

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

## **Interim Report 1**

**Reporting period: January 15<sup>th</sup> 2014 – July 14<sup>th</sup> 2014**

*August 2014*



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Date of report: August 2014

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## Executive Summary

This is the first interim report of the Project and covers the initial 6 months of activity 15 Jan - 14 July 2014. The project commenced with a fact-finding trip around all 10 TRACECA beneficiary countries to ascertain developments since the previous EU funded TRACECA Regional road safety project, which was completed in late 2011 /early 2012. This enabled discussions with key stakeholders to try to identify the most urgent needs in each country so that appropriate expertise can be planned by the project team to do capacity building in each country. Impact indicators were devised to assess the current stage of implementation of the EU funded regional road safety action plan and each country was benchmarked against the requirements of the Regional Road Safety Action Plan and against the average of the other countries in the region.

This identified the strengths and weaknesses in each country and will enable, in due course, more targeted support to be provided by our team of experts as needed. An Inception Report<sup>1</sup> outlined the main findings from the fact finding visits and presented the proposed capacity building and institutional strengthening activities planned for the rest of the project. A Benchmarking Report<sup>2</sup> was also produced to record the starting position in each sector in each country at project commencement. Impact monitoring periodically during the project and at project end using the same impact indicators will demonstrate clearly whether the project has been successful in delivering the desired impacts and outcomes of getting the countries to start implementing the recommendations of the Regional Road Safety Action Plan. Both reports are downloadable in English and Russian from our website as shown below.

A series of regional, sub regional and national capacity building workshops have been devised in safety engineering, international agreements and conventions, crash data systems, vehicle safety etc. and these will commence from mid-September 2014. In addition, each country will be assisted via a National action-planning workshop to develop a road safety action plan to address the priority areas needing most urgent attention in each country. These action plans will all be drafted before the end of 2014. Follow up workshops, training courses and advice /support will be provided by the project team during 2015 to assist each country to commence implementing their country specific action plans.

There have been no serious problems during this first period other than that there have been some delays in implementing the Turkmenistan National action planning workshop, due to a government reshuffle the days when the workshop was due to be implemented. This was the reason to postpone this workshop until January 2015. Most of the period since delivering the inception report has been spent in recruiting specialists, getting them approved by EU and in detailed planning of the workshop and training programme. The project is basically on schedule. Current status of each component is summarised as follows:

**Component 1 – Inclusion of Turkmenistan:** slight delay in implementing action planning workshop and now scheduled to be implemented in Jan 2015

**Component 2 – Regulatory and institutional reforms:** workshops scheduled for late 2014 and advice is ongoing regarding legislation and Management /coordination of road safety in Ukraine

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<sup>1</sup> Inception report – EU funded TRACECA road safety project – Safège, March 2014

<sup>2</sup> Benchmarking report - – EU funded TRACECA road safety project – Safège, May 2014

both downloadable from <http://www.traceca-org.org/en/technical-assistance/traceca-road-safety-ii/downloads>



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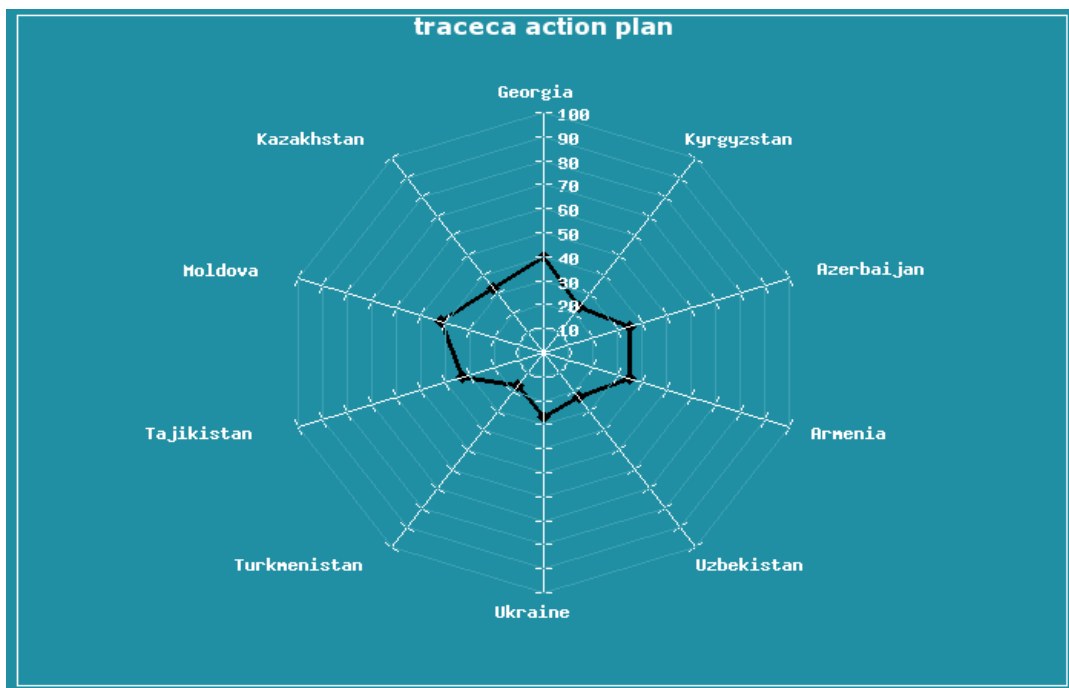
**Component 3 – Safer Infrastructure and vehicles:** Safety engineering workshops scheduled to commence mid Sept 2014 and vehicle safety activities being planned for early 2015.

**Component 4 – Communication / visibility:** Articles about the project and role of EU for distribution to media have been prepared and given to each EU Delegation for PR use and presentations on the EU funded regional road safety project have been given at 3 international and 1 Ukrainian road safety conferences / workshops.

The resources used up so far (as at end of the first 6 months) are summarised below:

Item	Project time consumed	Mandays consumed			Incidental budget consumed to date
		Key experts	Non key experts (STE)	Non Key Experts (JTE )	
At end of first 6 months	25%	36.8%	0.9%	14.1%	5.7%

The current stage of implementation of the elements identified for action within the previous EU funded regional road safety action plan is as shown below (scale is from 0% to 100% so for example, Georgia is around 40% of the way towards implementation of the aspects identified in the action plan while Ukraine is at present only around 25% of the way towards implementation of the regional road safety action plan recommendations. Progress in each sector will be monitored using impact indicators and reported on periodically as the project proceeds so that developmental impact of the project can be clearly monitored during implementation and evaluated at project end.





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## 1 Project Synopsis

1.1 This project is a follow up to an earlier EU funded regional road safety project that covered 9 countries in TRACECA region and which identified the areas of need in terms of road safety in each country and developed a generic regional road safety action plan<sup>3</sup> for the countries to use as a model for developing their own country specific action plans. Although this regional road safety action plan was accepted and endorsed by all the beneficiary countries in 2012 and despite several years having passed since this endorsement, none of the countries were able to develop their own country specific Action Plans as had been intended. Furthermore, Turkmenistan, a future potential TRACECA member, was not included in that original assessment or the regional action plan so needed to be brought into the action plan.

1.2 The regional action plan identified actions to be implemented in six sectors as follows:

1. Regulatory and Institutional Reform
2. Safer roads
3. Safer vehicles
4. Safer road users / behaviour
5. Emergency medical services
6. Changing attitudes

1.2 The EU, in order to assist the TRACECA beneficiary countries, initiated further technical assistance to help the countries of the region in developing their individual country specific action plans (based on the regional action plan ) and in implementing the improvements that had been identified in the regional action plan. For convenience, the downstream technical assistance was split so that sectors 1-3 were allocated to the Consortium and sectors 4-6 were allocated to a GRSP led consortium. These two downstream Technical Assistance projects are to run in parallel and are both to be completed over the 2-year period respectively of Jan 2014 - Jan 2016 and Mar 2014 – Feb 2016 with each consortium advising and training through capacity building workshops, training courses and institutional development in their respective sectors.

1.3 Since road safety, because of the need for interaction between the sectors has to be implemented via a holistic approach, the two consortia have agreed to coordinate their efforts and to even provide inputs as needed into each others' workshops so that a comprehensive multi sector approach is applied to improve road safety in each country. In particular, the action planning workshops to develop a holistic priority action plan for each country will involve inputs from experts from both consortia, with each being responsible for developing action plans and interventions for their sectors for inclusion in the country specific

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<sup>3</sup> TRACECA regional road safety action plan, SAFEGE Consultants, Brussels, 2012



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action plans. This will result in a single comprehensive country specific action plan in each country.

1.4 The team leaders and regional coordinators from each consortium have agreed to meet or have conference calls at regular intervals in order to coordinate activities, training and other initiatives across the region.

1.5 This interim report outlines only the activities and progress of the Consortium led by Safege and covers the first 6 months of the project 15 Jan -14 Jul 2014.



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## 2 Summary of progress during previous reporting period

Since this project just commenced on 15 Jan 2014, there was no previous reporting period.

## 3 Project progress in Reporting Period from 15<sup>th</sup> January to 14<sup>th</sup> July 2014

### 3.1 Overview of activities

Several years had passed since the EU funded regional road safety action plan had been published and considerable time had also elapsed since the technical proposal had been submitted to EU. It was therefore essential that our project team assess for themselves the current state of progress in road safety in each sector in each country. This permitted better understanding of the needs and types of technical assistance that will be required to assist the countries. It was also necessary to assess if any aspects of the TOR were no longer valid before writing the Inception report. In order to do this the team leader (key expert 1) and the road safety engineer (key expert 2) made a fact finding visit to every one of the 10 countries (including Turkmenistan) and had discussions with key stakeholders and with their assistance made an initial assessment of progress in each sector.

In order to do this in a consistent, systematic and replicable way, a benchmarking template was devised to assess current state of progress in each sector and which can also later be used for monitoring progress in each sector towards the desired impacts. (This used the DEE technique<sup>4</sup> to develop the benchmarking framework with sector specific impact indicators that could give some confidence that the required impact or functionality was occurring. This enables assessment of progress as a %age towards the desired impact). For convenience, completeness and to maintain a holistic approach and to present a visual snapshot of the overall situation at project commencement, the assessment was done for all six sectors. Even though our Consortium is only providing technical assistance in 3 sectors, frameworks were devised for the other 3 sectors as well so that all sectors could be covered in the initial benchmarking (These same frameworks will be used for monitoring progress periodically during implementation). It has been agreed with the EU Task Manager and the GRSP led consortium that our team will monitor and report on progress of all six sectors at regular intervals and that GRSP will provide the benchmarking information at relevant times for inclusion in the monitoring system).

After the fact-funding mission, the project team produced an Inception report<sup>5</sup> with outline details of proposed training courses and workshops and a tentative work plan and staffing schedule. Although not a requirement of the TOR or the contract, the project team also prepared a benchmarking report<sup>6</sup> in order to show the starting position in each sector and in each country. This enabled identification of strengths and weaknesses in individual sectors and in individual countries as well as enabling comparisons of progress in individual countries against the average of the region. Annex A summarises the current status of progress in each sector in each country.

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<sup>4</sup> [www.dee-global.com](http://www.dee-global.com) or [www.dee-software.com](http://www.dee-software.com)

<sup>5</sup> TRACECA - Road Safety II – inception report, Safège, March 2014

<sup>6</sup> TRACECA – Road Safety II - Benchmarking Report, Safège. May 2014



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The major work since submission of the inception and benchmarking reports has been in planning of workshops and training courses, in recruitment of appropriate experts to meet the identified needs of the countries and in making submissions to EU to get approvals of experts, missions and workshops.

The proposed programme of workshops are shown as Annex C and the revised tentative programme of activities and staffing is included as Annex E.

The activities undertaken during this reporting period in each component are summarised below in the next sub-chapters.

### **3.2 Component 1: Inclusion of Turkmenistan into TRACECA Regional road safety action plan**

Turkmenistan is a very difficult place to work and requires time and several visits to move things even a little bit forward - even getting visas to visit is difficult and time consuming. However, a first short visit was made as part of the fact-finding trip in Feb 2014 to establish initial contacts with key government agencies, to make initial assessment of needs and to agree the protocol for providing assistance. A second short visit was made in May 2014 by a NKE with existing contacts in Turkmenistan to discuss and agree with key stakeholders, possible dates in July 2014 for a workshop and these dates were agreed/ confirmed with relevant government officials. A team visit was made in early July to try to implement the National Action Plan Workshop as agreed. However it was not possible for the Ministry of Health (who were to host the event) to hold the workshop because of a major reshuffle in government that week and some other problems at the Turkmenistan side relating to lack of a formal letter / authorisation by Council of Ministers, even though they had been informed verbally by senior officials to be ready to organise the event on the agreed dates.

In the event, this workshop had to be cancelled. However, during the project experts' 2 days stay in Ashgabat, waiting and negotiating with officials to commence the workshop, the opportunity was taken to drive around the roads to see road design quality. In addition some very useful meetings were held with local offices of UNICEF and Red Crescent (both highly regarded by Turkmenistan government) to get their agreement/willingness to support EU efforts to promote road safety in Turkmenistan. They have both agreed to push behind the scenes for more to be done on road safety and have even offered to co-host the eventual workshop so that their influence and local reputation can be harnessed to give higher priority and profile to the workshop. A revised date for the workshop is being finalised but is now likely to be 13-16 Jan 2015.

### **3.3 Component 2: Major Institutional Issues – Regulatory and institutional reform**

This sector covers management coordination and funding of road safety training, crash data systems awareness raising amongst key decision makers, domestic safety legislation, international EU agreements and UNECE conventions, road safety training workshops and action planning workshops Progress in each of these areas is as follows.



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### 3.3.1 Management, coordination and funding

The existing organisational structures in several countries have been reviewed and possible areas for improvement discussed. Assistance/ advice was given to local stakeholders in Ukraine in organising a Road Safety Forum to get the key agencies talking to each other and a local multi agency expert group is being established for the project team to work with in organising the National Action Planning Workshop at end of Sept 2014. Discussions have been held with senior Ministry of infrastructure officials in Ukraine and even directly with the Minister and his senior advisers about how to improve coordination and management of road safety in Ukraine. Some advice and assistance is being given in drafting safety legislation to establish better coordination mechanisms in Ukraine. Discussions have also been held with IFI s in each country to map existing safety activities and to coordinate activities so that the capacity building activities of our project can be followed up with IFI funded road safety components in their loans. Additional follow up funds including some grants for road safety have already been agreed / generated with some IFIs for Georgia, Armenia and Ukraine.

### 3.3.2 Crash data systems

No specific activity yet other than planning the workshop and follow up inputs by crash data specialists.

### 3.3.3 EU agreements and UNECE Conventions

Current status of the 7 key agreements / conventions in each country has been assessed, relevant experts identified to cover the areas of need/ deficiency .A regional workshop is being planned for early December 2014 to agree individual country needs. The project team experts will then be deployed to relevant countries to help local experts as needed within the resources of the budget.

In addition to the 7 safety orientated transport related agreements already identified for attention in the TOR, the team will introduce (via the training courses under the safer roads sector ) additional important EU directives related to road safety such as the EU Directive on safety in road tunnels<sup>7</sup> and the EU Directive on Road Infrastructure Safety and management<sup>8</sup>.

### 3.3.4 Safety awareness workshops

In each country, the project team intends to establish a multi sector / multi agency expert group to ensure close collaboration with the project team. These groups will help organise and hopefully will take ownership of the national workshop in each country, as well as overseeing implementation of the individual country specific action plans for the concerned country. In order to raise their knowledge of road safety issues we propose to run 2-day special road safety training workshops in each country specifically targeted at the needs of the 10-12 persons of the expert group so that they have a good overview of how road safety should be managed and action plans implemented. We will also take a smaller number of most senior decision makers (perhaps 2 from each country) on a study tour to see how road safety is managed in other countries, which have had particular success in addressing road

<sup>7</sup> EU directive 2004/54/EC on minimum requirements for tunnels in Trans- European road network

<sup>8</sup> EU directive 2008/96/EC on road infrastructure safety and management



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safety over the last decade. These activities have been planned during the current reporting period.

### 3.3.5 Crash costing studies

Most governments do not appreciate the huge economic losses being sustained due to road crashes (typically 3-5% of their annual GDP in most cases) so an important task is to get independent locally derived estimates of the costs of a typical fatal, serious and slight injury, the costs of a fatal crash, serious injury crash and slight injury crash and damage only crash so that cost benefit analyses can be done of alternative options when considering road safety initiatives. In addition, understanding the overall losses to the economy enables government to start seeing expenditure on road safety as an “investment” rather than as they currently do - as a “cost”. Suitable economic research institutes and economic researchers have been identified in most of the countries and experts from their will be hired to carry out the economic research studies under the direction and mentoring of the Team leader so that local researchers can be trained in the methods and calculations to make such estimates. This will leave behind some knowledge / expertise and a resource for each country so that such calculations and research can be repeated independently by such researchers in future years. Studies will commence and will be reported upon during the next reporting period.

### 3.3.6 Study tours and UNECE working groups

No activities or progress has been made in this area yet as these study tours and participation in UNECE working groups will not be done until next year.

## 3.4 Component 3: Safer Infrastructure and Vehicles

This component is primarily concerned with ensuring safer road infrastructure and safer vehicles and progress in each aspect is as follows:

### 3.4.1 Safer road Infrastructure

Considerable progress has been made in the planning of relevant workshops and training courses and in identification and EU approval of the specialists and experts who will participate in safe infrastructure training courses and workshops. The planning of the workshops and training courses is now complete and the content, case studies, lectures and training materials are being prepared since the courses are due to commence from Mid-September 2014. The courses include a regional workshop on the EU Directive on safety in road tunnels, 3 sub regional courses on design, construction and operation of roads followed by three “Train the Trainer” courses for road safety auditors and blackspot management specialists. There will also be guidance on freight routing to avoid residential areas. Once the training courses and workshops are implemented and all local experts trained, the Project team experts will provide follow up inputs in each country to support the newly trained local experts.

### 3.4.2 Safer vehicles

Activities in this area will not commence until Jan 2015 so little has been done to date, apart from identifying the specialist and starting to plan his workshops and schedule of visits. The same specialist will be nominated to provide guidance on both vehicle design standards/ regulations and on vehicle inspections, as he is well qualified in both areas. After the implementation of a regional workshop on these topics he will visit countries where needed



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to organise a 2 day workshop in each country for the small group of key persons dealing with this issue. This work will not commence until early 2015.

### 3.5 Component 4: Communications and visibility

This task has commenced and the project team have already undertaken a number of initiatives to raise awareness of this EU funded project. These can be grouped under a number of categories.

#### 3.5.1 Short articles that can be used by EU Delegations in each country

These are short 3-4 page articles summarising the local road safety problem, numbers of deaths, losses to the economy etc. in each country and how that compares to EU countries average figures. The paper then shows how EU through the EU funded TRACECA Road Safety Project is assisting TRACECA countries and building capacity to address this problem to reduce such recurring losses. These short country specific articles have been handed to EU Delegations and can be used by such Delegations in each country in local media to raise awareness of road safety and also the positive role that EU is playing in helping that country to address this growing and urgent problem. Nine such articles have been handed over to EU Delegations and these have been much appreciated and welcomed by the Ambassadors and their public relations staff (only Turkmenistan article remains to be prepared and this will be done as soon as data becomes available).

#### 3.5.2 Participation in workshops/seminars on road safety to make presentations

Presentations on the EU funded TRACECA regional road safety project have been given at various locations, sometimes by arrangement beforehand and sometimes at short notice on request by conference organisers if there is space on the programme (KE1 is well known internationally in road safety circles and often gets asked to say a few words on road safety issues at conferences/workshops if he is around and if there is space on the programme).

Presentations have been given:

- 1 At an International Road Safety seminar organised by Dutch government and Georgia government being held in Tblisi, Georgia (given by KE2 at zero cost to project as it was done while KE2 was visiting Georgia during fact finding mission in February 2014).
- 2 At an International Road Safety conference organised by Serbian Road Safety Agency and Govt of Serbia which was going on in Belgrade in March 2014. This was given by KE1 when he was in Belgrade at the time working on current project activities (team had moved there temporarily while preparing Inception Report because of the troubles / risk in Kiev).
- 3 At an international workshop on road safety organised/sponsored in Kiev by British Embassy and local road safety NGO+EASST in March 2014 (given by KE1 and RPC when KE1 and RPC were in Kiev at the time).
- 4 At the first National Road Safety Forum organised by Ukraine traffic police and local road safety NGOs with assistance / advice from KE1 and RPC to encourage dialogue amongst key stakeholders on the need to do something about road safety in July 2014 (presentation given by KE1 and RPC at zero cost to project since both KE1 and RPC were in Kiev at that time).



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First Road Safety forum in Ukraine (about 100 participants). Project team (Alan Ross and Mariya Ivchenko) encouraged/assisted/advised organisers and made a presentation on the EU funded TRACECA Regional Road Safety Project.

### 3.5.3 Website /TRACECA portal

The project details are in the process of being uploaded to the TRACECA website/portal to be there alongside all the other EU funded projects. This will be completed shortly and project information and documents will be downloadable from that site (<http://www.traceca.org/en/technical-assistance/traceca-road-safety-ii/downloads>).

### 3.5.4 EU funded TRACECA Regional road safety project vertical banner

Because of the large number of workshops to be held in different countries over the next few months we have prepared a EU visibility vertical banner that can be placed at the door of the venue wherever we are holding the workshop /training course. This has the EU and TRACECA logos in large size at the top and much smaller Safege consortia members' logos at the bottom to show that it is an EU project. The information is in English and Russian

This vertical banner (on a stand) will be placed at the door to all Project workshops/training courses so all can see it is an EU project.





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## 3.6 Miscellaneous issues

### 3.6.1 Getting EU approvals:

There are no major issues of concern except that there are a great many workshops and training courses to be completed over the next 6 months and this very tight programme will require quick turnaround on request for approvals for missions and workshops. In many cases, we may not have the final names of participants but hope that approval can be given on our assurance that the correct persons will attend. We will ensure that in all our correspondence with country TRACECA Secretaries and beneficiary ministries that we emphasize that we must get relevant persons to attend the training or workshops and that they must be persons who will then go back to their normal job to put into practice what they have been trained in on our project.

The project team hopes the EU Programme Manager can give quick approvals even if some minor details are still missing at the time of our request. The reason is that organisational and logistical issues plus getting official delegates nominated and other aspects take a lot of time in most of the project-related countries, which requires that we obtain related EU approval several weeks before the event and without knowing or having every detail finalised. Moreover, air tickets or hotel bookings if purchased at the last minute increase related Incidental Expenditure costs, which we want to avoid.

### 3.6.2 Ukraine as a beneficiary country.

The project office is in Kiev and it is understood and accepted that project office related costs and expenses are covered by other arrangements. However, in any activities related to Ukraine as a TRACECA beneficiary country (e.g. workshops, training, etc.) we need to treat costs and expenses in Ukraine for our project team in exactly the same way as such costs and expenses are treated in other beneficiary countries, even if the Project Office is located in Kiev. This means that any costs related to workshops/ meetings or efforts/activities aimed at improving safety in Ukraine need to be treated in same way as if they were done in another beneficiary country (e.g. IE costs related to taxis to / organisation of meetings, translations, rental of meeting or conference rooms, per diems for visiting project staff etc. as these are all workshop implementation related costs and not in any way related to the project office functions and activities).

### 3.6.3 Deviations from work plan

The only significant deviation from the work plan is that the Turkmenistan national action-planning workshop has had to be postponed from July 2014 to Jan 2015. There was a government reshuffle of Ministers and some reorganisation of government departments in the week that the Turkmenistan workshop was supposed to be implemented. As a consequence, the workshop had to be postponed. Unfortunately, because of the full programme of workshops to be done in the other countries, the earliest date when the Turkmenistan workshop can be rescheduled is January 2015. The dates are being finalised / agreed with relevant authorities in Turkmenistan.

### 3.6.4 Resource utilization

A summary of the resources consumed to date is given below. More details about mandays consumed are presented in Annex D



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Item	Project time consumed	Mandays consumed			Incidental budget consumed to date
		Key experts	Non key experts (STE)	Non Key Experts (JTE )	
At end of first 6 months	25%	36.8%	0.9%	14.1%	5.7%

Although the KE mandays consumed as a percentage are greater than the project time consumed, this is only to be expected because the project team have been engaged in detailed planning of the staffing, workshops and training courses that will be implemented over the remainder of the project. The non-key STE experts' time and non key junior experts JTE time consumed and incidental budget spent to date as a %age is far below the project time because their and other STE and JTE inputs will not really start to any significant extent until the workshops and training activities commence in September 2014. It was anticipated that the inputs of key expert time would be greater in year 1 than in year 2 as the bulk of the, assessment of needs, planning of workshops, and recruitment of experts etc. has all had to be done during the first 6 months of the project.

#### 4 Adjustments to TOR and contract amendments (if any) during current reporting period

The proposed very minor adjustments to the TOR as a result of the fact-finding trip were presented and explained in the inception report and there have been no further adjustments to TOR or any contract amendments since the Inception report.

#### 5 Project planning for the next period

The next reporting period will be 15 July 2014 – 14 January 2015. Annex C presents the schedule of workshops as currently planned for the next 6 months and as can be seen this is a very tight and hectic schedule and most of them will have been implemented during the next reporting period. The workshops and training courses for the following 6 months Jan–July 2015 will be presented in the next interim report.

Although this intensive programme of workshops does put an immense pressure on the project team this has been done for a purpose. If all the main capacity building workshops can be completed and the draft action plans prepared by the end of year 1, this will leave 12 months clear for the project team and the various short term experts to provide follow up country specific support as needed to help those implementing in each country. There are inevitably obstacles and impediments that will be encountered as implementation commences and which will prevent or disrupt effective implementation of the action plans. Our team of experts will closely monitor the implementation process in each country and intervene where needed to try to keep implementation on track so that we deliver the desired outcomes and make significant progress in relation to the position at the start of the project.



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We anticipate this will lead to far greater impact and progress towards achievement of the impact indicators than if we just developed the action plans sometime next year and left them for the countries to implement without such additional assistance and support.

## **6 Annexes**

There are five annexes attached to this report.

Annex A: Current status of Action Plan in each country

Annex B: Man days input to date (up to end of first period)

Annex C: Proposed workshops and training courses programme –next period

Annex D: Characteristics of road safety in TRACECA beneficiary countries

Annex E: Revised work schedule and staffing chart

The first presents the current status of implementation of the recommendations in the sectors identified within the regional action plan. The second Annex summarises indicates the man days consumed during the last 6 months. Annex C gives the proposed programme of workshops and training courses and the fourth annex, Annex D, outlines extracts some information from the Benchmarking report to summarise the scale and characteristics of the road safety problem in the TRACECA beneficiary countries. Annex E presents the revised tentative activity chart and staffing plan giving more detail about the staffing, activities and inputs and taking into account of the postponement of the Turkmenistan workshop.

**END**

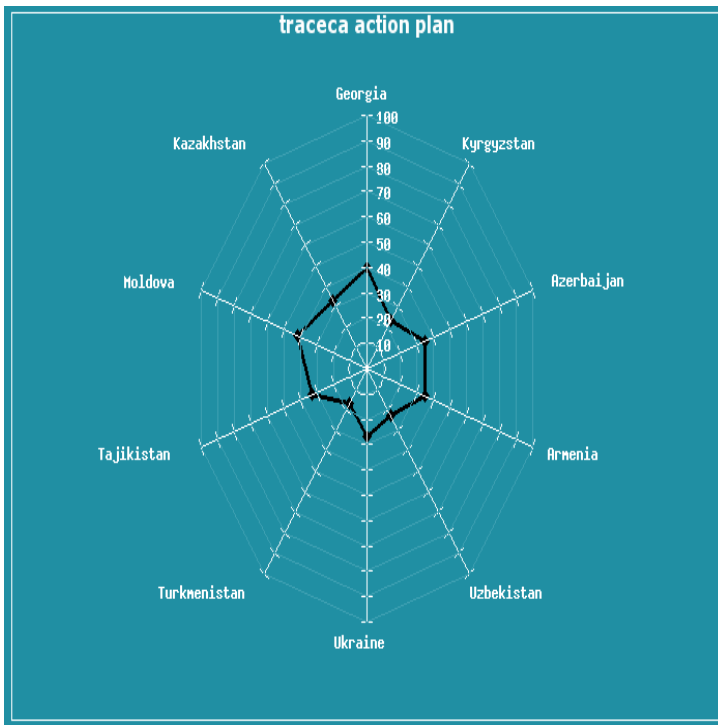


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## 6.1 ANNEX A: Current Status of Action Plan implementation by country

This annex presents the status of Action plan implementation in each country at project commencement. The first chart A.1 shows the current status of implementation of the overall action plan for all 10 countries. The charts A.2-A.7 show the status of implementation for each of the 6 sectors identified for action in the Regional road safety action plan. These seven charts give an overview of the current status of implementation and it is seen that even in the countries that have implemented most, only around 30% or so of the desired progress and outcomes are as yet in place. Hence, considerable further work is required in all countries to increase the degree of implementation.

The following spider charts show the current status of achievement in each country as a percentage towards the desired status of full implementation. These percentage scores are based on the amalgamated achievement scores of the various impact indicators and more detail about the impact indicators used etc. is given in the Benchmarking report. The score for each country is connected by the black line to give an overview of the picture across the 10 TRACECA countries.

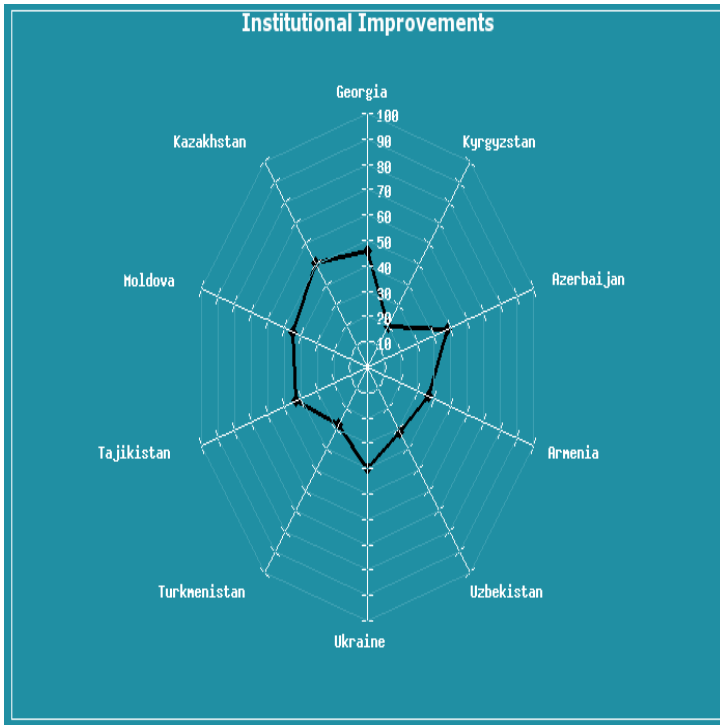


### A.1 Road safety action plan

Most of the countries are at 30 -40 % towards the desired level of implementation and some (e.g. Kyrgyzstan and Turkmenistan) are still only at around 10-20% of the way towards implementation. Considerable effort will need to be applied to move these countries forward.

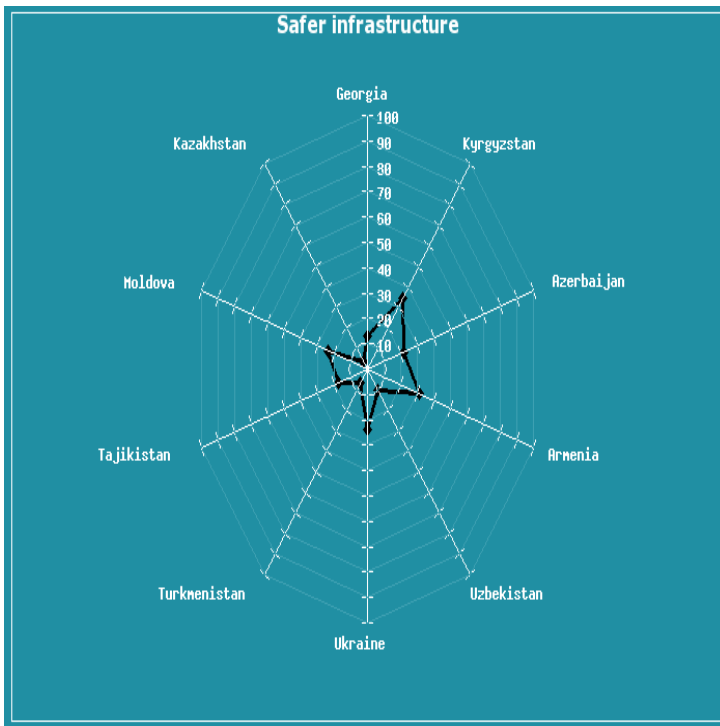


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### A.2 Institutional improvements

In this sector, Kazakhstan and Georgia appear to be the furthest ahead and are both at around 50% of the way towards completion. The others are at around 30-40% of the way there but Turkmenistan and especially Kyrgyzstan at 10-15% again appear to lag far behind the other countries in the Region. Once the specific areas of strength are identified in Kazakhstan and Georgia where they have been particularly successful in implementation, they could be used as potential role models for the others in this sector.

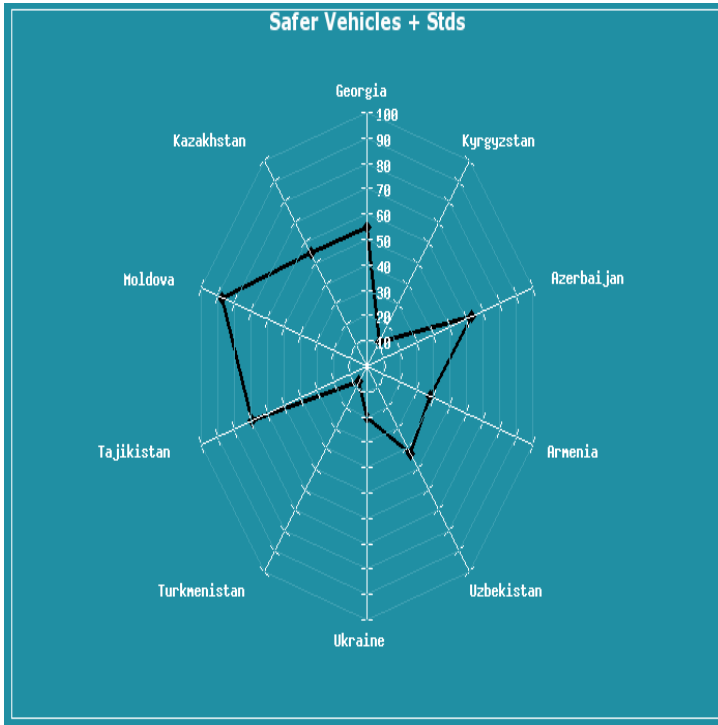


### A.3 Safe Road Infrastructure

In this sector, all countries are in need of improvement and Kyrgyzstan, Armenia and Moldova (all at around 30-40%) appear to be the furthest ahead while Kazakhstan, Uzbekistan and Turkmenistan appear to be the furthest behind. This is surprising as Kazakhstan in other respects is considered amongst the stronger countries in the region in respect to safety engineering. The scores need to be rechecked with local experts.

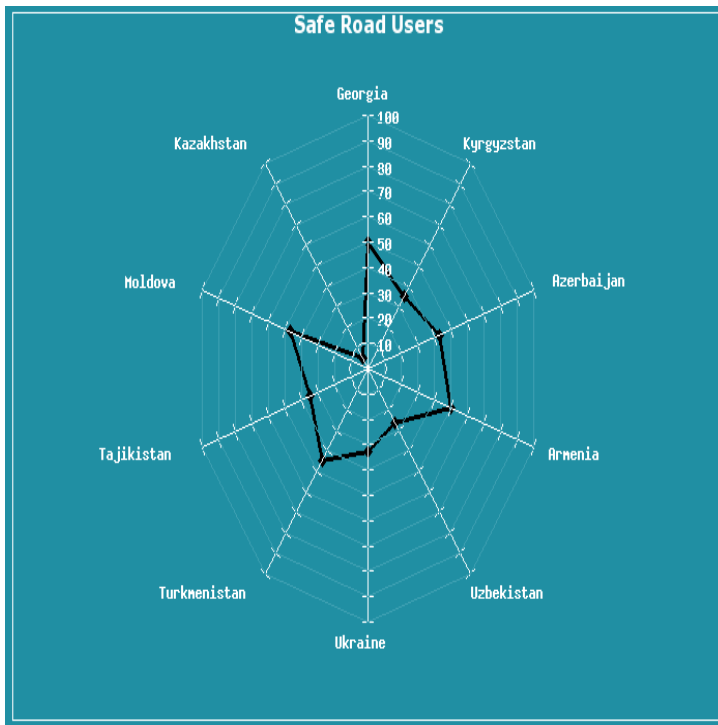


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#### A.4 Safer Vehicles and Standards

In this sector Moldova (at around 90%) seems way ahead of the others who are at 60-70%. Those lagging behind in this sector are Turkmenistan and Kyrgyzstan who are both at around 10% and Ukraine, which is at around 20%. In this sector, Moldova could be the role model for others to follow.

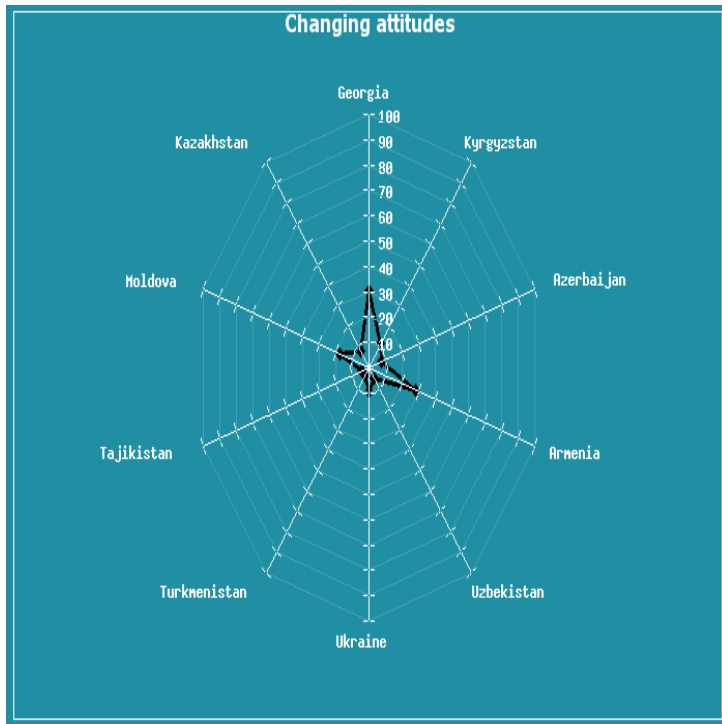


#### A.5 Safer Road Users

In this sector, a number of countries are at around 50% but Kazakhstan appears to be doing less well than its neighbours are and is reported to have very little activity going on in this sector. Uzbekistan is also only at around 20-30% so will need additional attention in this area. Data will need to be rechecked and local specialists consulted during the workshops to verify if this is accurate.



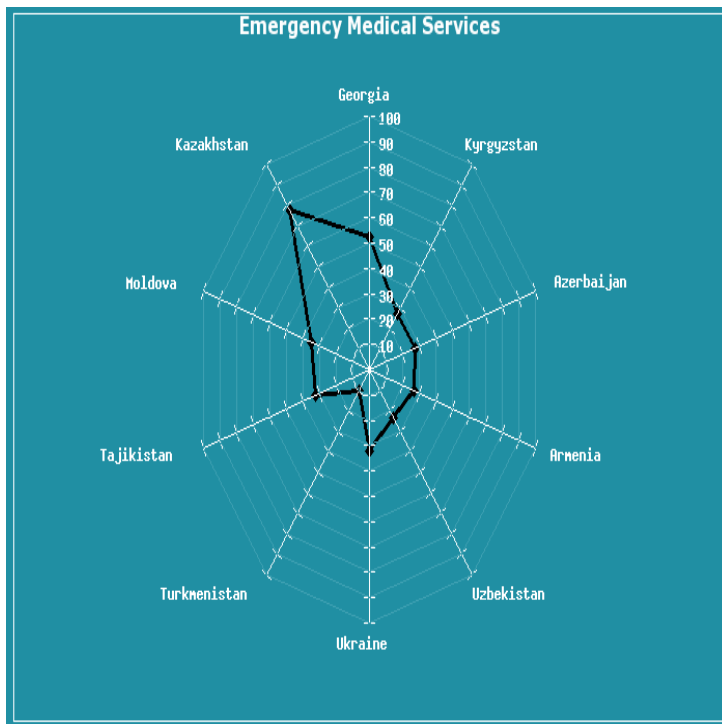
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### A.6 Emergency Medical Services

This sector plays a crucial role in minimizing deaths once a crash has occurred. From the data received, Kazakhstan appears to be by far the furthest ahead in this sector with an overall score of 80%. Apart from Georgia, which is at around 50%, most of the other countries are at around 20-30%.

Consequently, Kazakhstan may be a potential role model for this sector.



### A.7 Changing attitudes

This sector is very under developed in all 10 countries with only Georgia and Armenia showing progress of around 30%. All other countries display progress of only around 10%.

All countries will need strengthening in this area and there appear to be no strong role models that can be used from the region.



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## 6.2 ANNEX B: Man days input to date (up to end of first period)

Month	KEY EXPERT INPUTS		NON KEY EXPERT INPUTS		
	Alan Ross Team leader  KE1	Dejan Jovanov Senior safety Engineer  KE2	Gela Kvashilava Turkmenistan workshops  STE1 -1	Poghos Shahinyan Turkmenistan workshops  STE2 -1	Mariya Ivchenko Regional Project Coordinator  J18
15-30 January 2014	13	13	-	-	
February 2014	27	24	-	-	18
March 2014	18.5	15	-	-	22
April 2014	16	-	-	-	22
May 2014	18.5	-	4	-	19
June 2014	18	8	-	-	19
1-14 July 2014	9	4	2	3	13
Inputs this period	120	64	6	3	113
Inputs in previous periods	-	-	-	-	-
Total input to date	120	64	6	3	113
Contracted days	300	200	12	8	400
<b>Mandays remaining</b>	<b>180</b>	<b>134</b>	<b>4</b>	<b>5</b>	<b>287</b>



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### 6.3 ANNEX C: Proposed workshops and training courses programme –next period

Date	Workshop Number	Type	Location	Content/Topic area	Persons attending by country	Project team involved	Comment
15 July – 14 August 2014							
nil							
15 August – 14 September 2014							
11-12 Sept	3-W002	Reg	Bishkek	EU directive on safety in tunnels	All countries 2 per country = 2x10 = 20	KE2 + STE11	All 10 countries to each send 2 tunnel design specialists
15 September – 14 October 2014							
18-19 Sept	3-W001-1	Sub Reg	Kiev	Safety elements on road design	2 countries 2x 6 = 12	KE2, STE9-1, STE9-2, STE12-1	Ukraine and Moldova 6 per country on 2 day course
22-26 Sept	3-W004-1	Sub Reg	Kiev	RSA Train the Trainers	2 countries 2x 3 = 6	KE2, STE12-1, STE10, STE12-2 STE9-1	Ukraine + Moldova 3 per country on 5 day TOT course
23-26 Sept	2-W008	Nat	Kiev	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Ukraine national road safety action plan wkshop
30 Sep- 30 Oct	2-W005	Nat	Astana	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Kazakhstan national road safety action plan wkshop
15 October -14 November 2014							
16-17 Oct	3-W001-2	Sub Reg	Tbilisi	Safety elements on road design	3 countries 3x 6 = 18	KE2, STE9-1, STE9-2, STE12-1	Georgia , Armenia Azerbaijan 6 per country on 2 day course
20-24 Oct	3-W004-2	Sub Reg	Tbilisi	RSA Train the Trainers	3 countries 3x 3 = 9	KE2, STE12-1, STE10, STE12-2 STE9-1	Georgia , Armenia Azerbaijan 3 per country on 5 day TOT course
20-21 Oct	2-W010-3 GRSP	Sub Reg	Chisinau	Regional awareness	10 persons per country	KE1 , RPC	GRSP 5day Wkshop short input only from us to estab links / create expert working group in each country
27-28 Oct	2-W010-2 GRSP	Sub Reg	Tbilisi?	Regional awareness	10 persons per country	KE1 , RPC	GRSP 5day Wkshop short input only from us to estab links / create expert working group in each country
28-31 Oct	2-W003	Nat	Tbilisi	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Georgia national road safety action plan wkshop
3-4 Nov	2-W010-1 GRSP	Sub Reg	Astana?	Regional awareness	10 persons per country	KE1 , RPC	GRSP 5day Wkshop short input only from us to estab links / create expert working group in each country



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4-7 Nov	2-W004	Nat	Chisinau	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Moldova national road safety action plan wkshop
11-14 Nov	2-W009	Nat	Tashkent	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Uzbekistan national road safety action plan wkshop
13-14 Nov	3-W001-3	Sub Reg	Astana	Safety elements on road design	5 countries 5x 6 = 30	KE2, STE9-1, STE9-2, STE12-1	Kazakhstan , Kyrgyzstan, Tajikistan , Uzbekistan Turkmenistan 6 per country on 2 day design course
15 November – 14 December 2014							
17-21Nov	3-W004-3	Sub Reg	Astana	RSA Train the Trainers	5 countries 5x 3 = 15	KE2,STE12-1, STE10,STE12-2 STE9-1	Kazakhstan , Kyrgyzstan, Tajikistan , Uzbekistan Turkmenistan 3 per country on 5 day TOT course
18 – 21 Nov	3-W006	Nat	Bishkek	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Kyrgyzstan national road safety action plan wkshop
25-28 Nov	3-W001	Nat	Yerevan	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Armenia national road safety action plan wkshop
2-5 Dec	3-W002	Nat	Baku	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2,	Azerbaijan national road safety action plan wkshop
3-5 Dec	2-W011	Reg	Astana or Almaty	EU/UNECE agreements + Conventions	10 countries 10 x 3 = 30	STE5 , STE4-1, STE4-2, STE4 -3	Regional wkshop in Astana
15December 2014 – 14 January 2015							
13-16Jan	1-W001	Nat	Ashgabat	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Turkmenistan national road safety action plan wkshop
Probably 20-23 Jan 2015 but not included here because it falls into the next reporting period							Tajikistan national road safety action plan wkshop

Reg = Regional (all 10 countries), Sub Reg = Sub regional (2, 3 or 5 countries depending on sub region, Nat = National (country level -1 country only)

Blue text in table indicates that this is a grsp workshop into which the Safage project team will provide some input (or 2 days inputs) to provide some input on technical issues, to provide a holistic overview of safety problems and to meet and to start working with the 10 representatives key stakeholders from each country at the GRSP workshops. They will become the country level expert working group with whom the project team will work closely and develop for each country for the remainder of the project.



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## 6.4 ANNEX D: Characteristics of road safety in TRACECA beneficiary countries

### D1. Scale, nature and characteristics of the problem

This Annex is an extract from the Benchmarking report and provides a summary of the scale and characteristics of the road safety problem in the region. In order to make international comparisons of crash data, it is necessary to correct for differing definitions used in different countries and also to make corrections to reflect under reporting. Under reporting occurs in all countries, to a greater or lesser extent in police reported road deaths. Such corrections and adjustments for under reporting are made based on the degree of development of medical facilities, numbers of medical and nursing staff, other health related factors and statistics etc. to give an estimate of the probable road deaths likely to be occurring in each country. As part of the UN Decade of Road Safety, WHO has been making such estimates for all 179 UN member countries and publishing a document<sup>9</sup> every 2 years giving comparable data that can be used to compare countries. The last such report was published in 2013 and contains estimates of the data for the year 2010. The next report is due to be published in 2015 and will have corrected data for the year 2013.

Since publication of the most recent WHO global status report in 2013, some further research has been funded by the World bank<sup>10</sup> and this was based on a wider sample of data and provides even more accurate estimates of the numbers of deaths and injuries in each country of the world. The results for the TRACECA countries in that report are presented in table D1-1 overleaf. This shows that the police in the 10 beneficiary countries of the region reported a total of 16,142 deaths in 2010 but the region is estimated to have actually suffered a total of around 21500 road deaths, 161,000, hospitalizing injuries and nearly 1,211,000 non-hospitalizing injuries.

Road deaths and disabilities can have a devastating social impact on the victims and their families and can cause severe financial difficulties for the families of those killed or injured – especially if they were the wage earners of the family. Such large numbers of deaths and injuries are also undoubtedly a drain upon the medical and financial resources and can cost countries 3-5% of annual GDP. Action can and should be taken to reduce such losses.

Figure D1-2 presents summary information for the 10 TRACECA countries showing the estimated deaths and injuries in 2010 and the fatality rates/100,000 population. It can be seen that drivers (including car occupants) are the most exposed road user group concerning road fatalities (53%) in 10 TRACECA countries. After that, pedestrians are highly exposed (34%) of total road deaths. This data offers insights into the major areas for possible interventions in TRACECA countries, which are covered by Regional Road Safety Action Plan.

Whereas the road safety situation in the TRACECA countries remains a serious problem, there is considerable evidence from some of the former soviet countries that significant improvements can be made in road safety if there is sufficient government commitment and if suitable proven, targeted interventions are implemented to improve road safety.

<sup>9</sup> Global status of road safety report, WHO, Geneva, 2013

<sup>10</sup> Transport for Health: The global burden of disease from motorised road transport, Institute for health metrics and evaluation and The World Bank, Washington, 2014



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**Table D-1-1 Estimated deaths and injuries in TRACECA countries**

Country	Deaths officially reported by Police	GBD estimates, 2010			Deaths by road user group										Deaths per 100,000 population
		Deaths	Hospitalized injuries	Non Hospitalized injuries	Pedestrians		Bicyclists		Motorcycle Riders		Drivers + Vehicle Occupants		Other		
					Number	% age	Number	% age	Number	% age	Number	% age	Number	% age	
Armenia	285	474	4,230	30,950	161	34	18	4	14	3	265	56	14	3	15
Azerbaijan	1,202	882	13,728	97,806	238	27	35	4	26	3	546	62	35	4	10
Georgia	685	515	5,320	38,373	46	9	20	4	20	4	417	81	10	2	12
Moldova	452	534	5,660	41,007	154	29	37	7	53	10	240	45	48	9	15
Kazakhstan	3,379	3,965	19,011	151,016.	1,030	26	158	4	158	4	2,537	64	79	2	25
Kyrgyzstan	850	1,161	7,089	54,392	301	26	69	6	81	7	661	57	46	4	22
Tajikistan	442	619	9,690	68,664	123	20	30	5	24.	4	408	66	31	5	9
Turkmenistan	n/a	704	7,197	52,410	161	23	28	4	28	4	471	67	21	3	14
Ukraine	6,116	8,007	49,729	381,513	2,962	37	560	7	400	5	3,763	47	400	5	18
Uzbekistan	2,731	4,683	39,414	294,804	2,341	50	140	3	46	1	2,013	43	94	2	17
<b>Total:</b>	<b>16,142</b>	<b>21,544</b>	<b>161,068</b>	<b>1,210,935</b>	<b>7,523</b>	<b>34</b>	<b>1,101</b>	<b>5</b>	<b>855</b>	<b>4</b>	<b>11326</b>	<b>53</b>	<b>780</b>	<b>4</b>	

The last column in Table D1-1 shows deaths per 100,000 inhabitants and shows that the risks of road death are highest in Kazakhstan (at 25 deaths/100,000 population), Kyrgyzstan (22 deaths per 100,000 population) and Ukraine (18 deaths per 100,000 population). This table shows the countries, which can and should do more reduce risks of dying in road accidents.

From the foregoing it is clear that the situation in many TRACECA countries has been deteriorating in recent years and that the risk of death or injury in the region is significantly higher than it is in the EU countries. One encouraging factor that TRACECA countries need to note is that increasing deaths and injuries are not necessarily inevitable and that action can be taken to improve the situation even if a country does not have EU systems and government structures in place. Table 2.3.2 overleaf shows that such improvements are possible and can deliver results even in countries, which had similar systems and structures to those, which still exist in some TRACECA countries.



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Table D1-2 shows the very successful safety programmes implemented in several ex-Soviet countries over the last decade and which have significantly reduced the road deaths and fatality rates in those countries. Consequently, if it can be done in those ex-Soviet countries there is no reason why the similar reductions could not be achieved in the TRACECA countries, many of which also have ex-Soviet systems in place. It also interesting to note the EU despite already having systematically reduced deaths each decade for the last 40 years and having already done all the easy things, was still able to reduce its deaths by a further 44% over the decade 2001-2010.

**Table D1-3 Safety changes in EU and some Former Soviet Union Countries 2001-2011**

Country	Road deaths		%Change 2001-2011	Deaths /100.000 population	
	2001	2011		2001	2011
Bulgaria	1011	755	-34.9	12.4	8.9
Czech Republic	1334	802	-47.0	13.0	6.7
Estonia	199	101	-49.2	14.6	7.5
Hungary	1239	638	-48.5	12.1	6.4
Latvia	558	179	-67.9	23.6	8.0
Lithuania	706	297	-57.9	20.2	9.2
Poland	5534	4189	-24.3	14.5	11.0
Romania	2461	2018	-18.0	10.9	9.4
Slovakia	814	324	-47.2	11.6	6.0
Slovenia	278	141	-49.2	14.0	6.9
European Union (EU)	54302	30108	-44.6	11.3	6.0

Figure D1-1 below shows that all of TRACECA countries have higher numbers of deaths per 100,000 populations than the ex-Soviet countries, which have joined the EU and have implemented the proven safety interventions and systems that has made the EU a world leader in road safety. There is much that can be learned from the experiences of the countries who have successfully improved road safety and many of these systems, techniques and capacity building initiatives will be introduced to the region once suitable country specific individual road safety action plans are developed and implemented with the assistance of the TRACECA road safety project team.



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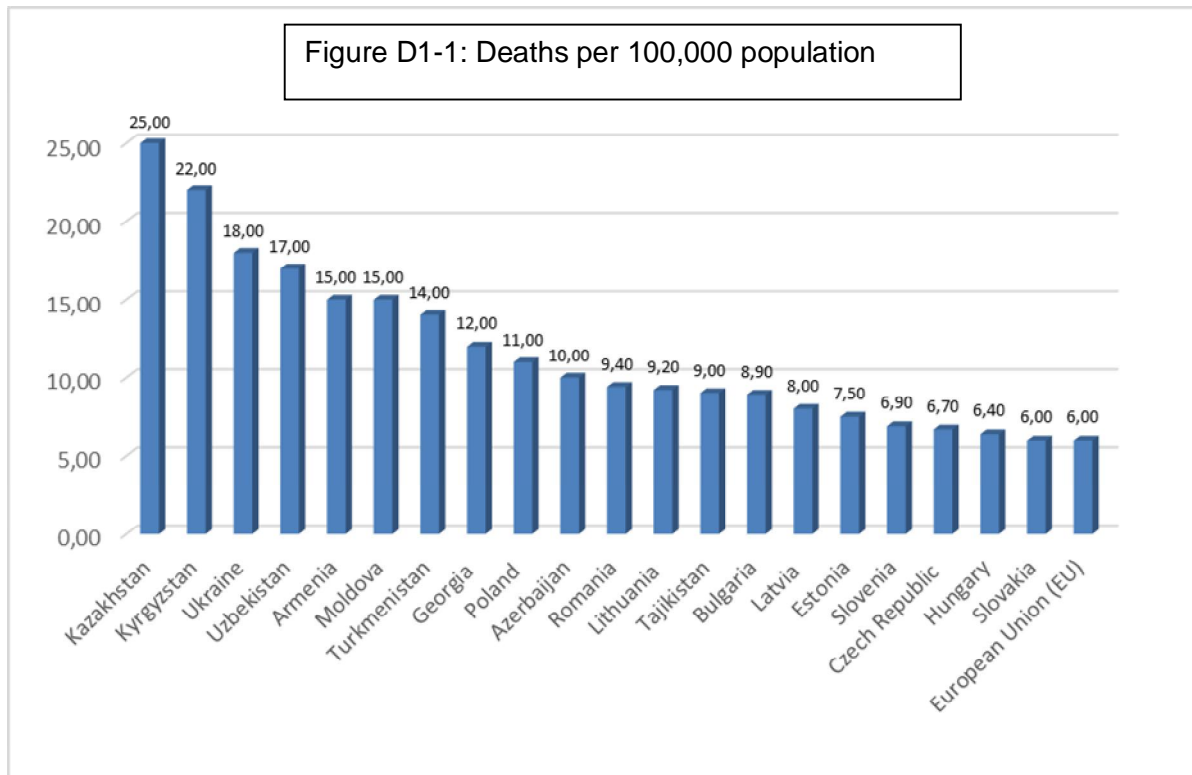


Figure D1-1 above shows the deaths/100,000 population for the ex-soviet countries who have taken appropriate action and implemented effective comprehensive safety action plans and the TRACECA countries who are still at an earlier stage of road safety development. In almost all cases, the death rates in the TRACECA countries are higher than in these other countries. In comparison to the EU average rates, the rates in some TRACECA countries (Kazakhstan, Kyrgyzstan, Ukraine) the rates are between 3-4 times as high as the EU average so there is considerable scope for improvement.

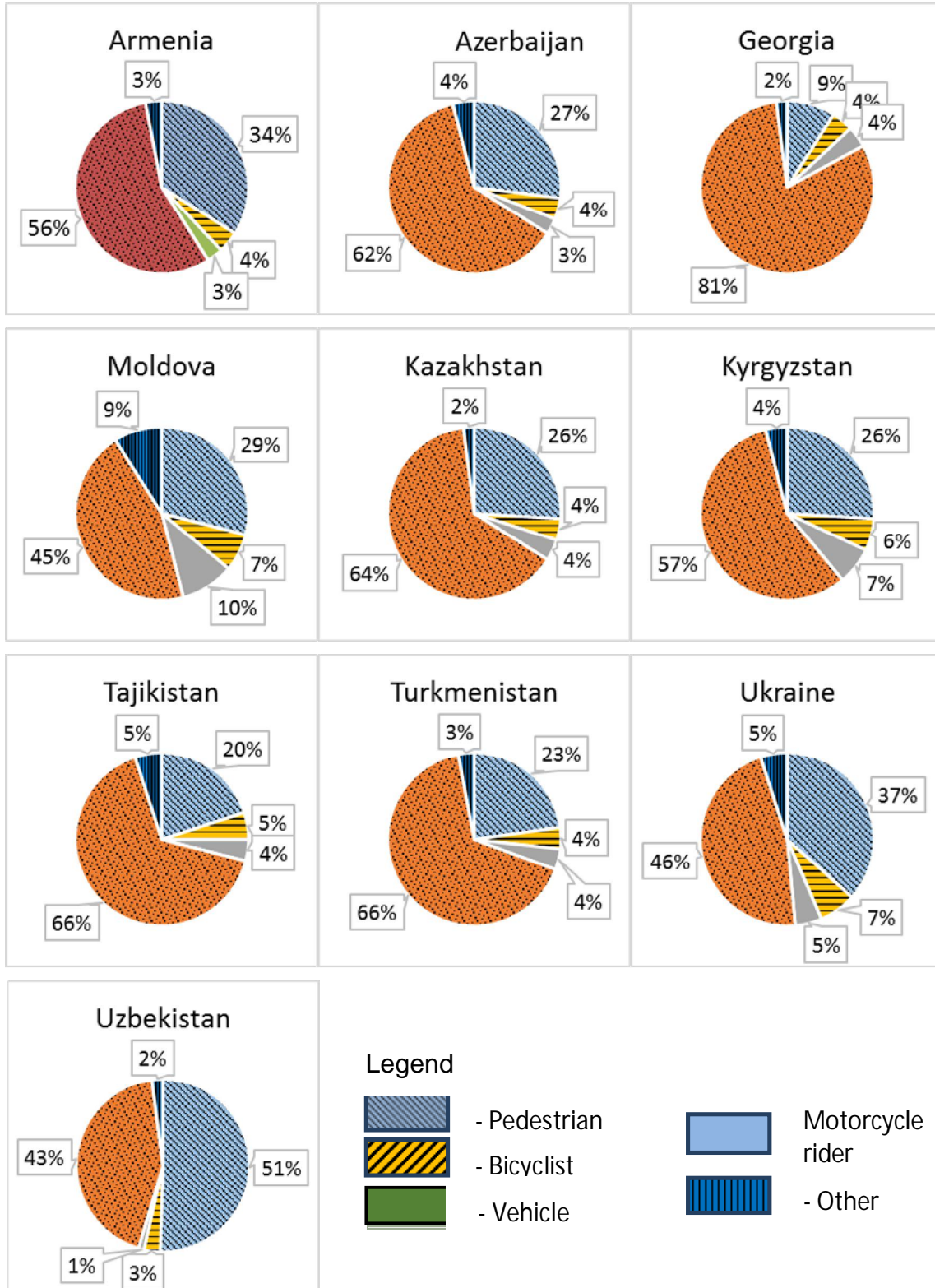
In order to understand better how to improved road safety in the region it is necessary to understand the road user groups who are most frequently killed or injured in road crashes. Figure D-1-2 overleaf shows the percentage of road users from each road user group who are killed across in each country. It can be seen that drivers are the most frequent group killed but that very large numbers of vulnerable road users are also killed and that most of that road user group are pedestrians.

Pedestrians have been given inadequate consideration in road design in the past in region and this is an area that requires significant and urgent attention in future years. The safety engineering workshops will provide guidance to road designers how safety for all road users and especially for vulnerable road users (pedestrians, cyclists and motorcyclists) can be improved.



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Figure D1-2: Percentage deaths by Road User Group by Country in 2010





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Figure D1-2 shows that drivers and pedestrians are the main victim groups in every country. and figure D1-3 overleaf shows the aggregated data for the 10 beneficiaries countries across the TRACECA region Overall of those killed, Drivers constitute the biggest group (52 %) followed by pedestrians (35%) Bicyclists and Motorcyclists comprise 5% and 4% respectively.

**Figure D1-3: Aggregated Regional Deaths by Road User in TRACECA countries**

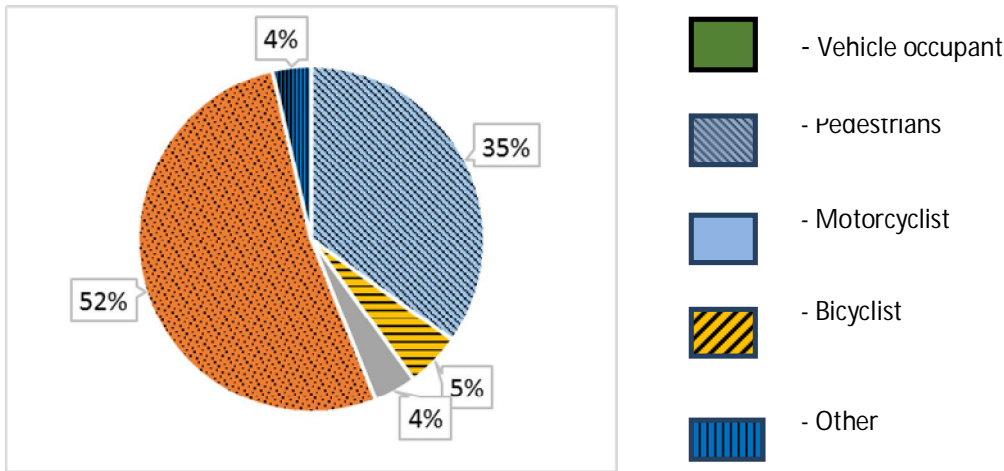
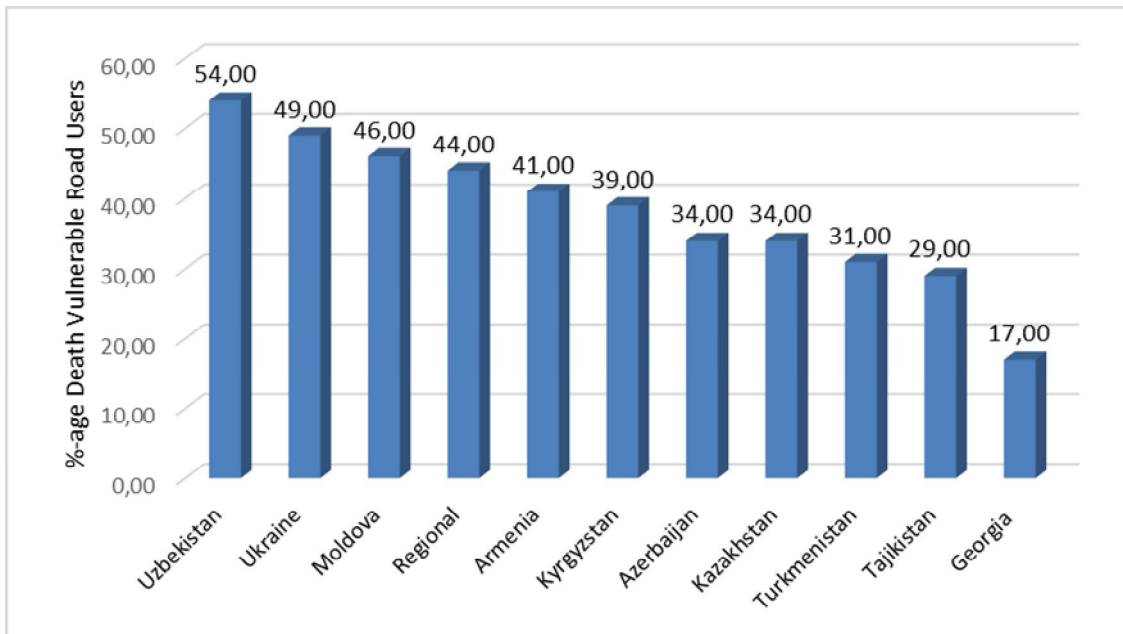


Figure D1-4 below shows the percentage of vulnerable road users killed in each country and vulnerable road users (mostly pedestrians, bicyclists and motorcycle riders) are most exposed in Uzbekistan (54%), Ukraine (49%) and Moldova (46%).

**Figure D1-4 Percentage of Vulnerable Road User Death by country**



Understanding of the most exposed road user groups will enable choosing of right counter measures for improvement of road safety. Adequate implementation of country specific road



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safety Action Plans will enable each TRACECA country to undertake systematic improvement of their road safety situation. It can be seen that in almost all of TRACECA countries (except Moldova, Uzbekistan and Ukraine) drivers (including car occupants) are most exposed road user group with %age higher than 50%. Highest %age of drivers and car occupants are in Georgia (81%), Tajikistan, and Turkmenistan with 66%. Pedestrians present the most exposed road user group in Uzbekistan 51%. Pedestrians are also highly exposed also in Ukraine 37% and Armenia 34%.

ANNEX E: Revised work schedule and staffing chart  
 WORK PLAN AND STAFF SCHEDULES (tentative and will be modified as required to meet project needs)

TRACECA ROAD SAFETY II Implementation of the Regional Road Safety Action Plan for the Neighbourhood East and Central Asia	2014												2015												2016
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan
<b>WORK PLAN - Activities and sub-activities</b>																									
<b>Inception phase (2 months) - COMPONENT A (Inception activities)</b>																									
A.1 Review/establishment of possible project offices																									
A.1.1 Introductory meetings (EC/consortia/key experts)																									
A.1.2 Administrative issues and logistics (ISO 9001 st. and PM procedures, checklists, ...)																									
A.2 Identification of potential local support staff																									
A.3 Mobilisation of the project team																									
A.3.1 Planning/logistics/letters out to funders, countries, TRACECA Secretariat / visas																									
A.3.2 Recruit staff / set up project office in Kiev + liaise with other TRACECA projects																									
A.3.2 TRACECA Secretariat engagement/liaison visit																									
A.4 Country visits for initial meetings (see attached below)																									
A.4.1 Develop or update main Road Safety Stakeholders map																									
A.5 Collection and processing of basic information on progress to date																									
A.5.1 Distribution during visits of survey questionnaires to TRACECA countries																									
A.5.2 Initial analysis of current situation, needs and impediments																									
A.6 Gap analysis of ToR assumptions and actual situation in the field																									
A.7 Exploration of possible options for Project Steering Committee if needed																									
A.8 Development of revised project implementation plan																									
A.8.1 Development of Training and institutional strengthening plan																									
A.8.2 Preparation a short inception Report																									
<b>Implementation phase (21 months)</b>																									
<b>COMPONENT 1: Inclusion of Turkmenistan in the TRACECA Regional Road Safety Action Plan</b>																									
1.1 Inform and mobilise																									
1.1.1 Job descriptions and selection of individual experts for project tasks																									
1.1.1 National visits to arrange downstream inclusion activity/initial assessments																									
1.1.2 Awareness Raising, assessment and action plan workshop																									
1.1.3 Stakeholder identification / mobilisation for assessment and action plan workshops																									
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 (action plan) of priority activities for Turkmenistan to join TRACECA countries																									
<b>COMPONENT 2: Regulatory and institutional reforms</b>																									
2.1 A and training																									
2.1.1 Sub-Regional awareness raising workshops- inputs to 3 GRSP workshops																									
2.1.2 National Action Planning Workshop in country - 10 countries																									
2.1.3 EU/ECE agreements + conventions regional workshop																									
2.1.4 Implementation support for Agreements and conventions incl national workshops																									
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 Workshop + 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 Accident costing studies and mentoring of researchers																									
2.1.11 Specialised training of of multisector coordination expert groups in each country																									
2.2 Study tours and UNECE working groups																									
2.2.1 Study tours (3) of good practice countries																									
2.2.2 Participation in 4 UNECE working groups																									
2.3 Position papers, guidelines, policy & background docs (as and when needed)																									
<b>COMPONENT 3: 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 including black spot management																									
3.1.6 Support the implementation of "in country" road safety audit training courses																									
3.1.7 Support programmes 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: Communication and visibility</b>																									
4.1 Elaboration of projects Communication strategy																									
4.2 Communication/visibility activities (website, logos, publications, press articles)																									
<b>Final Phase (1 months) - COMPONENT B (Project finalisation activities)</b>																									
B.1 Visibility events (in country wrap-up meetings plus a regional event)																									
B.2 Final Report																									
<b>Reporting</b>																									
Inception Report																									
6 monthly progress reports																									
Draft Final Report																									
Final Report																									
<b>STAFF SCHEDULES</b>																									
<b>Project Experts</b>																									
Team Leader Dr Alan Ross (300 MD)	13	27	18	16	19	18	22	18	18	18	10	8	5	5	7	7	8	8	8	5	5	8	10	13	11
KE2 - Roads Dr Deljan Jovanov (200 MD)	13	21	15	0	0	7	8	15	22	22	17	0	5	5	5	3	3	3	3	3	3	3	10	10	4
STE 1-1: Country planning workshops and y road safety assessment one expert - TUR (12 MD)																									
STE1-2: Action planning workshops expert - (12 MD)																									
STE 2: Country road safety assessment one expert - TUR (8 MD)																									
STE2-2: Action planning workshops expert - (28 MD)																									
STE 3: Road Safety seminars and Training experts (100 MD) 5 experts																									
STE 4: EU/ECE agreements + conventions experts - (40 MD) 3-4 experts																									
STE 5: EU/ECE agreements + conventions one expert - (30 MD)																									
STE 6: Crash data system (60 MD) two experts																									
STE 7: Crash data system (GIS) one expert (15 MD)																									
STE 8: Crash costs studies experts one expert (25-30 days) from each of 10 countries- total 285 MD																									
STE 9: Safety Engineer I (design standards) Expert (40 MD)																									
STE 9-3: Safety Engineer I (design standards) Expert (10 MD)																									
STE 10: Safety Engineer II (black spot) Expert (10 MD)																									
STE 11: Safety Engineer III (tunnel safety) Expert (15 MD)																									
STE 12-1: Road Safety Auditor Expert (50 MD)																									
STE 12-2: Road Safety Auditor Expert (10 MD)																									
STE 13: Freight/through traffic routing Expert (20 MD)																									
STE 14: Technical inspection of vehicles Expert (40 MD)																									
STE 15: Motor vehicle safety regulations/standards Expert (15 MD)																									
STE 16: Local experts inputs to training courses (100MD)																									
STE 17: Local experts inputs to workshops (100MD)																									
Sub total non key senior experts 1000 MD																									
JTE 18: Regional project coordinator (400 MD)	18	22	22	19	19	16	18	18	18	18	18	18	18	16	16	16	16	16	16	16	16	16	16	16	16
STE 19: National coordinators (average 2-3 days/ month x 17 months x 10 countries) = 400 MD																									
Sub total junior experts 800 MD	18	22	22	19	19	16	42	42	42	42	42	42	42	40	40	40	39	39	39	39	39	39	39	39	
<b>Back up Management and Support staff</b>																									
Anastasia Kowalenko ( secretary /administration assistant)																									
Joanna Taliec, Project Manager, Safeg																									
Olivier Montagnes, Project Manager, Safeg																									
Tim Jakeman, Senior Technical Advisor, IMC Worldwide																									

LEGEND

- ◆ Deliverable/Report
- Project start and end
- Activity
- Calendar months
- x Deliverable intermediate report
- 1 Activity 1, 2 or 3 in safety engineering
- 20 Estimated number of days expected to be used in that month

TOT. MD	300
	200
	12
	10
	8
	28
	100
	40
	30
	60
	15
	285
	40
	10
	10
	15
	50
	10
	20
	40
	15
	100
	100
	1000
	400
	400
	800



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)



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– TRACECA Road Safety II  
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**Implemented by**

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