situation: Signed Action: Under Kyrgyz law No. 48 date 13.02.2006.	Signed and being implemented	Fully implemented	OK	Acceded and implemented 100%	Being implemented but not acceded or ratified

				<ul style="list-style-type: none"> <li>- UNECE Working parties</li> </ul> <p><b>1.5 AETR 1970</b></p> <ul style="list-style-type: none"> <li>- Accede to agreements</li> <li>- Translation to local language</li> <li>- Review existing legislation</li> <li>- Ratify and publish</li> <li>- Training/capacity development</li> <li>- Regular check</li> <li>- UNECE Working parties</li> </ul> <p><b>1.6 AGR 1975</b></p> <ul style="list-style-type: none"> <li>- Accede to agreements</li> <li>- Translation to local language</li> <li>- Review existing legislation</li> <li>- Ratify and publish</li> <li>- Training/capacity development</li> <li>- Regular check</li> <li>- UNECE Working parties</li> </ul> <p><b>1.7 Agreement on technical inspections 1997</b></p> <ul style="list-style-type: none"> <li>- Accede to agreements</li> <li>- Translation to local language</li> <li>- Review existing legislation</li> <li>- Ratify and publish</li> <li>- Training/capacity development</li> <li>- Regular check</li> <li>- UNECE Working parties</li> </ul>	Implemented for all international traffic 80% implementation	Implemented.	OK	Ratified	Current situation: Not signed yet Action: To be signed	All international traffic compliant with AETR and implemented 100% on international traffic. Only implemented 30% on domestic traffic 1. Need workshops on Tacheographs legislation/ training/ certification (currently done in Romania) 2. Would like to establish facility/capability in Moldova	Fully implemented	OK	Applied to Int'l traffic but not to domestic traffic Need assistance on - Digital Tacheographs -Cards -Software -Training	Acceded and ratified
					Implemented and fully operational	Implemented.	OK	Ratified	Current situation: Not signed yet Action: To be signed		Not implemented	Not ratified.	Acceded and implemented 100%	Acceded and ratified
					Not implemented yet	Not implemented	Signed but not ratified. Help might be needed. It is important to translate all the EU and UN regulations in local Georgian languages. There is shortcoming of such materials on road safety in Georgia.	Ratified	Current situation: Not signed yet Action: To be signed	Not signed but being implemented in practice (included in Action Plan) 30%	Not implemented	Not ratified	Acceded and implemented 100% International working 100% ok Domestic not working	Being implemented but not acceded or ratified
	1.8. Established multidisciplinary Road Safety agency	1. Charter produced 2. Staff employed 3. Funds available	1. Definition of role 2. Capacity building 3. Make the agency financially sustainable	1. Legislation exists 2. Coordination body established 3. Fully staffed and funded Secretariat exists 4. Reliable, sustainable safety funding mechanism in place	Yes legislation exists; Council exists, but no Secretarial No sustainable funding	Commission for road safety under Cabinet (CRS) of Ministries exists. CRS working, but does not have secretariat (just one secretary) and does not have funding.	Intergovernmental Commission for road safety exist (from previous government), but not meeting regularly, not active secretariat. There is no lead agency responsible for road safety. It is divided between different ministries,	No multidisciplinary road safety agency (body).	Commission for road safety exists under the deputy prime minister, but its secretariat is grossly understaffed and under funded for the work it has to do. Significant resources need to be provided for Secretariat to be effective.	Activities being funded by line Ministers. No central fund. Little resources for support. Some government staff provide admin function	Government Commission for road Safety exists and working. Commission follows the implementation of Road Safety program 2009-2013. New (2014) is under acceptance in Government.	Some kind of road safety coordination exists under MoH.  No detailed data provided (no meetings with MoH).	Had a coordination council but met only once in 5 yrs, so disbanded MoI docs enforcement related MoI does road related	Govt has a road safety Commission with key ministries Secretariat provided by Principal office meeting 6 months by intervals  Rd Safety Law exists 19/08/99 No 818-1  Work divided between

							central and regional government. Local authorities don't have authorities to address local road safety needs. They need more mandate and resources from central government to tackle these problems.							3 govt bodies: Roads+River Transport State Traffic Police State Construction Company
	1.9. Implementati on of National Road Safety Strategy	1. National Road Safety strategy approved by Government/ Parliament	1. Develop and publically discuss National Road Safety Strategy	1. Strategy is developed 2. Stakeholder consulted 3. Strategy approved by Government 4. Implementation commenced	has been approved by the Government in August 2009 so exists but no funding so little Is implemented 50%	Strategy has been prepared in 2012 and is still waiting for approval in Cabinet of Ministers.	Draft National Road Safety Strategy exists. It is not adopted. Unknown status in Government.	No accepted National Road Safety Strategy. There are specialized program for road safety and Ministry of Internal Affairs is responsible body for the elaboration and realization of the Programme.	Strategy has been developed with World Bank assistance and ammendments are beening done try consultations with key Ministeries.	Strategy approved, not yet being implemented	There is no Road Safety Strategy, but State program for Road Safety exists (in phase of adoption).	There is no Road Safety Strategy.	Did strategy 2011-2020 Involved stakeholders  No funds so nothing implemented	Strategy exists but funding not secure/ unviable
	1.10. Realistic and long term targets for road accident reduction available	1. At least 5 year detailed National Strategy approved by the Government / Parliament	1. Develop and publically discuss National Strategy	1. Realistic long term targets in place 2. Action plan prepared to deliver targets 3. Action plan being implemented 4. Progress towards targets being monitored	Was in place and was implemented by 70%, with laws and bylaws, 100% with target infatality reduction,  Not being updated	Two year action plan is part of National Road safety Strategy (NRSS). As NRSS is not approved yet, plan is also waiting for approval.	There is an action plan 2009-2013. No new action plan for coming years and it is needed urgently.	Strategy is not accepted, therefore no Action Plan in place and executed. Unknown status and content of specialized program for road safety (MoIA).	Action plan is to be prepared once Strategy has been approved.	90% reduction deaths by 2020 and already 33% casualty reduction achieved last year. Results being monitored	In State program for road safety. Road Safety targets exists also as a part in Transport Strategy.	There is no Action Plan therefore no targets.	Action Plan prepared to support strategy up to 2015 Police reported deaths reducing but questioned by some Police say 5000 deaths 40000 injuries; but others say 8000 deaths & 120000 injuries	General targets in strategy No specific targets
	1.11. Long term sustainability of road safety development	1. Allocated state budget for funding road safety activities 2. Diversified funding of road safety activities available	1. State budget approved by the Government and Parliament 2. Develop diversified financial resources with the Government	1. Annual losses to economy quantified 2. Road Safety funding mechanism exists 3. Budget being allocated for road safety improvement 4. Monitoring demonstrates effectiveness of investments in road safety	Done partially Not yet calculated or used No funding mechanism	Some old estimates of losses are available, but no funding mechanism has been established. There is no dedicated money for improving of road safety.	Economical losses unknown, some indirect and direct budget for improving of road safety exist. There is a cost calculation and analysis of effectiveness of road investments within the country and department of statistics and other relevant ministries should introduce it	ADB has ongoing project for cost calculation of crash accidents. Government budget for implementation of specialized program for road safety exists. Unknown structure of budget.	There is no dedicated budget for road safety. Expeniture on road safety is seen as a cost not as an investment. Governmnet needs to be made aware of huge losses accoring to the economy as a result of road crashes. Road Safety is not a transport problem. It is economy problem. Some syzstematic funding is beeing	Money allocated ad hoc by PM and line ministries told to do acivities Law 151 on road safety tried to change system 2 years ago but not passed	Road Safety is financed from State budget (Min. of Finance).	Annual losses in car crashes are not known.  Road Safety is financed from State budget (Min. of Finance).	Has been discussed but nothing done	Not yet

							soon. After that, monitoring system for road safety interventions could be created.		allocated for black spot improvement.					
	1.12. Establish a mandatory road user insurance scheme	1. Insurance companies enabled to issue policies 2. Enforcement and penalties in place for noncompliance	1. Ensure support of public and financial institutions 2. Establish legislation	1. Compulsory third party motor insurance exists 2. Enforcement and penalties in place for uninsured vehicles 3. Number of uninsured vehicle minimized	Yes mandatory insurance exists Fully implemented  Yes penalties	All vehicle users are insured and controlled. Information about status of Impact Indicators No. 2&3 not available at this stage.	Passenger car insurance is not mandatory (no third party liability insurance schemes), only mini bus and heavy vehicles.	System is established.  Information about status of Impact Indicator No. 3 not available at this stage.	No mandatory third party passenger car insurance.	1000 Lei fine so good penalties in place System seems to work reasonably well	Information about status of Impact Indicator No. 3 not available at this stage.	Third part insurance is mandatory.  Information about status of Impact Indicator No. 3 not available at this stage.	3rd party is mandatory  Fines 70 EUR if not insured	Insurance exists
	1.13. Establish requirements for the issuing of driving licenses based on international best practice	1. Centralized issue and recording of driving licenses	1. Ensure appropriate practical and theoretical training and suitable examination procedures	1. Adequate theoretical testing in place 2. Adequate practical testing in place 3. Commercial drivers need to pass further tests 4. System complies with best international practices	Yes in place but Corruption problems	Adequate theoretical and practical testing in place.	This system exists.	System is established. In Public Service Centers exists "one window" concept. There are theoretical and practical tests for getting driving license.  Information about status of Impact Indicator No. 4 not available at this stage.	Information about status of Impact Indicator No. 4 nor available at this stage.	Conception seen as a serious problem MoT controls test and has 80 EU standards/directives  M.E responsible for overseeing driving schools No technical competence as MoE has no specialists Schools do not deliver safe drivers Most run as businesses, no training, and its control is very poor	Driving licenses system exists.	Adequate theoretical and practical testing in place.  Information about status of Impact Indicator No. 4 not available at this stage.	EU Directive 2003/51 applied MoIA – Licensing MoE – Training MoE has no competency EU Twinning project likely to start soon Big corruption problem needs to be addressed	No driver penalty points system Corruption problem
	1.14. Data collection and evaluation is unified in the region	1. A common system for road accident data collection, storage and analysis	1. Install professional software and hardware 2. Training and capacity development	1. Common core items to be agreed and identified 2. Agreed accident data being collected via police accident forms 3. An adequate data storage system is established 4. Adequate data retrieval and analysis system established 5. Adequate data dissemination system is established 6. Crash data accessible to all stakeholders for further	Police system exists  No cooperation internationally yet	Only police have access to original stored data.  Stakeholders can only ask for some data (tables) but cannot do direct analysis	Patrol police collects data accident data. Soon GIS road map with accidents will be enabled. Problem is exchange data between hospitals, insurance companies, other ministries and such information exchange law has to be introduced coming	Crash data base exists and outputs are available within annual report to road safety stakeholders.  Information about status of Impact Indicators No. 1-7 not available at this stage.	Nothing done yet on this topic  Country crash data base has been developed with World Bank assistance and amendments are being done try consultations with key Ministries.	Only police have access to original stored data  Stakeholders can only ask for tables but cannot do direct analysis	Only police have access to original stored data  Stakeholders can only ask for tables but cannot do direct analysis	Only police have access to original stored data. No electrical transfer of data from regions.  Stakeholders can only ask for tables but cannot do direct analysis.  Information about status of Impact	Nothing done yet	Not done yet

				analysis 7. Crash data system enables effective analysis of crash causes and remedial measures			years. Integrated accident related database should be established.					Indicators No. 1-7 not available at this stage.		
	1.15. A common system is established for monitoring and evaluating the outcome of a number of defined measures	1. Defined set of measures to be monitored	1. Establish Regional Working Group	1. Regional Working group established 2. The impacts to be monitor are agreed 3. Impact monitoring system is established 4. Quarterly monitoring progress report being circulated 5. Effective strategic management of implementation	No action yet	No respond working group established or even considered yet.	No respond working group established or even considered yet.	No Regional Road Safety Working Group yet therefore no common road safety monitoring system established.	Nothing done yet on this topic	No respond working group established or even considered yet To be done by project as it proceeds	Nothing done yet on this topic	No Regional road safety working group.	Nothing done yet	Not done yet
	1.16. Reviewed and improved road signing systems	1. Programme of improvements of the continuity and quality of signing	1. Make a study of the existing signing standards	1. Signing/standards reviewed 2. Needs and deficiencies identified 3. A program for improvement develop 4. The budgets needed estimated	Done partially but not through coordination between member countries	Partly done under new roads, reconstructions and rehabilitations  Information about status of Impact Indicators No. 2-4 not available at this stage.	Reviewed and improved road signing systems is ongoing.  Information about status of Impact Indicator No. 3 not available at this stage.	Partly done under new roads, reconstructions and rehabilitations Ad hoc signing improvement being implemented but no systematic review of signing system.  Information about status of Impact Indicators No. 1-4 not available at this stage.	Partly done under new roads, reconstructions and rehabilitations Ad hoc signing improvement beeing implemented but no systematic review of signing system.	IMC recently received standards. Since 30 Jan 2014 moving to adopt Romanian Stnd that are based on EU standard. Some already.	Partly done under new roads, reconstructions and rehabilitations Ad hoc signing improvement being implemented but no systematic review of signing system.	Partly done under new roads, reconstructions and rehabilitations Ad hoc signing improvement being implemented but no systematic review of signing system.  Information about status of Impact Indicators No. 1-4 not available at this stage.	Reviewed last year  Budget not yet estimated	Some assessment done but no systematic review
	1.17. Implemente d road safety audit (RSA) principles and practices in the design and construction of the existing and new roads	1. Approved road safety audit manual	1 Hold discussions on regional level among interested parties 2 Develop policies related to the accreditation or licensing of auditors 3 Selection of a road safety audit manual from internationally available best practice	1. Participation in discussions held at Regional level to establish a common RSA approach 2. Implementation of the RSA policies at national levels agreed 3. Participation in discussions for RSA accreditation system developed for region 4. Participation in discussions for preparation of Regional RSA Manual developed	Manual been designed and approved but as it was not used fully, escept pilot projects it has not been updated  Safety and implemented on all intern'ly funded roads  No regional cooperation	RSA/RSI Manual is produced for ARS (not in use). People are trained.	Already using Road Safety Audit on all IFI funded roads  Information about status of Impact Indicators No.1-7 not available at this stage.	No Regional RSA related activities, but National RSA Manual is included in SweRoad ongoing project  Guidelines need to be developed for accreditation and licensing of auditors.	RSA Manual is included in WB project but not in use yet. Guidelins need to be developed for acreditation and licencing of auditors. A manual for safety audit should be based on international expiriences.	Already using Road Safety Audit on all IFI funded roads  Will participate if respond  Manuals produced	Not established jet.	No Regional Road Safety Working Group therefore no RSA activities.	Nothing done yet in this area	Safety audit required for road construction and periodic safety inspections undertaken to check compliance with standards



				5. Regional RSA Training courses developed 6. RSA trainers trained 7. In country RSA training programs established										
	1.18. Best practice in road safety shared throughout region	1. Information and resources available to any TRACECA country.	1. Establish Regional Working Group for road safety within TRACECA Secretariat	1. TRACECA Road Safety Working Group established 2. Shared database of Manuals, procedures, standards compiled 3. Annual conferences of best road safety practice organized	No action yet	No Regional Road Safety WG	No Regional Road Safety Working Group yet therefore little sharing of best practices are present.	No Regional Road Safety Working Group yet therefore little sharing of best practices are present.	No Regional Road Safety Working Group yet therefore little sharing of best practices are present.	Nothing established yet	No Regional Road Safety Working Group yet therefore little sharing of best practices are present.	No Regional Road Safety Working Group yet therefore little sharing of best practices are present.	Nothing done yet	Not done yet
	1.19. Harmonized driving penalties in the region	1 Available analysis of the existing penalty system in member countries 2 Established common data exchange on penalties 3 Established common data exchange on traffic violations and their penalties 4	1 Make a study of the existing penalty system in member countries 2 Hold discussions on regional level among interested parties 3 Adopt / approve the memos/ legal acts data exchange on penalties 4 Adopt / approve the memos / legal acts on data exchange on traffic violations and mutually recognize sanctions applied 5 Make software and hardware available in all countries with unified access	1. Study existing penalty systems in countries 2. Discuss possible common penalty system across the Region 3. Establish common data system about violations 4. Mutually recognized sanctions being applied across the Region	No action yet	Not established yet	No Regional Road Safety Working Group yet therefore little harmonization of driving penalties and exchange of best practices are present.	No Regional Road Safety Working Group yet therefore little harmonization of driving penalties and exchange of best practices are present.	No Regional Road Safety Working Group yet therefore little harmonisation of driving penalties and exchange of best practices are present.	Nothing done yet on this topic	No Regional Road Safety Working Group yet therefore little harmonization of driving penalties and exchange of best practices are present.	No Regional Road Safety Working Group yet therefore little harmonization of driving penalties and exchange of best practices are present.	Nothing done yet	Not done yet

2. SAFER INFRASTRUCTURE

GOAL	OBJECTIVES	OUTPUTS	INPUTS	IMPACT INDICATORS	STATUS OF ACTION PLAN IMPLEMENTATION									
					01 ARMENIA	02 AZERBAIJAN	03 GEORGIA	04 KAZAKHSTAN	05 KYRGYZSTAN	06 MOLDOVA	07 TAJIKISTAN	08 TURKMENISTAN	09 UKRAINE	10 UZBEKISTAN
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
2. Safer infrastructure	2.1. Implementation of road safety audit/ assessment	1. Assessment and / or road safety audit of all major roads and a programme of remedial works in the plan of the Government for the following year/s	1. Discuss and approve legal basis for road safety audit	1. Legal basis for RSA 2. Adequate manual in use 3. Trained road safety auditors available 4. Road Authorities have budget to purchase RSA 5. All new, reconstructed and rehabilitated roads being safety audited 6. RSA Recommendations being implemented by Roads Authority	Manual been designed and approved but as it was not used fully, except pilot projects it has not been updated  Being done n IFI projctcs  Communiy safety schemes being devised	RSA is currently used only in international projects (major roads), not at regional and local roads.  Little dedicated funding available. Little evidence of recommendations being implemented.	It seems that it is functioning, but more information not available at this stage.  <i>Note: Meeting with relevant road safety stakeholder was not held because of International road safety seminar held at the same time. Requested data not received by IR time.</i>	Legal basis for RSA was foreseen in draft of Law on Road Safety, but is removed from last draft version which is almost in Parliament. RSA Manual is produced, but not in use. Information about status of Impact Indicators No. 4-6 not available at this stage.	RSA is currently not being used on the domestic network, but might be used on some international projects depending of IFI institution roles. Little dedicated funding available. Little evidence of safety audit work being undertaken.	1 <sup>st</sup> reading of Law completed. All IFI funded roads done but no domestic roads.  RD Dept does buy in RSA services  All rehabilitated rds have safety audit done	RSA in accordance with EC 96/2008 does not exist. After design phase, revision commission exists. Real RSA might be used on some international projects depending of IFI institution roles (ADB has it as a part of their ToR). Little dedicated funding for RSA available.	No RSA as indicated in EC Directive 96/2008 in use.  Some kind of commission for checking of design exists.	No legal basis RSA used on some international funded roads Have compliance checking systems being strengthened with safety over coming months	Legal basis exists Applied on international projects Safety (compliance) inspection on other roads
	2.2. Black spot treatment (Black Spot Management - BSM)	1. Programme of black spot treatments approved	1. List of crash black spots drawn up and assessed	1. Legal basis for BSM 2. Adequate BSM Manual in use 3. Trained black spot investigators available 4. Annual hazardous improvement program in place 5. Road Authorities has dedicated founds for BSM improvements 6. BSM recommendations being implemented by Roads Authority	Hazardous locations identified by police and being improved Assesmnet is done but based on manual evaluation, the data base is weak, and there is no software support.  In general the budget is anticipated in municipalities but due to absence of data it is spent on the spot	Legal basis exists. Azerroadservice has the list, but not addressed well (only being included ad hoc). Limited funding available, sp only some locations are being improved.	It seems that it is functioning, but more information not available at this stage.	There is systematical approach in MoIA for improving of black spots. Commission work on BSM should be improved. Information about status of Impact Indicator No. 6 not available at this stage.	Legal basis exists. Road department prepares annual list of black spots and systematically improves them within the budget available.	Police provide list of worst locations (highest number of crashes) but police do not analyse well enough Only police do investigations so can miss engineering or other defects Rd admin has annual programme but no specific funds so cannot do all Twice a year does network inspection to assess roads (not black spots) just general road conditions etc. Police provide list and Rd admin does as many as possible	Legal basis exists. Road department prepares annual list of black spots and systematically improves them within the budget available.	BSM as activity exists, but way of implementation is not known jet.  Information about status of Impact Indicator No. 2 not available at this stage.	Have norms and procedures based on numbers of crashes Rog implemented and 25-50 site improved each year on National roads Not proper Black Spot investigations but get some access to data Need training No trained persons	Blackspot program in a standard road improvement program
	2.3.Implementation of the program to define routes	1. Legislative acts signed and approved	1. Determine legal basis for defining routes for freight	1. Legal framework exists 2. Freight traffic surveys done to access needs 3. Alternative routes defined	Some regulations exist	New constructions include by-passes therefore freight traffic is rerouted.	Information not available at this stage.	Legal framework is based on SNIP standards. Freight traffic survey is	New constructions include by-passes therefore freight traffic is rerouted.	No legal framework Some rerouting done round towns Not enough signs	New constructions include by-passes therefore freight traffic is rerouted.	Information about status of Impact Indicators No. 2-6 not available at this stage	National programme Some diversion signs	Surveys done Routes identified

	for freight avoiding residential areas			4. Signing and markings placed 5. Effective enforcement of commercial vehicle routes 6. Commercial through traffic in residential areas reduced		The practice in urban areas not known.  Information about status of Impact Indicators No. 1 & 6 not available at this stage.		ongoing (SweRoad project). Information about status of Impact Indicators No. 1-6 not available at this stage.	The practice in urban areas not known. Information not available at this stage.	Poor enforcement by police Though traffic in residential areas not monitored but generally working ok 400 Lei penalty on trucks entering residential areas	The practice in urban areas not known. Information about status of Impact Indicator No. 2-6 not available at this stage.			Signs/markings just normal
	2.4. Cost effective measures by local road authorities	1. Local authorities required to report on scheme costs and savings	1. Determine casualty and crash costs	1. Updated cost of crashes and casualties known 2. Cost/Benefit of safety interventions is available 3. Ranking/Prioritization for improvement is done on basis of Cost/Benefit analysis 4. Most hazardous locations are being systematically improved via annual programs	Not known or used	Costs were calculated under a World Bank project 6 years ago, but now need to be updated. Currently not being used. Updated costs need to be used in justification of road safety improvements.	Information not available at this stage.	Economical costs unknown and not used in cost/benefit analysis of undertaken road safety measures is not performed.	Costs were calculated under a World Bank project, but now need to be updated. Currently not being used. Updated costs need to be used in justification of road safety improvements.	Around 200km of networks rehabilitated every year Not hazardous locations programme but some picked up during improvements	Accident costs not calculated Known accident costs need to be used in justification of road safety improvements.	Not used C/B analysis.	Not known or used  Hazardous locations being identified and improved but based largely on numbers of crashes	No costing studies undertaken yet
	2.5. Availability of safe and secure off-road parking for trucks	1. Programme of parking area provision approved	1. Survey existing provision of parking areas	1. Legal framework 2. Freight transport surveys done to identify parking needs 3. Potential parking sites identified 4. Signing and markings placed 5. Safe secure off-road parking for trucks available and in use on major routes	Some parking along major roads but need to have more	Recommendations exist in SNIP standards, but not being applied consistently. More off-road parking needed.	Information not available at this stage.	Parking and rest areas are planned and upon SNIP standards (every 15-20 km for road category I and II and at longer distances for road category III and IV. Information about status of Indic. 1-5 not available at this stage.	Recommendations exist in SNIP standards, but not being applied consistently. More off-road parking needed. TRACECA	There are technical norms about having rest areas at specified distances Sites exist doing national roads Country is only 200 km East-West and 300km North South so not a major problem	Recommendations exist in SNIP standards, but not being applied consistently. More off-road parking needed.	Exists, but detailed unknown.  Information about status of Impact Indicators not available at this stage	Have around 880 places for trucks to stop but only 20% have overnight facility. Funding/land problems but to get more site need more places	Yes have norms for pushing areas  Have some but more needed
	2.6. Building the capacity of engineers and technical staff	1. Suitably trained staff available within each country	1. Source training from both TRACECA countries and externally  2. Include Road Safety in the courses of relevant qualifications	1. Adequate Manuals/Guidelines for safety engineering produced 2. Selected Government, Consultants and Academic staff trained 3. Curricula for University courses produced 4. Students being taught about safe design approaches during their studies	Some capacity exist but need more training of trainers To be done! There is a need but not specified yet	Previous World Bank projects have included capacity building, but this still requires improvement.	Information not available at this stage.	Engineers get enough knowledge from University. Information about status of Impact Indicators No. 1-4 not available at this stage.	Previous IFI funded projects have included some parts of capacity building, but this still requires improvement.	Tech University lecturers/MoT staff +consultants/ designers were trained Topics approved by MoE Only some incursion of safety in road engineering courses but very little Need Guidelines and training trainers	Capacity building of engineers and technical staff requires improvement.	It seems that there are well trained engineers.  Information about status of Impact Indicators not available at this stage	Since 2010 have been gradually adopting/integrating EU standards and now 90% compliant	Some minor training done under IFI projects More trainings needed  Some safety included in courses

3. SAFER VEHICLES

GOAL	OBJECTIVES	OUTPUTS	INPUTS	IMPACT INDICATORS	STATUS OF ACTION PLAN IMPLEMENTATION									
					01 ARMENIA	02 AZERBAIJAN	03 GEORGIA	04 KAZAKHSTAN	05 KYRGYZSTAN	06 MOLDOVA	07 TAJKISTAN	08 TURKMENISTAN	09 UKRAINE	10 UZBEKISTAN
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3. Safer vehicles	3.1. Vehicles regularly checked for technical requirements	1. Vehicles checked regularly	1. Ratify international convention  2. Certify suitable workshops and staff	1. Int. convention ratified 2. Legal basis for vehicle inspection 3. Manual for vehicle inspection in use 4. Trained certified mechanics doing vehicle inspections 5. Government certified/regulated workshops and inspection stations 6. Regulatory agency adequately funded 7. Number of defective vehicles in traffic reduced	Convention not ratified  Vehicles checked but some corruption problems	Conventions ratified and legal basis exists. Not known if manuals, trained staff and workshops are being regulated by Government.  Information about status of Impact Indicators No. 3 & 7 not available at this stage.	Passenger cars are not regularly checked, only mini bus and heavy vehicles.  Detailed information about status of Impact Indicators No.1-7 not available at this stage.	Vehicles are checked regularly.  Information about status of Impact Indicators No. 3-7 not available at this stage.	Conventions not ratified. Legal basis existed, but in 2012 vehicle regulatory checkings wad declined (stoped).Now for private cars it is volonteraly.	MoT/MoI oversee MoT in testing stations and police on roads both adequately funded	Conventions ratified. Legal basis existed, but observation of cars status shows low results concerning quality of maintenance  Information about status of Impact Indicators No. 3. 4 & 6 not available at this stage.	Convention not ratified.  Passenger cars are checked every 2 years.  Information about status of Impact Indicators No. 2-7 not available at this stage.	Veh inspections done for commercial vehicles only Private vehs not inspected at all Many old vehicles in fleet so defects likely Needs significant improvement	Some checks done but no systematic review  Govt regulates the testing stations
	3.2. Internationally recognized vehicle safety regulations applied to imported vehicles	1. Imported vehicles comply with international standards	1. Ensure staff involved in import checks apply the standards	1. Imported vehicles meet International (UNECE) standards 2. Legal basis exists to prevent import of unsuitable/ unsafe vehicles 3. Adequate controls to prevent import of fake spare parts	Not effectively enforced	Euro IV norm in use. Not known how imported vehicles and spare parts meet UNECE safety standards. Information about status of Impact Indicator No.3 not available at this stage.	No, there are some right wheel handed cars which increase the risk of accidents.  Information about status of Impact Indicators No.3 not available at this stage.	Yes, and from 2007 cars should meet international standards.  No control of quality of imported car spare parts.	Signifant additional rick ocures becaus of the practice of importing second hand right hand drive vehicles. This is present in high percentage of whole vehicle fleet (up to 13% of fleet has the steering wheel on th wrong side).	Very good regulatory control of freight transport to CEMT authorised Euro 4 and Euro 5 levels Vehs over 10 years cannot be imported Wrong side observing not permitted etc. Some problems in preventing fake spare parts	Vehicle safety regulations applied to imported vehicles exists.	Information about status of Impact Indicators No. 2-3 not available at this stage.	Inadequate controls in place	Not yet Need assistance  Have standards agency but staff need training  Turkish language understood by all so Turkish presenters OK
	3.3. Vehicles used to transport dangerous goods meeting the standards of all technical requirements	1. ADR approved vehicles	1. Test TDG vehicles to ADR specifications	1. ADR certified vehicles 2. ADR certified drivers 3. Emergency services had special training to respond to/deal with ADR accidents	For international working OK  Not for domestic vehicles	ADR vehicles and drivers are certified. Information about status of Impact Indicator No. 3 not available at this stage.	There are ADR educated staff and cars. Information about status of Impact Indicators No.3 not available at this stage	There are ADR educated staff and cars. Information about status of Impact Indicator No. 3 not available at this stage.	ADR vehicles and drivers are not certified.	All receive training on such issue	ADR vehicles and drivers are certified. Information about status of Impact Indicator No. 3. not available at this stage	ADR system not established.	International traffic fully compliant but domestic traffic is not	Applied on Int'l traffic but not on domestic traffic

4. SAFER ROAD USERS

GOAL	OBJECTIVES	OUTPUTS	INPUTS	IMPACT INDICATORS	STATUS OF ACTION PLAN IMPLEMENTATION									
					01 ARMENIA	02 AZERBAIJAN	03 GEORGIA	04 KAZAKHSTAN	05 KYRGYZSTAN	06 MOLDOVA	07 TAJIKISTAN	08 TURKMENISTAN	09 UKRAINE	10 UZBEKISTAN
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
4. Safer road users	4.1 - 7. Legislation to cover: seat belts, motorcycle helmets, child restraints, mobile phone use, speed, drink, drugs are in place and enforced	1. Missing legislation identified 2. Available legislation and legislative acts, where necessary 3. Legislation enforced	1. Survey compliance with existing legislation 2. Draft and approve the missing legislation 3. Substantially increase enforcement	- Legislation in place for: 1. seat belts 2. motorcycle helmets 3. child restraints 4. mobile phone use 5. speed 6. drink 7. drugs - Effective enforcement of safety legislation	Most legislation in place but enforcement not so effective plus corruption problems  For speeding camares are effectively working and number of penalties is iencresing	Information about status of Impact Indicator No. 3 not available at this stage.	There is a need for introduction of mandatory safety belts on rear seats. Improving of legislation regarding speeding (differentiate fines according over speeding. Point system can improve driver's behavior. Special attention should be put to novice drivers problems. Better enforcement of law which prohibits sitting kids under 12 in front seats.	Safety belts only at front seats are mandatory by law on road safety  Information about status of Impact Indicators No. 2-7 not available at this stage.  <i>Note: Traffic Police did not appear at scheduled meeting.</i>	Information about status of Impact Indicator No. 3 nor available at this stage.	Legislation is in place for all items but public often challenge speeding, drink driving charges etc So this can delay matters  Can procecute from roadside alco testings because detailed reading given – Using Dragav 8810 with printout of analyses	Seat belts are mandatory only on the front seats.  Child seats are not mandatory. Only limitation about age and seat position exists.	Legislation and enforcement in place.	Yes  Not enforced  Speed	Laws exist but not all enforced and drivers take chances
	4.8. Improved public awareness	1. Media covers road safety issues regularly 2. CSOs involved in advocating road safety 3. School curriculum includes road safety subject	1. Devote 10%-15% of media time to Road Safety 2. Make special funds available for CSOs to run the public awareness/education campaigns 3. Produce educational material for schools / children	1. Safety campaigns use appropriate media 2. Government budget exists for road safety campaigns 3. SCO (NGO) and Private Sector active in financing of road safety campaigns 4. Age appropriate education material available for school children	Some NGO’s active but limited funding available  Some good campaigns have been done  Private sector supports safety Govt. Budget only for road police activities twice a year; Lack of donor funding -eductaion material exists within the NGO and is implemented only in pilot projects,	Improved public awareness  Information about status of Impact Indicators No. 3&4 not available at this stage.	Public media campaign from Ministry of Internal Affairs (government), foundation Partnership for Road Safety (NGO) exists.  Information about status of Impact Indicators No. 4 not available at this stage.	Traffic Police is working with prevention as well as MoH which has a state program 2011-2015 including public opinion regarding road safety, TV spots, etc.  No road safety oriented NGO.  SMS about road conditions are functioning + Internet site.		Police/ NGOs/ Private Sector do do these  Media do do round table discussios etc.  Only 2 classes (6yrs & 8 yrs) in Primary schools get general traffic education but not age appropriate  26 children die +10% casualties are children	Public awareness about road safety is at low level.  Information about status of Impact Indicator No. 4 not available at this stage.	Information about status of Impact Indicator No. 4 not available at this stage.	Few Campaigns done Govt not funding campaigns NGO, work with Police to do some public education/ schools insurance comp. pays for some safety ads Safety in general social subject	Limited campaigns done  No active road safety NGOs

					due to funding			Information about status of Impact Indicators No. 2-4 not available at this stage						
	4.9. Well equipped and trained Road Police on road safety and enforcement	1. Capacity building of Road Police 2. Funds made available to strengthen the capacity	1. Have a specific chapter in the National Strategy devoted to capacity building of Road Police	1. Traffic police have adequate man power and vehicles 2. Traffic police have adequate equipment for enforcement 3. Traffic police have adequate training 4. Traffic police enforcement activity is based on crash data analysis	Police underequipped and underresourced	Traffic Police is visible and active.	More training to patrol police will improve their efficiency.  Training on crash investigation and modeling is welcome.  Improve data collection and analyses.  More radar, new technology to fight over speeding.  Improve enforcement to fight speeding, overtaking and novice driver's violations.	More training to patrol police will improve their efficiency.  Information about status of Impact Indicators No. 1-4 not available at this stage		Approx. 1230 traffic police out of 10 000 people so around 12%. Ok  Policemen specialize in traffic policing as a career  To a certain extent but not fully data led	Traffic police could have more power, equipment and training.	Traffic police is very active and visible.  Information about status of Impact Indicator No. 4 not available at this stage.	Police doing enforcement but corruption is a serious problem. Police understaffed and underresourced	Traffic Police have some equipment and are active but need more equipment and training
	4.10. Public and private institutions practicing internal policies of road safety behaviour	1. Policies introduced and drivers are signed up for it/ it is the part of the job contract	1. Develop and approve a general RS policy on professional driver behaviour 2. Have 40% of public and private institutions signed up under the RS policy	1. Government departments have road safety policies related to their employees, drivers and vehicles 2. Large private sector organizations have road safety policies related to their employees, drivers and vehicles 3. Road safety organizations supporting Government and private sector organizations with guidance and safety materials	Few organisations doing such activity Only some companies, such as Coca Cola, mobile companies etc.  NRSC NGO only	No internal road safety policies.	There are no police within government, private business yet and will be good to create guidelines and regulations.  Create internal regulations for private business for their drivers and employers. Establish safety regulations and short training programs.  Support Public-Private-NGO-Academia - Media joint projects to address road safety.	No such policy seen.		Most orgs do not have policies  Only 1 company Spanish Electrical company is doing this Trolleybus company has policies.	No internal road safety policies developed.	No internal road safety policies.	Not yet but a few private sector companies now have such policies shell.  LG company insurance co., may fund some safety improvement	Nothing done yet



5. IMPROVED MEDICAL CARE FOR CRASH VICTIMS

GOAL	OBJECTIVES	OUTPUTS	INPUTS	IMPACT INDICATORS	STATUS OF ACTION PLAN IMPLEMENTATION									
					01 ARMENIA	02 AZERBAIJAN	03 GEORGIA	04 KAZAKHSTAN	05 KYRGYZSTAN	06 MOLDOVA	07 TAJIKISTAN	08 TURKMENISTAN	09 UKRAINE	10 UZBEKISTAN
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. Improved medical care for crash victims	5.1. Medical care for crash victims is practiced	1. Pre-hospital and hospital care system established and appropriate rehabilitation and support to injured patients provided	1. Draft and approve appropriate legislation  2. Develop a comprehensive and regular training program for paramedics, ambulance drivers and traffic police	1. Nationwide EMS system exists 2. Crash victims getting effective first aid treatments within 30 min 3. Emergency ambulance crews have first aid training 4. Police and rescue services have first aid training 5. Commercial (bus/taxi/truck) drivers have first aid training	No single number But nationwide EMS system crews trained  Police have some training	Information about status of Impact Indicators No. 2-5 not available at this stage.  Note: No meetings with MoH organized.	Nationwide EMS system exists.  Information about status of Impact Indicators No.1 & 5 not available at this stage.	10 EMS Centers + helicopter service exists along major roads.	Nationwide EMS system exists.	EMS system has driver, nurse, doctor  All police do a 1 <sup>st</sup> Aid course  All drivers do some 1 <sup>st</sup> aid as part of theory test but no focus on commercial	System of EMS exists.  Information about status of Impact Indicator No. 2 not available at this stage.	Information about status of Impact Indicators No. 1- 5 not available at this stage.  <i>Note: Meeting with MoH was not organized.</i>	Govt Ambulances and Private Ambulances work under single number 103 but own numbers  Police/fire different number Driver & 2 persons (doctor and nurse) Patients have to	Nationwide system but different numbers for each emergency service  Police all have 1 <sup>st</sup> aid training
	5.2. Appropriate hospital trauma care and capacity building	1. Suitably trained and equipped staff	1. Make first aid training available for general public through public seminars several times a year  2. Equip and staff at least 70% of hospitals' accident and emergency departments	1. Hospital emergency ward equipped to handling crash victims 2. Victims receiving appropriate treatment 3. 70% of hospitals have emergency departments 4. First aid training available to general public	Hospitals operte ok	Information about status of Impact Indicators No. 1-4 not available at this stage.	Hospital emergency ward equipped to handle crash victims. Victims receiving appropriate treatment  Information about status of Impact Indicators No.3 & 4 not available at this stage.	Appropriate hospital trauma care exists.  Information about status of Impact Indicator No. 3 not available at this stage.	Information about status of Impact Indicator No. 4 not available at this stage.	Public generally not able to get training	Information about status of Impact Indicator No. 3 not available at this stage	Information about status of Impact Indicators No. 1- 4 not available at this stage.	Hospitals treat people in their area May have to pay tip to get better treatment  Red Cross do training plus some training in schools	Hospitals generally cope ok  Seriously injured victims taken to special Trauma hospital  No opportunities for general public to train in 1 <sup>st</sup> Aid
	5.3. Appropriate rehabilitation and support for victims	1. Suitable therapy available	1. Designate and train physical and psychological therapists and councillors to deal with the injured and bereaved.	1. Rehabilitation specialists evolved early on in treatment of casualties (30%) 2. Victims given appropriate therapy (40%) 3. Doctors given special training to deal with injured and bereaved (30%)	Not Much	Information about status of Impact Indicators No. 1-3 not available at this stage.	Information about status of Impact Indicators not available at this stage.	Appropriate rehabilitation and support for victims exists.	Information about status of Impact Indicators No. 2 & 3 not available at this stage.		Information not available at this stage.	Information about status of Impact Indicators No. 1- 4 not available at this stage.	Not involved early	Not done yet  Only involved in downstream in rehab work
	5.4. Fair settlements and justice for injured and bereaved	1. Accidents are professionally investigated	1. Put an appropriate insurance system in place, which provides access for professionals along with police to conduct investigation	1. Motor vehicle insurance system operates nationwide 2. Crashes investigated professionally by the Traffic Police 3. Accident investigations identify correct crash causes	System operates but nationwide  Victims get limited support	Motor vehicle insurance system operates nationwide  Information about status of Impact Indicators No. 2-4 not	Insurance of passenger vehicles does not exist.  Information about status of Impact Indicators No. 4 not available at this stage.	Fair settlements and justice for injured and bereaved established.	Motor vehicle insurance system from third party not exists.  Information about status of Impact	Payout for innocent victims does not function well  Insurnce Association do	Information about status of Impact Indicator No. 4 not available at this stage	Information about status of Impact Indicators No. 2 & 3 not available at this stage	Police+engineers need more training in crash investigation	Moi insurance is mandatory  Police need more training in Crash Investigation

				4. Justice system provides fair settlements and justice for injured and bereaved		available at this stage.			Indicator No. 4 not available at this stage	not have compensation system or fund for victims				Compensation is low and slow
	5.5. Fully used “one call” emergency number	1. Reduction of confusion and speeded up response to emergencies	1. Draft and approve appropriate legislation 2. Train the operators regularly. 3. Have the necessary equipment in place for the full operation of the “one call” emergency number	1. Single emergency number established nationwide 2. Control centers trained to provide fast and efficient responses to help victims 3. Necessary equipment in place for operation of center	Single number not used	Single emergency number established nationwide	Single emergency number established nationwide	Yes, 112	Single emergency number established not established.  Information about status of Impact Indicators No. 2 & 3 not available at this stage.	No emergency No No unified control centres Each centre contacts services as needed  Several different numbers	No single use emergency number.  Information about status of Impact Indicators No. 2 & 3 not available at this stage	“One call” emergency number does not exist.	No single number	Not yet each emergency service has own number but can call other services where needed

6. CHANGING ATTITUDES TO ROAD SAFETY

GOAL	OBJECTIVES	OUTPUTS	INPUTS	IMPACT INDICATORS	STATUS OF ACTION PLAN IMPLEMENTATION									
					01 ARMENIA	02 AZERBAIJAN	03 GEORGIA	04 KAZAKHSTAN	05 KYRGYZSTAN	06 MOLDOVA	07 TAJIKISTAN	08 TURKMENISTAN	09 UKRAINE	10 UZBEKISTAN
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
6. Changing attitudes to road safety	6.1. Partnerships between Government and Civil Society Organizations developed	1. CSOs (NGO) are involved in decision making related to road safety at local and national levels	1. Have at least one CSO (NGO) as a member of a decision making body for road safety at local and national level	1. Legal basis for CSO (NGO) 2. CSO (NGO) active in road safety 3. CSO (NGO) consulted or involved in decision making on road safety issues at national level 4. CSO (NGO) consulted or involved in decision making on road safety issues at local level	Legal basis exists and some NGOs are active/ consulted But no funding to implement	There is NGO dealing with Road Safety issues.  Information about status of Impact Indicators (column 5) not available at this stage.	Foundation Partnership for Road Safety is NGO which has been working since 2007. NGO participated important local and international projects.	No road safety dedicated NGO.	Road Safety NGO exists and active.	NGOs + transport trade unions are members of Council  NGOs doing Community Awareness+ chid education about speeds etc. on EBRD roads passing through communities	NGO are involved in decision making related to road safety	No road safety NGO.	NGOs were consulted during strategy by National Coordination body	Some NGOs consulted by few NGOs working in Rd Safety
	6.2. Road safety lessons are conducted regularly in schools	1. Road safety is part of the National Curriculum	1. Design and approve road safety materials for all age groups of schools 2. Approve an education policy, which includes the road safety as part of curriculum	1. National program (curriculum) for traffic safety education exists 2. Age appropriate materials for education exist and are in use in schools (books, etc) 3. Teachers trained in traffic safety 4. Reduction in child casualties in the locations where safety education has been provided	Limited traffic education in schools  Police visit plus occasional safety lessons	Road Safety education is present in schools, but to unknown extension. Note: <i>No meetings provided.</i> Information about status of Impact Indicator No. 4 not available at this stage.	It seems that exists, but need more hours allocated for school children. It is important to develop training programs for teachers. Information about status of Impact Indicators not available at this stage.	Information about status of Impact Indicators No. 1-4 not available at this stage.	Information not available at this stage.	<ul style="list-style-type: none"><li>• Single lesson given to all ages</li><li>• Teachers not trained</li><li>• Police visit to give safety talks</li><li>• No age related materials</li><li>• 13 800 children 4-8yrs</li></ul>	Information not available at this stage.	Information about status of Impact Indicators No. 1- 4 not available at this stage	Not in Curriculum  Occasional police visits  No teachers trained	Some traffic education done but not age related materials and not part of teacher training  Police do visits to schools
	6.3. Driver rectification courses implemented	1. Introduction of the rectification courses for drivers as alternatives to other judicial penalties	1. Have driver rectification courses at local and national level	1. Legal basis for rectification courses 2. Database of driver's penalty exists and works 3. Program for rectification courses prepared 4. Rectification courses are being implemented 5. Course participants knowledge and awareness of safety has been improved	Not in place yet	Information about status of Impact Indicators No.1-5 not available at this stage.  Note: No meetings provided.	Don't exist.	Driver rectification courses do not exist. Penalty system is not established.	Nothing established yet.	No courses	Nothing done yet on this topic.	No driver rectification courses.	No such courses  No penalty point system  No programmes  No course  No improvement	No driver rectifications in place yet
	6.4. Good road behaviour is recognised and promoted	1. Good drivers, cyclists, pedestrians are rewarded	1. Have ongoing monitoring of the performance of drivers, cyclists and pedestrians to encourage good driving behaviour	1. Good driver nomination system established 2. Reward system established 3. Winners given public recognition	Not in place yet		Don't exist.	Not exists.	Nothing established yet.	No such schemes known	Not established as system.	No promotion of good road behavior.	No such system	No driver reward system

# **The DEE Technique®**

## **Performance Management System for the Public Sector to deliver desired outcomes and impacts**



### **Managing for development results and achievement of desired impacts and outcomes :**

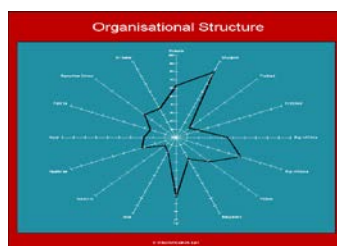
Implementation of complex Development focused Action Plans, programmes and projects is always subject to risk and there are numerous examples of such Action Plans and projects suffering excessive delays or performance failures despite multimillion dollar expenditure. Such projects attract adverse publicity and comment and are a waste of scarce resources. It is therefore important to minimize such risks where ever possible and to take steps to ensure not only that the Action Plan or project is completed on time but that it also delivers the developmental **impacts** and **outcomes** that it is supposed to.

This is not easy but based on practical experience of implementing public sector and aid funded programmes around the world, a unique tool has been devised to assist International Funding Institutions in this task. This enables impact assessment to be done **during implementation** rather than waiting until project end - by which time it may be too late to take remedial action. This tool, "The DEE Technique" can ensure not only that implementation is kept on track according to schedule but that the underlying objectives of the strategy, plan or project ( as defined by agreed impacts and outcomes ) or are being achieved.

### **What is the DEE Technique ?**

DEE Technique is an aid to the design, monitoring and evaluation of projects, programmes & Action Plans, benchmarking of good practice and assessing the effectiveness of organisations. It is particularly appropriate for assessing performance, benchmarking and monitoring Action Plans and development aid projects in developing countries and is particularly useful for application by public sector organisations such as Central and Local Government Authorities, Aid agencies, Development Banks , Local Education Authorities, Health Authorities, etc.

Although not yet widely known ,the technique and software has been used around the world and it has been successfully applied to projects and Action Plans of public sector organizations ranging from County Councils and Central Government Departments to aid funded projects of major international funding agencies such as the World Bank and the Asian Development Bank. The Technique and software have been recently updated, extended and adapted to provide additional features. Typical graphical outputs from the supporting software tool are shown below and typical applications and clients are listed overleaf.



**Spider chart comparison**



**Action Plan implementation**



**Snapshot Benchmarking**

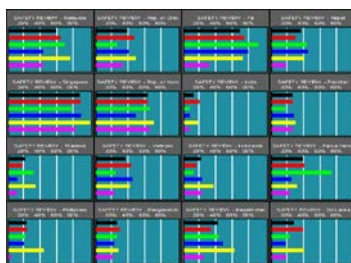
DEE provides a powerful aid for managers, particularly in public or service sectors and especially in development agencies where performance and effectiveness assessment is often very difficult. It is flexible enough to be applied to sectors and situations where outputs are difficult to define and measure through conventional monitoring techniques. It is specifically designed to avoid overloading managers with excessive detail and enables them to focus instead on strategic management of the implementation process and the areas needing their most urgent attention. DEE provides a systematic framework for implementation and clear and concise management graphs for monitoring and reporting progress. It can be used for sensitivity analyses and 'what if' assessments to prepare better plans and implementation schedules. The software is very user friendly and can be operated in various languages as required.

In a typical application, DEE monitoring frameworks are devised in consultation with the client organisation via a workshop covering all the technical sectors to be monitored, assessed or benchmarked. Each DEE framework provides a systematic means of monitoring progress towards agreed objectives, outcomes and impacts. Frameworks can also include allocated responsibility within different sections or regional offices of an organisation such that each part of the organisation knows exactly what needs to be done in its specific

area of responsibility. This provides a shared vision for all partners, clear focus and direction for all implementation staff, the client organisation and the funding agency and allows performance monitoring of both technical and organizational aspects of the plan or project

Monitoring via DEE indicators avoids swamping managers with unnecessary detail and permits more effective strategic management by focusing only on those areas showing variance from the planned or expected schedule. Managers can quickly track through the framework horizontally (for technical issues) or vertically (for organisational issues) to get early warning of potential delays or problems. This allows more effective, pro active management and intervention during implementation of projects and Action Plans and permits managers to identify and resolve problems quickly whether arising from technical or organisational underperformance. It provides very effective monitoring while minimizing resource requirements

The DEE Technique and software can also be used for benchmarking or assessing compliance against international, national or other 'desired standards' in order to provide Snapshot Assessments and comparisons. The figures below show its use on an international project to benchmark training capacity in 16 Asia-Pacific countries. This not only allowed strengths and weaknesses to be highlighted but enabled the individual countries to be compared against the average score of groups of similar countries and the causes of variance in performance to be identified. The same approach could be used to compare and contrast ICT-readiness, governance, institutional capacity etc of countries and one recent application for the United Nations ESCAP was assessment of private sector investment readiness for ESCAP member countries



**Comparison of Sectors and Sub sectors**



**Snapshot of organisational Structures**



**Comparison with group average to identify causes of variance**

With recent updates and enhancements, the DEE Performance Management System can now be applied in a number of additional areas including

**Benchmarking /Auditing:** Comparison of countries or organizations against a template of “desired “ practice or activity eg good governance, women in Development , Environment , social justice, E readiness assessments , private sector investment readiness etc

**Strategies, Action Plans and Project monitoring :** Projects, programmes and Action Plans funded by development agencies and Development banks can be systematically monitored to ensure impact

**Implementation of Strategies and Policies in government ministries and local authorities:** Strategies , programmes and projects by central and local governments

**Portfolio Management** where a number of projects/initiatives need to be managed/ monitored together: Cross country programmes , cross sector programmes , Research programmes

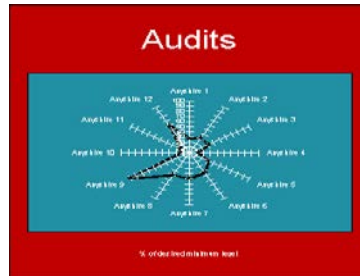
**Unified Performance Management System (UPMS)** formalisation of Father/Son templates into an integrated solution linking overall objectives to initiatives and services across multiple delivery agencies. and /or departments

**The Private Sector:** Corporate/Social Responsibility.

The above are only a few of the areas where DEE Performance Management system could be used and we would be happy to demonstrate its application to these and many other areas of Public Sector activity.



**Snapshot of Investors in People in 10 Police forces**



**Status of safety audit in local Government**



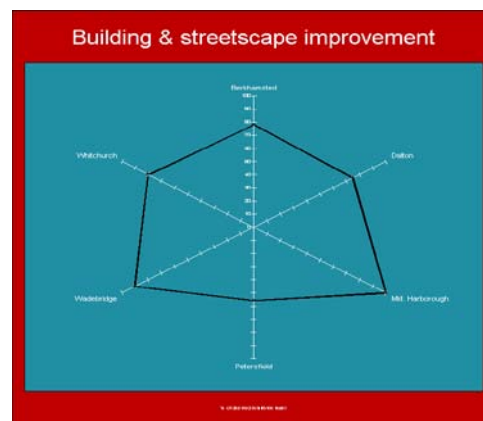
**Snapshot of training policy and strategy in police forces**

Typical previous and current applications of The DEE Technique range from snapshot assessments to implementation of major Action Plans, programmes and projects by governments and international development agencies around the world. These include

- **Performance Monitoring systems for National Action plans for 10 ASEAN countries**
- **Benchmarking template for Private sector investment readiness assessment for ESCAP**
- **National road safety plan in New Zealand**
- **Public Health project in Egypt**
- **Water supply projects in Kenya & Nepal**
- **Road rehabilitation projects in Nepal & Fiji**
- **Snapshot analyses of 11 sectors and training needs in 16 countries of Asia/Pacific for ADB**
- **Snapshot analyses of 11 sectors in 12 countries in Central and Eastern Europe for EU**
- **Rural integrated development project in Nicaragua**
- **Forestry master plan in Nepal**
- **National road safety projects in Kenya, Ghana, Fiji, Peru, Vietnam and Armenia**
- **UK Police Best Value Training review (43 Forces) for UK Home office /ACPO/APA**
- **Bypass Demonstration Project (6 towns) for the UK DoT**
- **Development and monitoring of Countywide plans in the UK**
- **Safer Cities Project in Gloucester**



**Bypass impacts monitoring : Overall Action Plan for 6 towns**



**Comparing contribution from each of the 6 towns to streetscape improvements**





Full testimonials from previous users are available on request. Extracts from DEE users are given below:

1. "I have been impressed with the way DEE has enabled us to address the complex process of developing benchmarks from our internal BV Review of Police Training that we can apply to individual forces to assess their state of readiness for change... By working through the DEE process we were able to amend our original frameworks such that we are likely to reduce resistance from those forces unused to public inspection and comparison..." **Keith Brimacombe , Project Manager, National Project for Best Value in Police Training**
2. "As a user of the software, I would recommend the DEE software to potential users because it is user friendly, provides a clear picture of every aspect of the project and is genuinely a useful management tool. For all future projects in which I am involved, the DEE technique software would be my monitoring program of choice..." **Norman Thompson, Senior Engineer, Public Works Department, Fiji**
3. "DEE has provided early warning of problems and its summary management graphs have kept all government ministries and other stakeholders fully informed about progress at all times. DEE is a very effective strategic management tool. We are so pleased with DEE technique and software, that we are using it to monitor the proposed follow-on 5 year Action plans for the next phase of development..." **Chandra Shekher, Executive Director of National Road Safety Council, Fiji**
4. "We have been impressed with the ease of use and effectiveness of the DEE software in permitting effective strategic management on a recently completed US\$110M road project and related road safety plan... The proactive management has resulted in exceptional success in terms of projects and action plans completed to date..." **Rishi Adhar, Senior Project Implementation Officer, South Pacific Regional Mission, Asian Development Bank**
5. "DEE software has been used to monitor a complex World Bank project in Nepal. The total project cost was about US\$81M... Compared to numerous (and, in most cases, more expensive) alternative monitoring systems I have seen in the World Bank and other international organisations, I believe DEE is one of the most user friendly and most effective monitoring systems available for monitoring and evaluation of Action Plans and Projects..." **Stein Lundebye, Senior Transport Engineer, South Asia Region, World Bank**
6. "DEE provided a unique, systematic and very effective way to compare and contrast strengths, weaknesses and training needs across the Asia Pacific region... DEE is an excellent tool for benchmarking and making assessments against a predefined 'desired standard' and from personal experience of seeing its use on a multi country regional project, I can thoroughly recommend it..." **Charles Melhuish, Senior Policy Specialist, Asian Development Bank.**

A major benefit of DEE, apart from providing a very effective tool for managing performance during implementation, is that it focuses specifically on monitoring progress made towards achievement of objectives and agreed impacts. Reporting is undertaken via simple graphs showing planned and actual progress towards achievement of the agreed impacts. It eases the tasks of the project manager, reduces demands upon his time, gives him a very good overview of progress across the board at any point in time and allows him to focus his limited time on those aspects needing his most urgent attention. DEE is particularly relevant to the needs of Development Banks and Aid Agencies and has a proven track record of successful delivery on real projects. It can be applied to any sector and can give early warning of potential technical and organizational under performance.

Further details of The DEE Technique and its applications can be obtained by contacting

Dr Alan ROSS  
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## ANNEX 3

### Map of IFI road safety activities in TRACECA participants

**Table 3A: Mapping of IFI Road Safety Projects** (and activities within projects) in TRACECA countries  
(Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Turkmenistan, Ukraine and Uzbekistan)

	IFI	WB	ADB	EBRD	EIB / IDB, ...
Country					
1	Armenia	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- Small player only about \$44million /year in roads – much of it funded by UI</li> <li>- VicRoads (2006) "Review of Road Safety Management Capacity"</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- Doing "Lifeline" projects connecting rural locations with safety in communities along the villages that roads pass through</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- Another \$45 million project has been approved for network improvement with road safety at projects level. WB ready /willing to spend \$3-5million on road safety if GOV asks.</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- ADB biggest player over \$1billion investment in roads along North south corridor with road safety audits in at least 3 stages</li> <li>- North-South Road Corridor Investment Program - Tranche 1 (2009)</li> <li>- Sustainable Urban Development Investment Program - Tranche 1 (2011)</li> <li>- MFF - Sustainable Urban Development Investment Program - Facility Concept (2011)</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- ADB as the Chair of the IFI coordination c/tee and biggest investor in roads tries to keep pushing safety. ADB willing to hire a prominent economist to help do costing study. Also willing to hire a safety person to summarise main stakeholder responsibilities, actors</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- Armenia Northern Corridor Modernisation Project (2012)</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- EBRD mainly funding part of the north south corridor where ADB is leader. Funding 150 kms of road to border with. Much of it is eu neighbourhood grants (NIF). Building a bridge in the North Building YEREVAN bypass</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- Long term may consider a E100 million for a metro in Yerevan</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- EIB funding Yerevan to Tblisi road which is a winding mountain road passing through a gorge with tight bends and many trucks</li> </ul>

			<b>Future projects:</b> - Have new funding instrument via which they can fund policy type studies ( incl. safety ) with Prime Minister's office.		
2	Azerbaijan	<b>Previous projects:</b> - Highway II: "Finroad" (2009) "RSA, BSM, Financing of RS, ..." - Highway II: "SweRoad" (2010) "Road Safety Strategy, Crash database, Traffic police training and Road Safety Engineering"  <b>Present projects:</b> -  <b>Future projects:</b> -	<b>Previous projects:</b> - ISRS: Finroad (2009) "RSA, BSM, Financing of RS, Monitoring, Awareness, ..."  <b>Present projects:</b> -  <b>Future projects</b> - Possible inclusion in ADB CAREC regional project which will provide \$0.5 million for pilot initiative etc and maybe \$5 Million in follow pipeline projects	<b>Previous projects:</b> - Roads Reconstruction and Upgrading Project (2011)  <b>Present projects:</b> - Safe Villages and Road Safety Awareness Campaign - Road Safety Audits of the financed sections  <b>Future projects:</b> -	<b>Previous projects:</b> -  <b>Present projects:</b> -  <b>Future projects:</b> -
3	Georgia	<b>Previous projects:</b> - East-West Highway Improvement Project: "SweRoad" (2007). Analysis of traffic safety issues. "SweRoad" (2010). Design of Crash Database. - Complex Training Program for RDMRDI, "IMC" (2011)  <b>Present projects:</b> - East-West Highway Improvement Project III (Road Safety component) - Kakheti Regional Roads Improvement Project (2013)  <b>Future projects:</b> -	<b>Previous projects:</b> -  <b>Present projects:</b> - ADB has 3 big road projects: Koubuleti by-pass, Tbilisi-Pustani road Surami-Yesta road  <b>Future projects:</b> -	<b>Previous projects:</b> -  <b>Present projects:</b> -  <b>Future projects:</b> -	<b>Previous projects:</b> -  <b>Present projects:</b> -  <b>Future projects:</b> -

4	Kazakhstan	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- Development of accident costs in Kazakhstan</li> <li>- Development of ITS (road safety component)</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- Possible inclusion in ADB CAREC regional project which will provide \$0.5 million for pilot initiative etc and maybe \$5 Million in follow pipeline projects.</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- Shymkent-Tashkent Road (review and update of highway technical standards), 2012.</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- South-West Roads Project (2009) + (2012) "SweRoad" project Road Safety Engineering + Road Services</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>
5	Kyrgyzstan	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- National road rehabilitation (2009) + Additional financing I</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- National road rehabilitation (2009), Additional financing II</li> <li>- Bishkek-Osh urban infrastructure project (2008)</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- CAREC Transport Corridor I (Bishkek-Torugart Road) Project 3 (2011)</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- Possible inclusion in ADB CAREC regional project which will provide \$0.5 million for pilot initiative etc and maybe \$5 Million in follow pipeline projects</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- Osh-Isfana Road Upgrading Project, Phase II (2013) "Safege-NEA"</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- ADB-financed Bishkek Kara-Balta road section</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>
6	Moldova	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- Techniocal assistance to the</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- Moldova Road Rehabilitation</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>

		<p>raod sector "SweRoad" (2002)</p> <ul style="list-style-type: none"> <li>- WB did estimate costs of crashes few year ago</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p>III (2010)</p> <ul style="list-style-type: none"> <li>- Signing of tranche 1 of the loan for Moldova Road Rehabilitation: 63 mln EUR</li> <li>- Road Safety Audits of the financed sections</li> <li>- Workshop about Corporate Road Safety in Chisinau for companies operating large fleets</li> <li>- Driving for Business Safely: Study Tour to the UK for a Moldovan delegation in order to build a deeper understanding of the practical application of occupational road safety policies.</li> <li>- EBRD funded imcworldwide to look at standards</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- Moldova Roads Rehabilitation IV, 150 ME in 3 thranches (2013-)</li> <li>- Capacity Building to CSO (Civil Society Organizations) on Road Safety</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- Signing of tranches 2 and 3 of Moldova Road Rehabilitation (87 Mln EUR)</li> </ul>	<p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- All roads schemes by EIB . EBRD WB, EU MCC shown on govt website <a href="http://www.mtid.gov.net">www.mtid.gov.net</a> Have new funding instrument via which they can fund policy type studies ( incl. safety ) with Prime Miniister's office</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>
7	Tajikistan	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- Roads Improvement Project "IMC" (2013)</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- Roads Improvement Project (2012-)</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- Development of Road Maintenance Capacity "IMC" (2007)</li> <li>- Dushanbe-Uzbekistan Border Road Improvement Project (2012)</li> </ul> <p><b>Present projects:</b></p>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- Millenium challenge EIB and</li> </ul>

			<b>Future projects:</b> - Possible inclusion in ADB CAREC regional project which will provide \$0.5 million for pilot initiative etc. and maybe \$5 Million in follow pipeline projects - Central Asia Regional Economic Cooperation Corridor 6 (Ayni-Uzbekistan Border Road) Improvement Project (2014)	- <b>Future projects:</b> - Corridors 3 and 5 Enhancement Project (2014) (Bishkek - Kara-Balta section)	EU all active in investing in roads future projects.
8	Turkmenistan	<b>Previous projects:</b> -  <b>Present projects:</b> -  <b>Future projects:</b> -	<b>Previous projects:</b> -  <b>Present projects:</b> -  <b>Future projects:</b> - Possible inclusion in ADB CAREC regional project which will provide \$0.5 million for pilot initiative etc and maybe \$5 Million in follow pipeline projects	<b>Previous projects:</b> -  <b>resent projects:</b> -  <b>Future projects:</b> -	<b>Previous projects:</b> -  <b>resent projects:</b> -  <b>Future projects:</b> -
9	Ukraine	<b>Previous projects:</b> - VicRoads (2006) "Review of Road Safety Management Capacity" - Roads and Safety Improvement project (2009) - Auditing road Infrastructure Projects (2010)  <b>Present projects:</b> - Second Roads and Safety Improvement project (2013)  <b>Future projects:</b>	<b>Previous projects:</b> -  <b>Present projects:</b> -  <b>Future projects:</b> -	<b>Previous projects:</b> - Pan-European Corridors (2010) - Ukrainian road safety (2013) Road Safety Audit of Paneuropean Corridors - <b>Capacity Building Activities</b> (Workshop on EU RS standards, training on RS Audit for local engineers, Development of the traffic Management Plan for the construction stage) - Safe Villages and Road	<b>Previous projects:</b> -  <b>Present projects:</b> -  <b>Future projects:</b> -



		-		<p>Safety Awareness Campaign</p> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- Development of Road Safety Management Plan by Gafnaltogas</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- Some other new projects under consideration: <ul style="list-style-type: none"> <li>• Support in legislation improvements and updates of Design Norms and Road Safety requirements</li> <li>• National Awareness raising campaign</li> <li>• Improvements of rail road safety in Ukraine</li> <li>• Improvement of motor vehicle safety</li> </ul> </li> </ul>	
10	Uzbekistan	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- CAREC Regional Road Project (2007)</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- Fergana valley reconstruction project</li> <li>- LOAN 272 Approx \$1.8 million allocated for road safety Spanish consultant EPTISA appointed</li> <li>- CAREC Corridor 2 Road Investment Program II (2011)</li> <li>- MFF - Second Central Asia Regional Economic Cooperation Corridor 2 Road Investment Program (2012)</li> </ul> <p><b>Future projects:</b></p>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>- No EBRD operations</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>- No EBRD operations</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>- No EBRD operations</li> </ul>	<p><b>Previous projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Present projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul> <p><b>Future projects:</b></p> <ul style="list-style-type: none"> <li>-</li> </ul>

			<ul style="list-style-type: none"> <li>- 1 Possible inclusion in CAREC Regional project with possible \$0.5million for institutional building in country and a follow up \$5 millions in pipeline loans to support road safety activities</li> <li>2 A380 road Buhara - – Shchari subs</li> <li>- CAREC Corridor 2 Road Investment Program II - Tranche 1 (2011)</li> <li>- CAREC Corridor 2 Road Investment Program II - Tranche 2 (2012)</li> </ul>		
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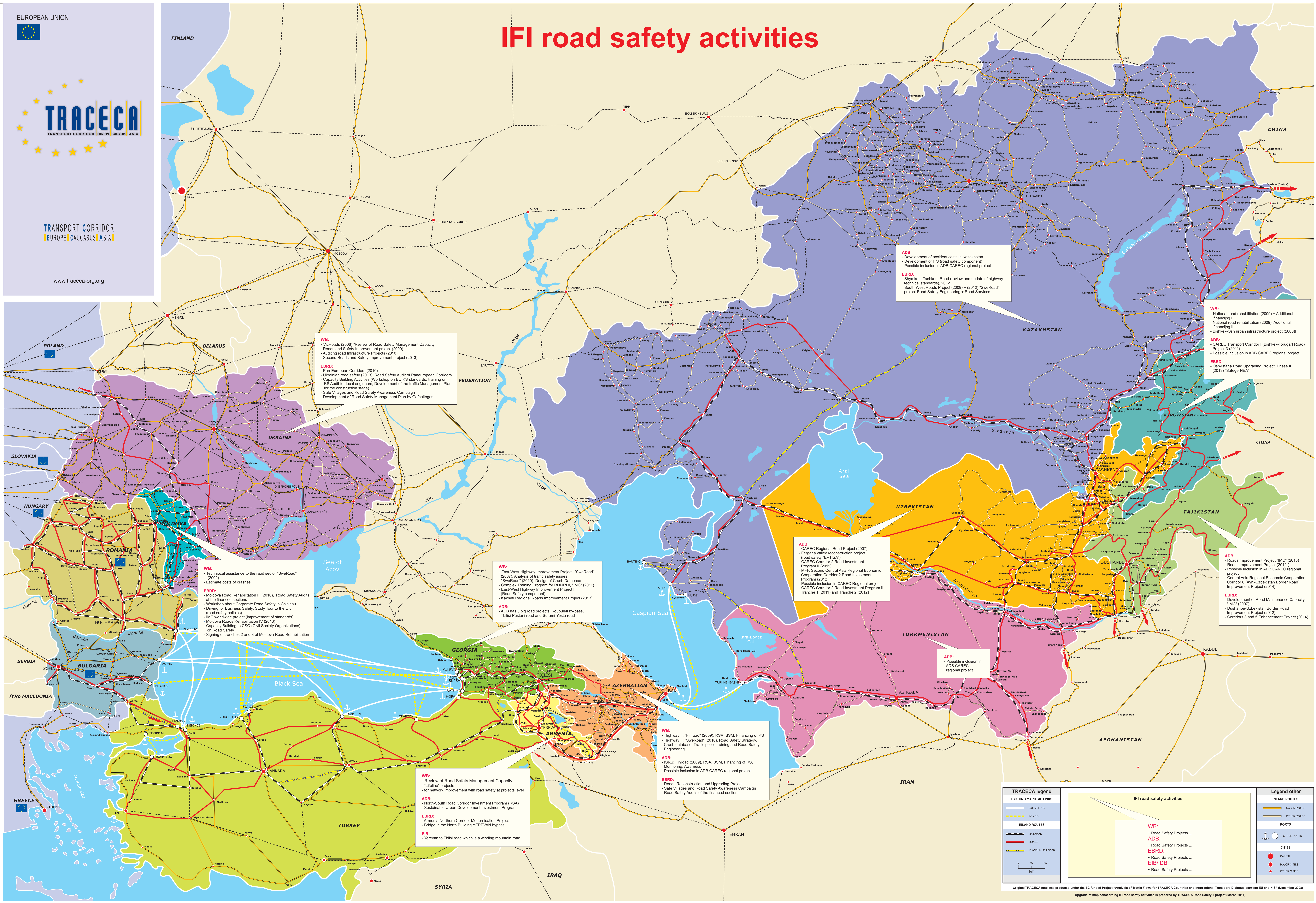




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# IFI road safety activities



**TRACECA legend**

EXISTING MARITIME LINKS

- RAIL - FERRY
- RG - RD

INLAND ROUTES

- RAILWAYS
- ROADS
- PLANNED RAILWAYS

0 50 100 km

**Legend other**

INLAND ROUTES

- MAJOR ROADS
- OTHER ROADS

PORTS

- OTHER PORTS

CITIES

- CAPITALS
- MAJOR CITIES
- OTHER CITIES

**IFI road safety activities**

WB: - Road Safety Projects ...

ADB: - Road Safety Projects ...

EBRD: - Road Safety Projects ...

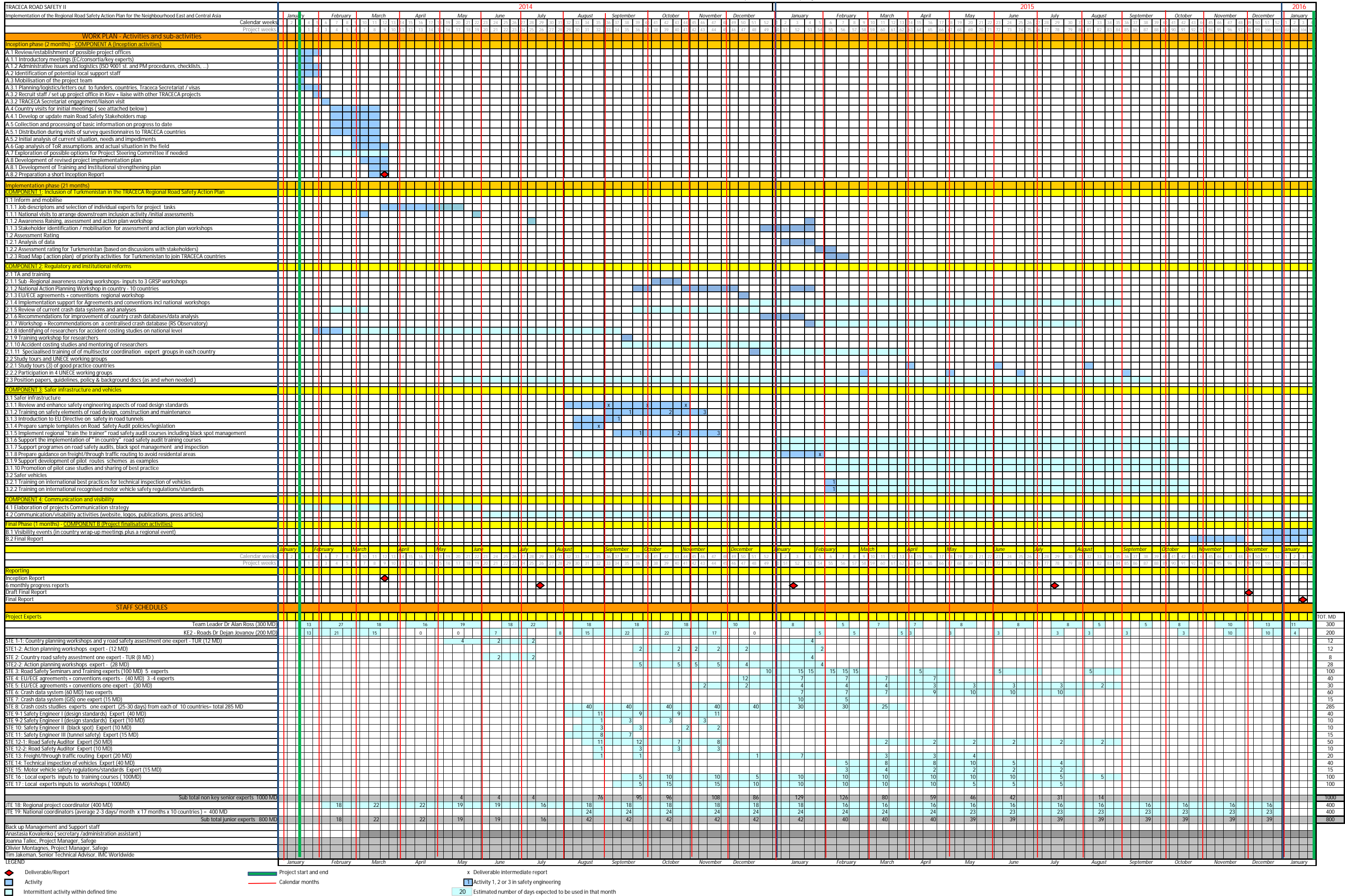
EIB/IDB: - Road Safety Projects ...

Original TRACECA map was produced under the EC funded Project "Analysis of Traffic Flows for TRACECA Countries and Interregional Transport Dialogue between EU and NS" (December 2008)

Upgrade of map concerning IFI road safety activities is prepared by TRACECA Road Safety II project (March 2014)



INCEPTION REPORT APPENDIX 4  
WORK PLAN AND STAFF SCHEDULES (tentative and will be modified as required to meet project needs)



**ANNEX 5**  
**PERSONS MET AND ORGANISATIONS CONSULTED**

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**Implementation of the regional road  
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East and Central Asia  
– TRACECA Road Safety II  
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