

**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 2

Reporting period: 15th July 2014 - 14th Jan 2015

February 2015



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Executive Summary

This is the second interim report of the Project and covers the second 6 months of activity 15 July 2014 – 14 Jan 2015. The main activity in this period has been in commencing implementation of regional, sub regional and national workshops in TRACECA beneficiary countries.

The series of regional, sub regional and national capacity building workshops implemented in the last 6 months have focussed on safety engineering (6 workshops) and on Action planning (5 workshops). These workshops are described in detail in Annex A and Annex B.

The main issues that have arisen during this second 6-month period are presented below :

1. Turkmenistan

This country remains a serious problem and despite repeated attempts by telephone, email and letter by the project team to have dialogue with relevant counterparts and our sending of requests / invitations for Turkmenistan to send delegates to regional and sub regional capacity building workshops, we have had no response from Turkmenistan. Our team of 4 experts even visited Ashgabat during the last reporting period to commence the action planning workshop on dates that had been agreed and with the agreement of the government (who arranged issue of visas etc for our team) we travelled to Ashgabat to carry out the workshop. However on arrival we were informed that the workshop could not commence as there had been a government reshuffle and reorganisation of some ministries and that no government staff were able to participate in a workshop. After waiting 2 days to see if the situation changed, the project team had to leave as it was obvious that the workshop could not proceed. Since then we have made numerous telephone calls, sent e-mails and letters directly to the Ministry of Foreign Affairs, have sent letters through the Turkmenistan Embassy in Kiev and have even arranged for a letter to be sent via EU HQ in Brussels through Turkmenistan embassy in Brussels. Despite these efforts, we have so far been unable to get anyone in Turkmenistan to respond to our attempts to engage Turkmenistan to take advantage of the capacity building activities or to agree / arrange dates when we can implement the action planning workshop. We are continuing our efforts and hope to engage relevant Turkmenistan counterpart organisations during the next 6-month period.

Action taken or planned: Efforts will continue to be made via EU and via the EU liaison office in Ashgabat to try to get counterparts with whom the project can commence dialogue to arrange the National action planning workshop. Contacts will also be sought via the UNICEF and WHO who are interested and active in road safety in Turkmenistan and perhaps by enlisting the assistance of Mr Biriucov, Secretary General of IGC TRACECA Secretariat as he has high level personal contacts in Turkmenistan.

2. Kazakhstan

There were some difficulties in implementing the action-planning workshop in Kazakhstan; the number of participants were considerably lower than expected, when compared to the numbers we have had in other countries but this issue was eventually resolved and we were able to implement the workshop successfully. Kazakhstan was also unable due to some internal difficulties and split of responsibilities within government departments to send any participants to the regional workshop on the EU Directive on Tunnel Safety.

Action taken or planned: The project team have continued to request participation in future workshops and the proposed study tour etc. The project team now copy all requests to the Ministry of Interior (which is officially the lead agency for road safety) as well as to the TRACECA Secretary in the former Ministry of Transport. This approach seems to have reduced the problem.

3. Occasional non-participation of local experts in capacity building workshops

Although requests were generally made well in advance to each country for participants to attend the safety engineering capacity building works, the internal approval procedures of some countries made it difficult on a few occasions for their experts to be able to attend the scheduled workshops / training. However, overall, a large number of road safety professionals from the region have now been introduced to safety engineering concepts and many have been given further training as road safety auditors. The details can be seen in the Annex on safety engineering workshops.

Action taken or planned: The project team are endeavouring to give even more notice to each country of the forthcoming workshops and activities, so that they have more time to organise delegates. As required by EU we are now requesting that participant names be provided to the project team at least 10 days in advance so that EU approval can be obtained for the related workshop.

4. The need to delay/ postpone workshops

The original schedule of workshops was very ambitious and the project team had hoped to complete all of the safety engineering and all of the action planning workshops during 2014 so that the project team would have the whole of the remaining year (2015) to provide follow up assistance and guidance to each country in implementing their action plans. The dates of workshops were agreed in early 2014 with each country but once implementation commenced, a number of countries found it difficult to submit the lists of participants at least 10 days in advance of the workshop (a pre condition for EU approval) and in many cases the participants list was being submitted only 1 or 2 days before the workshop was scheduled to start. This caused unnecessary problems in planning of workshops, booking of venues, hotels and flights as nothing could be confirmed until EU approval had been given. It therefore became necessary to revise the workshop schedule to give more time for countries to organise participants.

Action taken or planned: The EU has now made it clear that approval will not be given for a workshop unless the participants list is provided at least 10 days in advance. This information has been notified to all TRACECA Country Secretaries when requests are made for participants to come to training or action planning workshops and the project team are pushing countries to comply with this requirement. A number of the action planning workshops which were to be done in December 2014 have been rescheduled to the first quarter of 2015 and the revised dates notified to relevant countries (all countries where it is a regional workshop or study tour and the specific country where it is only a national action planning workshop involving only participants from that country).

Apart from these problems, the project is achieving its aims and is basically on schedule with all of the safety engineering capacity building workshops now completed and about half of the action planning workshops already completed. The remaining national action planning workshops will be completed by end April 2015 and the focus will then be on follow up visits to each country to assist in implementation of the agreed activities in each sector aimed at removing impediments and obstacles to improvement of road safety and to institutionalize road safety so that sustainable activity can continue beyond the project. The current status of each component is summarised as follows:

Component 1 – Inclusion of Turkmenistan: Despite several visits, there is continuing delay in implementing the action-planning workshop and in getting their experts to participate in the capacity building workshops because there is no counterpart organisation in Turkmenistan yet designated to liaise with the project. It is known that Ministry of Health is the lead agency for road safety but initial contact has to be through the Ministry of Foreign Affairs and our repeated correspondence and other attempts to contact the Ministry have remained fruitless. Efforts will continue to resolve this problem. The TL is already in regular contact with the EU Liaison office in Ashgabat to try to resolve the situation and has asked the Programme Manager if he can provide any further support via EU in Brussels or other means to assist the project team in this matter ..

Component 2– Regulatory and institutional reforms: Considerable progress is being made in this sector with action planning workshops (typically involving 40-50 participants from the key stakeholders) having been completed in 5 countries (see Annex B). Multi sector working groups have been or are being formed in these 5 countries and draft immediate action plans have been or are being prepared for each country. (An example of a typical action plan is attached as Annex C and similar country specific action plans are being developed in close consultation with the multi sector working groups in each country). Particularly significant progress and impact has been achieved in Ukraine where a multi-sector working group has been established and advice has been provided to relevant government organisations on safety legislation, coordination, management and funding of road safety. A draft country specific action plan has been prepared to implement the recommendations of the previous regional action plan. The project team have also assisted in getting a Euro 1.5 million grant through European Investment Bank (EIB) to help Ukraine in improving key aspects of road safety. The project team is also working with/ advising parliamentarians on the legislation needed to restructure road safety activities for more effective coordination and management of road safety issues in Ukraine. Improvement of road safety is now an explicit commitment and stated as such in the coalition agreement of the new Coalition government and the project TL has been providing advice to the Chairman and providing expert evidence to the newly established Parliamentary road safety subcommittee which has been established to oversee road safety activities.

Component 3 – Safer Infrastructure and vehicles: All six of the planned Safety engineering workshops were implemented during 2014. These included 1 regional workshop on the EU Directive on tunnel safety, 3 subregional workshops to introduce road safety concepts to road designers and 2 regional workshops/ “train the trainer” training courses to train road safety auditor instructors. This has developed capacity in safety engineering and safety audit capability across the region and there are now safety auditors in the region who could be used for safety auditing of roads funded by multi lateral development banks (see Annex A for details). Follow up visits will be made in 2015 to further strengthen the capability of such engineers and to assist each country to institutionalise local safety audit courses so that regular courses can be available in each country to train further road safety auditors.

Component 4 – Communication / visibility: As each workshop was implemented the opportunity was taken, in close cooperation with PR experts in each EU Delegation, to provide articles about the project and role of EU for distribution to local Media. In addition, print and TV media interviews have been given at most of the workshops to explain the objectives of the project. Several TV interviews (including a 1-hour TV interview in Ukraine about the project and EU support for road safety) have been given in each country to raise awareness about road safety and the EU support for road safety in the region.

The resources used up so far (as at end of year 1 (mid point of the project))

Item	Project time	Mandays consumed			Incidental budget consumed to date
		Key Experts	Short Term Senior Non Key Experts (STE)	Short Term Junior Non Key Experts (JTE)	
At end of year 1 – 15 th Jan 2015 (half way into project)	50%	69.3%	14.0%	34.5%	Approx. 30%

Contents

1 Project Synopsis	8
2 Summary of progress during previous reporting period.....	9
3 Project progress in Reporting Period from 15th July 2015 to 14 January 2015	9
3.1 Overview of activities.....	9
3.2 Component 1: Inclusion of Turkmenistan into TRACECA Regional road safety action plan.....	9
3.3 Component 2: Major Institutional Issues – Regulatory and institutional reform.....	10
3.3.1 <i>Management, coordination and funding</i>	10
3.3.2 <i>Crash data systems</i>	10
3.3.3 <i>EU agreements and UNECE Conventions</i>	11
3.4 Component 3: Safer Infrastructure and Vehicles	12
3.4.1 <i>Safer road Infrastructure</i>	12
3.4.2 <i>Safer vehicles</i>	12
3.5 Component 4: Communications and visibility	13
3.5.1 <i>Short articles that can be used by EU Delegations in each country</i>	13
3.5.2 <i>Participation in workshops/seminars on road safety to make presentations</i>	13
3.5.3 <i>Website /TRACECA portal</i>	13
3.5.4 <i>EU funded TRACECA Regional road safety project vertical banner</i>	13
3.6 Miscellaneous issues.....	14
3.6.1 <i>Getting EU approvals:</i>	14
3.6.2 <i>Deviations from work plan</i>	14
3.6.3 <i>Resource utilization</i>	14
3.6.4 <i>Planning further technical assistance to assist the TRACECA countries to implement their immediate action plans</i>	15
3.6.5 <i>Adjustments to TOR and contract amendments (if any) during current reporting period</i>	16
4 Project planning for the next period.....	16
5 Annexes	16
Annex A: Overview report on 6 safety engineering workshops	18
Annex B: Overview report on 5 National action planning workshops.....	55
Annex C: Sample of a Typical national road safety action plan (Ukraine)	102
Annex D: Schedule of completed and planned workshops.....	152
Annex E : Overall Project Work Plan and Staff Schedule (prior to eu approval of mandays changes).....	156
Annex F : Overall Project Work Plan and Staff Schedule (assuming EU approval of mandays changes).....	158

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 plan¹ for the countries to use as a model for developing their own country specific action plans. This regional road safety action plan was accepted and endorsed by all the beneficiary countries in 2012. However 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

1.3 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 a Consortium led by Safège and sectors 4-6 were allocated to a GRSP led consortium. These two 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.

1.4 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 action plans. This will result in a single comprehensive country specific action plan in each country. The GRSP consortium are focussing on specific interventions aimed at the highest risk factors and at risk groups and training relevant groups in each country how such interventions can best be implemented. The consortium of this project, led by Safège, is looking at the overall structure, management, coordination and funding of road safety and the actions needed to institutionalise road safety in each country and in building institutional capacity in safety engineering. Although focussing primarily on the first 3 sectors, the consortium because of the need to provide a holistic solution covering all sectors, has no choice but to look at the management coordination and funding of road safety across all 6 sectors.

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 Safège and covers the second 6 months of the project 15 July 2014 to 14 Jan 2015.

¹ TRACECA regional road safety action plan, SAFEGE Consultants, Brussels, 2012

2 Summary of progress during previous reporting period

The main focus of the previous reporting period was in undertaking the initial visits to all TRACECA , benchmarking current status of progress with respect to implementation of the recommendations of the TRACECA regional action plan and in identifying the most urgent needs of each country. The remainder of the period was spent in recruiting the specialists who will provide the required technical inputs to the project in each sector and in planning the various workshops and capacity building activities that were to be undertaken in response to the identified needs of the region. The activities undertaken were reported in the first interim report, covering the first 6 months of the project.

3 Project progress in Reporting Period from 15th July 2015 to 14 January 2015

3.1 Overview of activities

The main activities undertaken in this reporting period were related to implementation of workshops and training courses. The workshops implemented were related to safety engineering and action planning. The 6 safety engineering workshops implemented are detailed in Annex A and the 5 Action planning workshops are detailed in Annex B. In addition to the workshops and training undertaken, multi sector working groups have been or are being established in the 5 countries, in which national action planning workshops have already been implemented. The project team are, in close collaboration with such working groups, developing country specific road safety action plans aimed at identifying and removing impediments and obstacles preventing effective road safety activity. These action plans are being devised to a common format for easier regional monitoring. An example of a typical national road safety action plan (from Ukraine) is presented in Annex C and similar action plans are being devised for each of the countries where a national action planning workshop has been implemented.

The activities undertaken during this reporting period in each component are summarised below.

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

Turkmenistan remains a problem and despite several visits and even tentative agreement with the head of international relations within the Ministry of Foreign Affairs regarding possible dates for an action planning workshop, it has not been possible to finalise such arrangements or to get Turkmenistan to send their experts to participate in the capacity building workshops and training courses. The person with whom tentative arrangements were made has since moved from the Ministry and despite several attempts, we have been unable to get a response from his replacement in the Ministry of Foreign Affairs. Attempts in the last few months include:

1. Correspondence with MoFA of Turkmenistan – letter sent on 22.10.2014.
2. Several phone calls made to the MoFA of Turkmenistan asking to confirm receipt of the letter sent to them and asking for advice on how we might proceed.
3. Letter to Embassy of Turkmenistan in Kiev (embassy@ambturkm.org.ua). Letter received by the Embassy on 12.11.2014. Several phone calls to the Embassy indicated that the letter was sent by the Embassy onto the MoFA of Turkmenistan but that they had received no reply.
4. Further phone calls directly to MOFA since no answer received from the MoFA. Later the staff of the relevant Department at the MoFA stopped answering the phone calls.

Efforts are still being made via a formal request through EU Brussels and it is hoped that that may enable contacts to be established. In the meantime, the project team will continue trying to make contact through the Turkmenistan Embassy in Kiev, through the EU liaison office in Ashgabat and through the Secretary General of IGC TRACECA Secretariat who has personal contacts at high level in Turkmenistan.

The team will also try contacting local offices of UNICEF and Red Crescent (both highly regarded by Turkmenistan government) to see if they can assist in getting government agreement/willingness to support EU efforts to promote road safety in Turkmenistan. They have both previously 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. It is hoped that the national workshop can be implemented during the next reporting period.

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 presented in the following sub-sections.

3.3.1 Management, coordination and funding

The existing organisational structures in several countries have been reviewed and possible areas for improvement discussed during the 5 action planning workshops implemented during this reporting period. Interim multi sector working groups have been or are being established in each country and in consultation with such working groups, draft country specific action plans are being prepared for each country. Possible funding sources have been explored to finance the road safety action plans and the project team are, where feasible, assisting countries to seek grant funding and Multilateral Development Bank (MDB) loans to support their road safety activities. Particularly significant progress has been achieved in Ukraine where assistance/ advice has been provided to key stakeholders. Following the national action planning workshop, a multi-sector working group has been established under the chairmanship of the road safety division within the Ministry of Infrastructure. A draft Road Safety Action Plan has been prepared and circulated for comment by key stakeholders. Advice and assistance has been given in drafting safety legislation to establish better coordination mechanisms and assistance has been provided to get grant assistance of Euros 1.5 million via EIB. In addition, Ukrainian needs have been presented at a Transport Donor meeting and the project team are providing advice regularly to key parliamentarians including the chairman of the road safety sub Committee of the Parliamentary Transport Committee. Road safety improvement is also now specifically included in the coalition agreement of the new Government, so for the first time it is specified as a Government commitment in its published programme and priorities.

3.3.2 Crash data systems

Meetings have been held with the crash data experts to discuss their inputs and the information that needs to be collected from each country to understand the structure of the data system before the crash data experts commence their work. The opportunity will be taken during the forthcoming study tour to Serbia of the heads of traffic police to show such senior police officers the merit of sharing crash data with key stakeholders. Once the senior police officers have been persuaded that data should not be seen as “secret”, it should be easier for the crash data experts to do their follow up in country visits to review and improve the data systems. This work will be carried out during the next reporting period.

3.3.3 EU Agreements and UNECE Conventions

Current status of the 7 key agreements / conventions in each country has been assessed and relevant experts identified to cover the areas of need/ deficiency. The regional workshops are expected to be held in Kiev in March 2015. Following the workshop and identification of needs in each country, the experts will be deployed to relevant countries to help local experts as needed within the resources of the budget.

Apart from the 7 safety orientated transport related agreements already identified for attention in the TOR, the team have already introduced participants of the safety engineering workshops / training courses to additional important EU directives related to road safety such as the EU Directive on Safety in Road Tunnels² and the EU Directive on Road Infrastructure Safety and Management³.

3.3.4 Safety awareness workshops and institutionalising road safety

In each country, as the national action planning workshops are implemented, the project team are establishing a multi sector / multi agency expert group to ensure close collaboration with the project team as the project proceeds. These groups will finalise the draft action plans being prepared as an output of the action planning workshops and will oversee implementation of their individual country specific action plans. In order to raise their knowledge of road safety implementation issues, the project team will run special 1-day 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. Three of the most senior decision makers from each country will have by then been taken on a study tour to see how road safety is managed in an ex-soviet country that has been particularly successful in addressing road safety. The same specialist lecturers and university academics who will have lectured to the study tour participants will implement the awareness raising workshops in each country so there is a common basis of knowledge and vision amongst the key stakeholders in each country.

Furthermore, in order to institutionalise road safety the awareness raising team, when visiting each country will also hold a 1 day workshop for the key professors and researchers from the universities and research institutes in each country, in which road engineers are trained or road related research is conducted. They will provide a 10-12 lectures module on safety engineering training that the local professors can use to teach their final year engineering students about safety engineering. They will also help the researchers to develop a suitable framework for road safety research that can be used to guide policymaking and better decisionmaking on road safety issues in each country. It may be possible that joint research projects could be initiated to develop and encourage road safety research in each TRACECA country and such activity will be promoted and facilitated by the project team.

3.3.5 Costs of road crashes and casualties

Most governments in the TRACECA region do not yet 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 of those who have sustained road safety injury and the costs of a fatal crash, serious injury crash and slight injury crash and damage only crash so that cost benefit analyses can be undertaken of alternative options when considering investment in 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 private sector economic research institutes and economic researchers have been identified in most of the countries and non government experts from there will be hired to carry out the economic research studies under the direction and mentoring of the Team leader and the Regional Project Coordinator (an economist), so

² EU directive 2004/54/EC on minimum requirements for tunnels in Trans-European road network

³ EU directive 2008/96/EC on road infrastructure safety and management

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. The researchers are still being identified and studies will commence in the near future. The results of these cost estimations will be reported upon during the next reporting period.

3.3.6 Study tours and UNECE working groups

The EU have agreed that the study tour can be held in Serbia, an ex-soviet country that had recently many of the same organisational systems, problems, constraints, design standards etc as currently exist in many TRACECA countries. Despite these disadvantages, Serbia managed to establish reforms and improved systems that have enabled it to reduce its road deaths by 50 % over the last Decade. This was done by adapting and adopting the sorts of interventions that have made the EU countries the world leaders in road safety. The road safety experts who managed and implemented the road safety reforms and improvements in Serbia have been recruited onto the project team and will provide training to the study tour participants. Apart from training each morning on the study tour, the participants will meet with and have discussions with the senior Serbian officials, who are managing the key organisations that have delivered and are continuing to deliver such effective road safety improvements in Serbia. The study tour is expected to take place 22 -28 March 2015 and will be reported upon in the next interim report

During the UNECE conventions workshop in early March 2015, the workshop participants will meet the relevant UNECE staff responsible for the various UNECE working groups related to the different conventions. The project team have already included in the action plans of each country, the need for their experts to participate in UNECE working groups and the project team will facilitate / arrange participation of relevant specialists from each country in concerned UNECE working groups.

3.4 Component 3: Safer Infrastructure and Vehicles

This component is primarily concerned with ensuring safer road infrastructure and safer vehicles and progress during the last 6 months in this sector was as follows:

3.4.1 Safer Road Infrastructure

All six regional and sub regional workshops have been implemented. These were:

1. One regional workshop on the EU directive on Tunnel Safety
2. Three sub regional workshops on "Safety in Road Design"
3. Two workshops/"Train the Trainer" courses on Road Safety Audit and Blackspot Management.

These workshops, their content, their participants and evaluation scores etc are presented in Annex A. Now that the workshops are completed, the project team will make follow up visits to each country to help institutionalise the road safety audit courses so that the project trained safety audit instructors can run courses once or twice a year to train other safety auditors in their country. The courses will be established at a local university, engineering institution or other suitable organisation in each country with authority to award qualifications so that quality can be assured and so that such courses can be institutionalised as part of the normal professional education in such countries.

3.4.2 Safer vehicles

Activities in this area will not commence until later in 2015 once the needs are clarified at the UNECE conventions workshop as the conventions include vehicle technical inspections. Once the current status of such technical inspections in each country is better understood, the vehicle technical inspections specialist on the project team will organise a regional workshop and follow up country visits as necessary to assist development of vehicle technical inspections.

3.5 Component 4: Communications and visibility

This task has commenced during the Inception period and since then 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

At each national action planning workshop short articles have been provided to the PR personnel at each EU Delegation for distribution to Media. These articles are 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 the 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. In some countries the project team have also assisted the local EU Delegation to provide a press release for media after completion of the workshop outlining the outcomes of the workshop.

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

At the request of the EU Delegation in Ukraine, a presentation was made at the Ukraine Transport Donor meeting discussing Ukraine's financing needs in transport sector. The project team were asked to make a presentation on the EU funded TRACECA project and in particular what the project was doing in Ukraine and what were the needs in terms of funding if road safety is to be addressed seriously in Ukraine. The project team made a presentation on activities undertaken, the constraints and recent developments inhibiting safety activity in Ukraine and proposed an innovative funding mechanism to provide the level of funding needed to make a major impact on road safety in the country. The participants including EU parliamentarian members of the EU support group for Ukraine and senior staff from DG Move within EU as well as all of the multilateral development banks active in Ukraine and the key Ukrainian ministries with transport responsibilities or interests.

3.5.3 Website /TRACECA portal

The project details are now on the TRACECA website/portal alongside all the other EU funded projects and the content is updated at regular intervals. The project documents are now downloadable from the TRACECA website (<http://www.traceca-org.org/en/technical-assistance/traceca-road-safety-ii/downloads>).

3.5.4 EU funded TRACECA Regional road safety project vertical banner

This vertical banner has been used at the workshops in each Country to provide visibility and in some cases we have also used large EU flags and country flag (provided by EU Delegations) to raise EU visibility of the event. These have usually been the backdrop when media interviews have been given so that all can see this is a EU funded project.



3.6 Miscellaneous issues

3.6.1 Getting EU approvals

In view of the repeated problems during this reporting period in getting lists of participants for workshops sufficiently in advance to get EU approvals, the EU have now made it clear that approvals for a workshop will not be given unless the participant list is provided by related governmental authority at least 10 days in advance of the workshop. This information has been relayed to the TRACECA country Secretaries and it is hoped that this will be enough to ensure more timely submission of the participants' lists.

3.6.2 Deviations from work plan

The main deviation from the work plan is the fact that the Turkmenistan national action-planning workshop has had to be postponed twice because of lack of response from local counterpart organisations. Furthermore, despite repeated requests from the Project team, Turkmenistan experts have not been nominated to attend the capacity building workshops and training courses so Turkmenistan has missed out on some of the important benefits of the TRACECA regional road safety project.

The only other deviation from the workplan is that the project team's desire to complete all the action planning workshops during the first half of the project period (to permit more time to assist countries in implementation) has proved impossible. Some countries, despite having agreed during the first 3 months of the project their preferred dates for national workshops, have found it difficult to provide the lists of participants sufficiently in advance to enable workshops to go ahead. As a consequence, workshops have had to be postponed on some occasions. The postponed workshops have been rescheduled to early 2015 and the revised schedule is presented in Annex D.

3.6.3 Resource utilization

A summary of the resources consumed to date is given below.

Item	Project time	Mandays consumed				Incidental budget consumed to date
		Key Experts	Short Senior Key (STE)	Term Non Experts	Short Term Junior Non Key Experts (JTE)	
At end of year 1 – 15 th Jan 2015 (half way into project)	50%	69.3%	14.0%		34.5%	About 30%

The KE mandays consumed as a percentage are greater than the project time consumed, mainly because of the abortive attempts (including visits) to engage Turkmenistan in the project. In addition, the time consuming difficulties of working with some very bureaucratic institutions, the need to keep reminding related authorities to supply lists of participants, the need for extensive and often repeated important official correspondence and various contacts needed with beneficiaries institutions, prior to setting up and implementation of workshops, has added further time consuming demands on the Key Experts. This has resulted in an overspend in KE mandays at the halfway stage. Conversely, because of very tight and effective control of project implementation and overall management by the team leader, the project has managed to achieve around 55 % of the project activities implemented at the half way stage but has so far spent only about 30 % of the incidental budget.

Consequently, the EU Programme Manager has expressed no objection to the consultant's request that some funds be transferred from IE budget to provide more man days time for the key experts, so that they can continue to ensure the highest quality in implementation of the project and to ensure that the agreed impacts will be achieved by project end. The key experts' time involvement is proposed to be increased and an appropriate request is being prepared for submission to and approval by EU

The non-key STE experts' time and non-key junior experts JTE time consumed to date as a percentage is also below the project elapsed time and the project progress percentage but the STE experts time will increase substantially during the next 6 months when the STEs activities will increase as the project moves onto the next phase of work focussing on in country follow up activities to institutionalise road safety. The Project national coordinator in Ukraine was unable to provide the degree or quality of input required so the EU Programme Manager has agreed that the 40 man days can be transferred from the Ukraine country coordinator to the Regional Project Coordinator who has been doing the tasks in Ukraine and who has sufficient available time (as the regional project coordinator role is not a full time position) to do this task.

3.6.4 Planning further technical assistance to assist the TRACECA countries to implement their immediate action plans

The previous TRACECA regional action plan was completed in 2012 and countries of the region were expected to implement country level action plans based upon that regional action plan. In the event, this did not happen and none of the 9 TRACECA countries who participated in developing and agreeing the regional action plan were able to commence implementation. As a consequence, the momentum that had been built up during the first regional action plan project was lost. In addition, the 2 year delay before the follow on second Traceca regional road safety project could start, further eroded any momentum and capacity building that may have been generated by the earlier project. The current TRACECA regional road safety project has therefore had an uphill battle to rebuild that momentum, interest and capability in road safety in order to move these countries forward.

This project by its end in one year's time will have developed a 3 year immediate action plan for each country, will have developed capacity in safety engineering, international conventions, vehicle technical inspections, have initiated safety engineering training in universities and stimulated road safety research etc and will have established a multi sector working group to implement the country specific action plan. Each country specific Action plan spans a 3-year period and during that time, if the recommended actions are taken, road safety should be "institutionalised" so that it is sustainable beyond without external inputs.

Unfortunately, there is only 1 year left of the current project so the countries will only be able to be helped for the first year of implementation of their 3-year action plans. Although it is expected that considerable impact will be achieved during this first year, as the project team will be available to advise and assist as needed to help and guide each country in implement its action plan and removing impediments to safety improvement, this will not be enough to ensure sustainability. In order to avoid a similar loss of momentum (to that experienced at end of the first regional safety project) once the current project ends, **EU should start planning now** how such momentum can be maintained during years 2 and 3 of the Action plan implementation period in each country.

The project team are confident that if the 3-year action plan in each country is implemented as designed, the TRACECA countries will have significantly improved their capacity to manage, coordinate and finance road safety activity. However, if this is to happen, it will be necessary to assist such countries during years 2 and 3 if they are to reach that capability. The project team strongly advise EU to start considering now whether further technical assistance could be provided to continue advisory inputs during years 2 and 3 of action plan implementation. This should commence from the point that the current project cases so that there is no gap or loss of momentum and activities can carry on uninterrupted during years 2 and 3 of the action plans. Such a follow on

project would not require as much input as the current project since the tasks would related to maintaining momentum rather than overcoming the inertia to create it.

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

There are no contract amendments other than the agreement for additional mandays to be allocated to the KEs and the 40 days from the Ukraine national coordinator to be all reallocated to the regional project coordinator who is now carrying out such tasks in Ukraine as well as acting as the regional project coordinator

4 Project planning for the next period

The next reporting period will be the third 6 month period 15 Jan 2015 to 14 July 2015.

Annex D presents the updated schedule of workshops showing the workshops completed to date and showing the workshops as currently planned for the next 6 months. As can be seen this includes a regional workshop, a study tour and some national action planning workshops. It also includes some follow up activities in individual countries by the safety awareness raising team, crash data experts, UNECE experts and others. Those country visits, workshops and dates will be finalised once the country needs in these areas are known.

Annex E presents an updated workplan of the planned activities and the staffing inputs assuming no increase in mandays for the remainder of the project. Annex F presents the same updated workplan of planned activities but with the key experts inputs increased slightly as currently under discussion and consideration by the EU task manager. This provides an overview of the expected key expert inputs if the request for approval now under preparation is accepted.

5 Annexes

There are six Annexes attached to this report.

Annex A: Overview report on 6 safety engineering workshops

Annex B: Overview report on 5 National action planning workshops

Annex C: Sample of a Typical national road safety action plan (Ukraine)

Annex D: Schedule of completed and planned workshops

Annex E: Overall Project Work Plan and Staff Schedule (prior to EU approval of manday changes)

Annex F: Overall Project Work Plan and Staff Schedule (assuming EU approval of mandays changes)

END

TRACECA Road Safety II

REPORT ON

ROAD ENGINEERING WORKSHOPS

3-W001

"TRAINING ON SAFETY ELEMENTS OF ROAD DESIGN, CONSTRUCTION AND MAINTENANCE"

3-W002

**"INTRODUCTION TO EUDIRECTIVE
ON SAFETY IN ROAD TUNNELS"**

3-W003

**"TEMPLATE ON ROAD SAFETY AUDIT
POLICY/LEGISLATION"**

AND

3-W004

**"ROAD SAFETY AUDIT AND
BLACK SPOT MANAGEMENT"**

January 2015

3-W001

"TRAINING ON SAFETY ELEMENTS OF ROAD DESIGN, CONSTRUCTION AND MAINTENANCE" (three regional WS)

Table of contents

1.1.	Brief Introduction	18
1.2.	Objectives and Expected Outcomes	19
1.3.	Program	19
1.4.	Attendances	21
1.5.	Results Achieved	26
1.6.	Evaluation	26
1.7.	Photo documentation	30

* * *

1.1. Brief Introduction (Overview of the Workshop/Training Course)

In accordance with the Project Terms of Reference and Inception Report it was agreed that the Project should implement three sub-regional Workshops/Training Courses (WS/TC) "Training on safety elements of road design, construction and maintenance" in Ukraine, Georgia and Kazakhstan.

These WS/TC content is based on a number of different publications, guidelines and International best practice manuals written to help designers and road authorities in the design of safer roads taking into account the needs of both motorized vehicles and vulnerable road users (VRU). Participants are introduced to new approach such as the "safe system approach".

The main WS/TC target groups for those WS/TC are representatives of MoT, Road Administrations, Road design Companies, Traffic Police representatives etc.

Duration of Workshop/Training course is 2 days.

The number of participants invited was:

2 x 6 participant from Moldova and Ukraine
(3-W001-1 WS was held in Ukraine in Kiev on 18-19 September 2014.)

3 x 6 participants from Armenia, Azerbaijan and Georgia
(3-W001-2 WS was held in Georgia in Tbilisi on 16-17 October 2014.)

5 x 6 participants from Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan

(3-W001-3 WS was held in Kazakhstan in Astana on 20-21 November 2014.)

The safety engineering team which provided inputs to development of WS/TC training materials and presented at the actual WS/TC were KE2, 3NKE(STE9-1, STE 9-2 and STE12-1).

The safety engineering team consist of experts from Germany, Australia, UK, Croatia, Bosnia and Herzegovina and Serbia so encompasses the experience from some of the most developed and safest countries at the world as well as former Soviet countries who had structures and systems similar to those still in place in TRACECA countries.

Different individuals are selected as needed and relevant for each WS/TC from the pool of experts that we have established in project safety engineering team that we can bring relevant expertise to each WS/TC.

In addition, inputs are included from experts with knowledge of the local safety engineering problems in the country where WS/TC has been held.

1.2. Objectives and Expected Outcomes

Agreed WS/TC objective is to implement the three sub-regional Workshops (Training Courses) to increasing knowledge of road designers about safety elements in design, construction and maintenance of the roads.

The most important outcome is the key staff trained will have better understanding of road safety elements in design, construction and maintenance and will use that knowledge in their future work to design and operate safer roads.

1.3. Program

Before implementation of the WS/TC visit was made to all countries within Project inception period and some road safety meetings were organized to collect relevant information. Field trips (road surveys) were organized in some countries during such visits to collect some typical road safety problems for use in WS/TC as examples of bad (or good) road safety practice.

The program of the first Workshop is presented below.

WORKSHOP/TRAINING COURSE 3-W001-1

“SAFETY ELEMENTS OF ROAD DESIGN, CONSTRUCTION AND MAINTENANCE”

18-19th September 2014

Ministry of Infrastructure, Kiev, Ukraine
PROGRAMME AND AGENDA

Thursday, 18.09.2014.

- 10.00 Registration
- 10.05 Welcome note & Introduction of Participants
- 10.30 Introduction to Workshop – Accident Statistics
- 10.45 Most important International Conventions, EU Directives and Standards in use
- 11.30 EU Regulation (Express Roads)

11.45 Coffee break

- 12.15 Current situation in TRACECA countries concerning International agreements
- 12.25 Best practice in Safety Elements of Road Design + Discussion
- 13.10 Best practice in Safety during Road Construction + Discussion

14.00 Lunch

- 15.15 Best practice in Safety during Road Maintenance + Discussion
- 16.00 SNiP solutions compared to International Practice

16.30 Coffee break

- 17.00 Additional recommendations for SNiP
- 17.30 Short country presentation on usage of standards (if any)
- 18.00 Questions and discussion
- 18.15 End of day 1

Friday, 19.09.2014.

- 09.00 Summary of Day 1
- 09.05 Major Road Safety Gaps
- 10.05 Case study: M-06 Road Safety Inspection (RSI) Findings

11.05 Coffee break

- 11.35 Technical session 1: Most important road safety deficiencies in Design

13.00 Lunch

- 14.30 Technical session 2: Most important road safety deficiencies in Road Construction (Including Working Zones)
- 15.15 Technical session 3: Most important road safety deficiencies in Road Maintenance (Including Winter Maintenance)

15.45 Coffee break

- 16.15 Future steps for improving Design, Road Construction and Maintenance
- 16.30 Evaluation of WS and Closing Session
- 16.45 End of day 2

All participants to WS/TC got printed presentations and program with DVD room which contains:

1. 3-W001 Workshop/Training Course Presentations
2. Important International documents regarding Workshop/Training Course
3. List of participants with contact details
4. Photographs from the WS/TC

An instantaneous translation was provided to enable effective dialogue. Through all three WS/TC there was lively question and answer discussions between participants and lecturers.

There were considerable discussions about practical issues and case studies included in WS/TC.

1.4. Attendances

WS/TC 3-W001-1

WS/TC 3-W001-1 was attended by 12 representatives from: Ukraine (6) and Moldova (6) and the Sector Manager Transport Policy of EU Delegation in Ukraine. In close consultation with EC Delegation information was provided to the EU Delegation public relation expert about the EU funded Regional road safety project and training. The Project Team Leader was interviewed by the national TV station.

List of participants are presented on next tables.

UKRAINE

No.	Name and Surname	Institution (Organization) and Position	Contact telephone	E-mail
1	Dudnik Natalya Mykolaivna	Ukravtodor (Head specialist of Road Safety Department, Road Maintenance and Safety Administration)	044 287 72 17 067 232 25 67	bezpeka@ukravtodor.gov.ua
2	Bondar Tetyana Vasylivna	State enterprise "State road scientific research institute named after m. P. Shulgin" (SE "DerzhdorNDI"), Head of Road Safety Department	(044)201-08-55	bdrndi@ukr.net
3	Pyna Oleksandr Grygorovych	State enterprise "State road scientific research institute named after m. P. Shulgin" (SE "DerzhdorNDI"), Junior Research Fellow Road Safety Department	(044)201-08-42	bdrndi@ukr.net
4	Kryzhanivsky Alexander Yevgeniyovych	State Enterprise "Ukrainian state institute of road facilities design" SE "Ukrdiprodor", Head of Engineering Department	(044)206-64-08, M: 099-244-35-58	kaeuad@gmail.com
5	Lysak Julia Mykhaylivna	State Enterprise "Ukrainian state institute of road facilities design" SE "Ukrdiprodor", Engineer of 3rd category Engineering Department	(044)248-33-29, M: 063-867-46-99	lusak.julia@mail.ru
6	Paratsa Andriy Volodymyrovych	State Enterprise - Ukrainian road investments SE "Ukrdorinvest", Head of Project Management Department №3	M: 066-201-10-62	paratsa@ukrdorinvest.com.ua

MOLDOVA

	Name and Surname	Institution (Organization) and Position	Contact telephone	E-mail
1	Oleg Plinschi	FSP Universinij Ltd., Engineer of Road Department	+37322748850	universu@mtc.md

2	Sergiu Bejan	Engineer, Technical University of Moldova, Chair of Railways,Roads, Bridges - Head of Chair \ BCPC Ltd "ASTRAL-PROIECT" – Director	(+373) 22 76 85 87, (+373) 69611873	serbej@gmail.com
3	Oleg Bicu	Head of the Systematization of Road Traffic at Surveillance of Transport and Road Traffic Department of National Patrolling Inspectorate, at General Police Inspectorate of Ministry of Internal Affairs	+37369161316	oleg.bicu@igp.gov.md
4	Petru Bologan	Head of Road Safety Service at the State Road Administration	+37369121160	bologan@asd.md
5	Simion Bogza	SIMBO-PROIECT LTD, Project Chief Engineer, Director	(37322) 71 61 24	bogza61@mail.ru
6	Ilie Bricicaru	President at "Road Safety Moldova" Association PhD student, Civil Engineering (Road safety), Technical University, "Gheorghe Asachi", Iasi, Romania	+3737 988 11 90	ilie.bricicaru@gmail.com

WS/TC 3-W001-2

WS/TC 3-W001-2 was attended by 18 representatives from: Armenia (6), Azerbaijan (6) and Georgia (6).

List of participants are presented on next tables.

ARMENIA

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Karen Torosyan	"Armenian roads directorate" SNCO, Ministry of Transport and Communication of Armenia, Chief Specialist, Road maintenance and exploitation monitoring department	+374 10 590033 (work) +374 94 079911 (mob.)	torosyan.1969@mail.ru
2	Vahram Norekyan	"Armenian roads directorate" SNCO, Ministry of Transport and Communication of Armenia, Chief Specialist, Road maintenance and exploitation monitoring department	+374 10 590033 (work) +374 91 414345 (mob.)	norekyan72@mail.ru
3	Heghine Sahakyan	"Armenian roads directorate" SNCO, Ministry of Transport and Communication of Armenia, Leading specialist, Laboratory works and economic matters regulation department	+374 10 590033 (work) +374 91 381334 (mob.)	helen199004@yahoo.com
4	Andranik Movsesyan	"Armenian roads directorate" SNCO, Ministry of Transport and Communication of Armenia, Deputy Head, Purchasing and Management department	+374 60 540527 (work) +374 96 838333 (mob.)	amovsisyan@transportpiu.am
5	Robert Makaryan	"Armenian roads directorate" SNCO, Ministry of Transport and Communication of Armenia, Designer	+374 10 562501 (work) +374 93 700880 (mob.)	armshin_ltd@mail.ru

6	Konstantin Kostanyan	"Armenian roads directorate" SNCO, Ministry of Transport and Communication of Armenia, Lieutenant Colonel, Chief of Department of Traffic Management Control	+374 93 40 23 22 (mob.)	dornadzor701@mail.ru
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AZERBAIJAN

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Anvar Karimov	Ministry of Infrastructure of Azerbaijan, Head of sector of road infrastructure safety	012 430 99 43 050 240 31 77	e.kerimov@mintrans.az envernn@gmail.com
2	Vagif Yusifli	AAO "AzerDorService", Head of Department of Organization and road safety	012 499 79 10 050 357 21 55	v.yusifli@mail.ru
3	Ruslan Babayev	AAO "AzerDorService", Specialist of Department of Organization and road safety	+994 12 499 79 10 +994 55 831 17 52	Ruslan_babayev27@mail.ru
4	Rauf Mustafayev	State Administration for Traffic Police MIA of Azerbaijan, Chief engineer of "Traffic Organization" department	050 210 81 01 012 590 81 40	Raufmustafayev2012@yandex.ru
5	Vakil Hajiyev	State Administration for Traffic Police MIA of Azerbaijan, Engineer of "Traffic Organization" department	050 222 28 14 070 222 00 17	-
6	Faig Ismayilov	State Road Transport Service of Azerbaijan, Head of "Road Safety" sector	050 323 07 22 055 323 07 22	Faiq1974@mail.ru

GEORGIA

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Ms. Ketevan Takaishvili	Ministry of Economy and Sustainable Development of Georgia		
2	Mr. Koba Metreveli	Ministry of Economy and Sustainable Development of Georgia		
3	Mr. Vasil Margishvili	LEPL "Land Transport Agency"		
4	Ms. Tamar Gabrichidze	LEPL "Land Transport Agency"		
5	Mr. Mamuka Patashuri	Georgian Roads Department of the Ministry of Regional Development and Infrastructure of Georgia		

6	Mr. Davit Kurdadze	Georgian Roads Department of the Ministry of Regional Development and Infrastructure of Georgia		
7	Mr. Davit Pashalishvili	Georgian Roads Department of the Ministry of Regional Development and Infrastructure of Georgia		
8	Mr. Zaza Devdariani	Ministry of Internal Affairs of Georgia		
9	Mr. Vazha Marsagishvili	Ministry of Internal Affairs of Georgia		

WS/TC 3-W001-3

WS/TC 3-W001-3 was attended by 17 representatives from: Kazakhstan (2), Kyrgyzstan (6), Tajikistan (6) and Uzbekistan (3).

List of participants are presented on next tables.

KAZAKHSTAN

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	SADVAKASOV KANAT	Head of Administration KAP MIA	87015147713; 87172715055	Sadvakasov63@mail.ru
2	Uvoev Nurlan	Deputy head of ODTI UAP OVO	87015120072; 87172532600	

KYRGYZSTAN

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Askarov Aybek	Specialist of Department of automobile transport, Administration of automobile and railway transport	031 231 42 88	aaskarov@mtk.gov.kg aaskarov_mtk.gov.kg@mail.ru
2	Doskozhaev Ruslan	Chief specialist of Highways administration	055 222 77 57	doskozhaev@gmail.com rdoskozhaev@mtk.gov.kg
3	Subanbekov Nusup	Head of Sector of road supervision, Design and survey institute "Kyrgyzdortransproject"	055 052 60 65 031 256 69 39	kyrgyzdortrans@yandex.ru
4	Soltobayev Talanbek	Design and survey institute "Kyrgyzdortransproject"	031 256 11 23	kyrgyzdortrans@yandex.ru
5	Eraliyev Nurlan	Lead specialist, Department of production preparation and acceptance of work, Ministry of Communications, Kyrgyz Republic	031 266 18 32 055 442 75 44	Mr.nurlan.ddx@mail.ru
6	Toktomushev Bolotbek	Chief specialist, Service of organisation of traffic, State Directorate of road "Bishkek-Osh"	031 231 42 72 077 318 25 70	gdadpto@mail.ru

TAJKISTAN

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Jalilov A.	Lead specialist of Automobile transport Department, MoT	93 980 00 15	Abdulfaiz_33@mail.ru
2	Nazrishoyev S.	Head of Surveying and road design department, "Scientific-research and project-surveying institute" MoT	93 504 31 83	Solim_61@mail.ru
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4	Ziyoyev B.	Lead specialist of road transportation and safety department, Land transport administration, MoT	+992 93 524 31 29	begijon@mail.ru
5	Azizov F.	Head of Supervision and control of road facilities department, State Service on supervision and regulation of road facilities, MoT	+992 93 888 10 25	Azizov_1979@inbox.ru
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UZBEKISTAN

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Magay Galina	Head of Department of regulations development, Uzbek Automobile and River Transport Agency	+99871 241 20 54 +99890 350 88 13	g.magay@uzaart.uz
2	Shoqosimov Sadriddin	Head of Tashkent city-territorial department, Uzbek Automobile and River Transport Agency	+99898 363 25 90	s.shoqosimov@aart.uz
3	Abidov Bobir Ziyaviddinovich	Head specialist of automobile transport safety department, Uzbek Automobile and River Transport Agency	+99871 241 56 29; +99893 534 55 50	b.abidov@uzaart.uz

Certificate of attendance at two day (16 hours of lecturers) WS/TC were presented to participants at the end of the training.

1.5. Results Achieved

Results Achieved from the three WS/TC are shown in the following table.

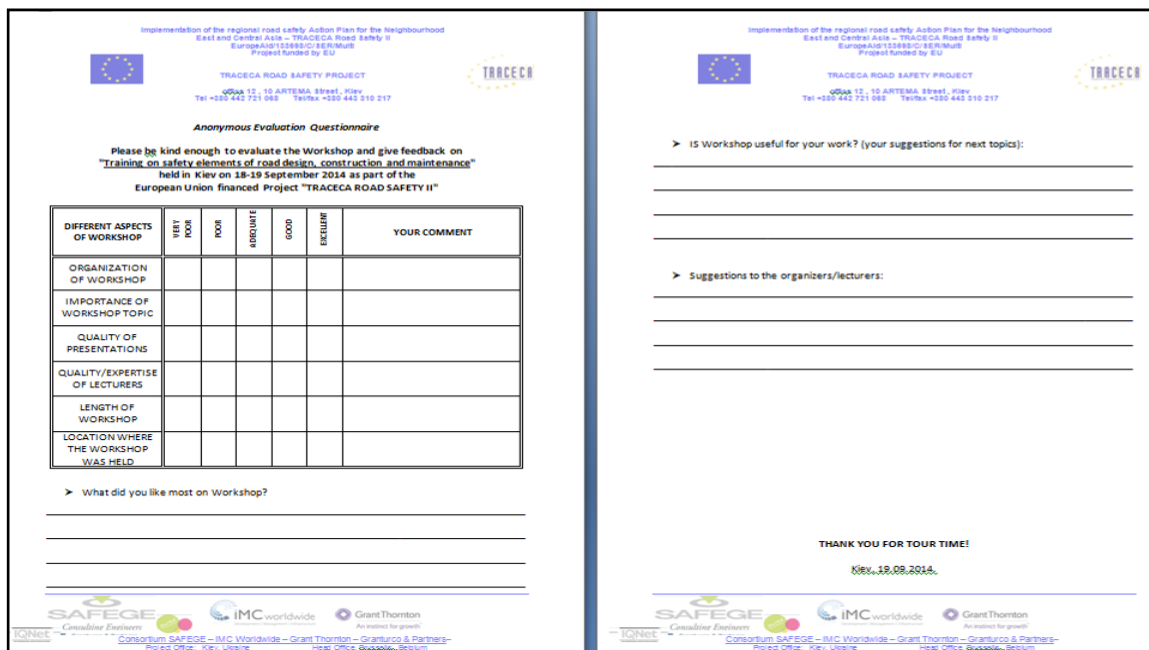
Expected and achieved objectives and outcomes

Expected objectives and outcomes	Objectives and outcomes	Comments

		Achieved	
Objectives			
1	Introduction of the concept of safe road design, construction and maintenance to trainees	Yes,	47 participants from 9 countries (except Turkmenistan) were trained
Outcomes			
2	Selected staff were trained in safe design construction and maintenance of roads	Yes	47 participants from 9 countries (except Turkmenistan) were trained
3	Knowledge increased and awareness raised about usage of safe elements in design, construction and maintenance of the roads	Yes	47 participants from 9 countries (except Turkmenistan) were trained

1.6. Evaluation

For evaluation of WS/TC anonymous evaluation questionnaire were used. Questionnaire template is presented at figure below.



The results of participant's evaluation of three WS/TC are shown in tables overleaf.

Evaluation of Workshop 3-W001-1

12 participants from: Ukraine (6) and Moldova (6) and 12 evaluation lists received
Kiev, 18-19 Sept 2014.

		Participants answers												
		1	2	3	4	5	6	7	8	9	10	11	12	AVG
Main Questions	Organization of WS	4	5	5	5	5	5	5	5	5	5	5	5	4.92
	Importance of WS topics	5	4	5	5	5	5	5	5	5	5	5	5	4.92

Quality of presentations	4	4	4	5	5	5	5	5	5	5	5	5	5	4.75
Quality/Expertise of lecturers	4	5	5	5	4	5	5	5	5	5	5	5	5	4.83
Length of WS	5	4	5	5	4	4	5	4	4	5	4	5	5	4.5
Location of WS	4	5	5	5	4	5	4	5	4	5	5	5	5	4.67
AVG	4.33	4.5	5	5	5	4.80	4.83	4.83	4.67	5	4.8	5	5	4.77

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants' comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organisers/lecturers
1	Active dialogue	Yes	-
2	Importance of the problem; level of knowledge of lecturers	Yes, will use in future work	-
2	Everything	For me and for my work - very important; Waiting for RSA and BSM WS	We need to learn from them. Good job.
4	Information on EU Directives; RSA materials	-	-
5	Examples	-	Examples need to be more real (countries in which WS is organised); Everything is perfect
6	-	-	-
7	Level of experts and approach methods in RS	Yes, especially in methodological material and experience exchange	More practical examples of solving important issues
8	Excellent - everything	Yes, a lot. I learnt many new things	Need more time for WS and organise more frequently
9	Organisation; Importance of the problems and solving these issues	Yes, very interesting	Keep working on the same level
10	We save people's lives and think about safety and comfort of transport and pedestrians; openness of the lecturers	100% useful	Organise WS with more specialists, not design only
11	Very interesting, especially information on vulnerable road users	Of course, especially at this stage of the beginning of my career	
12	Have answers for many questions	Yes	Could be in Ukravtodor; use examples from countries where the WS is held

Project response to evaluation results:

1. Overall the WS/TC was obviously considered by participants to be of high quality, but WS/TC team will make further improvements to the presentations.
2. Add more local examples of good and bad practice for illustrations and discussions during the WS/TC.

Evaluation of Workshop 3-W001-2

18 participants from: Armenia (6), Azerbaijan (6) and Georgia (6+3 temporary) and 16 evaluation lists received Tbilisi, 16-17 October 2014.

		Participants' answers																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	AVG
Main Questions	Organization of WS	5	5	5	3	3	5	5	5	5	5	5	5	4	4	4	4	4.5
	Importance of WS topics	5	5	5	3	3	5	5	5	5	5	5	5	4	4	4	5	4.56
	Quality of	5	5	5	4	4	5	5	5	5	5	5	5	5	4	4	5	4.75

	presentations																	
	Quality/Expertise of lecturers	5	5	5	5	4	5	5	5	5	5	5	4	4	4	5		
	Length of WS	5	5	5	3	3	5	5	5	5	5	4	3	2	2	5		
	Location of WS	4	4	5	4	3	5	5	5	5	5	4	4	4	3	5		
	4.8																	
	AVG	3	4.8	5	4	3.3	5	5	5	5	5	4.7	4	3.7	3.5	4.8		

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments :	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
1	-	-	-
2	Quality of presentations	Yes, very useful	-
2	-	-	-
4	Very detailed which is good	Yes	The participants could live in the same hotel where we had lectures
5	Presentations	Yes	-
6	Everything	-	-
7	-	-	-
8	-	-	-
9	-	-	-
10	-	-	-
11	Everything	-	-
12	-	-	-
13	Questions discussed	-	-
14	Questions discussed	Yes	Nothing
15	Questions discussed	Yes	Nothing
16	-	-	-

Project response to evaluation results:

1. Improvement of organisation (lecturers at the same hotel)

Evaluation of Workshop 3-W001-3

17 participants: Kazakhstan (2), Kyrgyzstan (6), Tajikistan (6), Uzbekistan (3) and 15 evaluation lists received

Astana, 20-21 November 2014.

	Participants answers															AVG	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
Main Questions	Organization of WS	4	5	4	5	4	4	5	4	5	5	4	4	5	5	3	4.4
	Importance of WS topics	5	5	4	5	5	4	5	4	5	4	5	5	5	4	5	4.67
	Quality of presentations	5	5	5	5	5	5	5	4	5	5	5	5	5	5	5	4.93
	Quality/Expertise of lecturers	5	5	5	5	5	4	5	5	5	5	5	5	5	5	5	4.93
	Length of WS	5	5	4	3	4	4	5	5	5	3	4	5	4	4	3	4.2
	Location of WS	5	5	5	5	5	4	5	5	5	5	5	4	5	5	5	4.87
	AVG	4.8	5	5	5	4.7	4.1	5	4.5	5	4.5	4.7	4.7	4.8	4.7	4.3	4.67

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
1	Lecturers	Yes, please do more WS like this one	
2	Topic and ways to improve	Yes, this one is related to my work (winter slipperiness)	More analysis, modern methodology, teach experts
2		Yes	More new topics
4	Topic, problem is common for all TRACECA countries; quality of lectures; wide experience of lecturers	Yes, please do more WS like this one	45 min lectures, 5 min break
5	very important topic, high interest, need to use recommendations in practice	Yes	
6		Yes	More specific examples from neighbouring countries
7		Yes	More WS like this one
8	Planning and organisation	Yes	Analyse and compare EU countries and Asian countries and choose the most effective option
9	RS, signing, barrier installation	Yes	
10	Information	Yes	Hold such a WS in all TRACECA countries
11	Topic, level of knowledge of lecturers	Yes	More WS like this one (international practice, EU)
12			
13		Yes	
14	International road parameters	Yes, regarding winter maintenance	
15	Examples of mistakes, new methods, legislation review	Yes	

Project response to evaluation results:

1. Prepare more road safety examples and measures from different countries
2. Organisation of more WS with same topics

1.7. Photo documentation

WS/TC 3-W001-1

Plate 1.



Instantaneous translations enabled very active dialogue/discussions between participants and lecturers and exchange of experience between all involved in WS/TC.

Plate 2.



Apart from design engineering/police participants from Moldova and Ukraine TL sat in at the back of the room for part of the training course to access quality and to make comments to the safety engineering team/presenters on how the presentations could be improved for the next WS/TC.

Plate 3.



WS/TC participants Transport Specialist from EU Delegation, project team lecturers and Kiev project office staff at WS/TC in Kiev, 18-19 Sept. 2014

WS/TC 3-W001-2

Plate 1.



Working section of 3-W001-2

WS/TC 3-W001-3

Plate 1.



Working section of 3-W001-3

3-W002

"INTRODUCTION TO EUDIRECTIVE ON SAFETY IN ROAD TUNNELS" (one regional WS)

Table of contents

1.1.	Brief Introduction	33
1.2.	Objectives and Expected Outcomes	34
1.3.	Program	34
1.4.	Attendances	35
1.5.	Results Achieved	38
1.6.	Evaluation	38
1.7.	Photo documentation	40

* * *

1.1. Brief Introduction

(Overview of the Workshop/Training Course)

In accordance with the Project Terms of Reference and Inception Report it was agreed that the Project should implement one regional Workshops/Training Courses (WS/TC) "Introduction to eudirective on safety in road tunnels" in Kyrgyzstan.

Tunnels are important infrastructures which facilitate communication between different areas and are therefore essential for long-distance transport and the development of regional economies. However, accidents in tunnels, and particularly fires, can have dramatic consequences and can prove extremely costly in terms of human life, increased congestion, pollution and repair costs.

These WS/TC content is based on a number of different UN and EU publications concerning Tunnel Safety and particularly on EU Directive on safety in road tunnels.

The main WS/TC target groups for those WS/TC are representatives of MoT, Road Administrations, Road design Companies, Traffic Police representatives etc.

Duration of Workshop/Training course is 2 days.

Two participants from each TRACECA countries was invited to WS/TC.

The safety engineering team which provided inputs to development of WS/TC training materials and presented at the actual WS/TC were KE2 and NKE 11.

1.2. Objectives and Expected Outcomes

Agreed WS/TC objective is to increase the knowledge among relevant stakeholders (specialists) in each of TRACECA countries about EU Directives and related Agreements concerning tunnel safety.

The most important outcome is the key staff trained will have better understanding about EU Directive/ Agreements on tunnels safety and its implementation.

1.3. Program

The program of the Workshops is presented below.

WORKSHOP/TRAINING COURSE 3-W001-2

“INTRODUCTION TO EUDIRECTIVE ON SAFETY IN ROAD TUNNELS”

30-31th October 2014
Kyrgyzstan, Bishkek

PROGRAMME AND AGENDA

Thursday, 30.10.2014.

- 10.00 Registration
- 10.10 Welcome note
- 10.15 Introduction to tunnel safety (overview of the accidents in the World's Road Tunnels, the importance of traffic safety in tunnels)
- 10.20 Video – Mont Blanc tunnel disaster
- 11.00 Most important International Documents in use
- 11.05 Videos - Safety Pillars 1-5
- 11.30 Presentation of UNECE Conventions (similarity, uniformity)

12.30 Lunch

- 14.00 Presentation of EU Directive on safety in road tunnels
- 15.00 Presentation of PIARC documents
(Tunnel Safety Manual – general information)

15.45 Coffee break

- 16.00 Conventions and Directives (possible steps in implementation)
- 16.05 RABT and RVS – guidelines general
- 16.15 Video - Behaviour in a road tunnel

- 16.30 Discussion
16.40 End of the Day I

Friday, 31.10.2014.

09.00 Summary of Day 1

09.05 Technical section I

- Most important rules (Tunnel systems - table)
- Tunnel Management Systems – general (Video TM Doha)
- Power energy supply system, lighting system, Ventilation-energy savings strategy, fire detection and alarm system, surveillance video system, emergency call stations (intercom and phone), visibility, air speed and pollution (CO, NO) monitoring, tunnel, traffic radio and loudspeakers, emergency stop stations, VMS, lights and signs, meteorology stations, water supply system, system of tunnel closure, Control Center (SCADA)
- Videos

12.30 Lunch

14.00 Technical session II:

- Show case of experience - Croatia (EU awarded tunnels)
- Serbia (details)

15.45 Coffee break

16.00 Technical session II: continuation

16.30 Future steps of improving tunnel safety + Discussion

17.00 Evaluation of WS and closing session

17.15 End of WS

All participants to WS/TC got printed presentations and program with DVD rom which contains:

1. 3-W001 Workshop/Training Course Presentations
2. Important International documents regarding Workshop/Training Course
3. List of participants with contact details
4. Photographs from the WS/TC

Instantaneous translation was provided to enable effective dialogue. Throughout the WS/TC there was lively question and answer discussions between participants and lecturers.

There were considerable discussions about practical issues and case studies included in WS/TC.

1.4. Attendances

WS/TC 3-W002 was attended by 14 representatives from seven TRACECA countries (except representatives from Kazakhstan, Turkmenistan and Uzbekistan).

Armenia

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Karen Badalyan	Transport programs implementation Office, Ministry of Transport and Communications of the Republic of Armenia	37491-41-73-89 (mob) 37460-54-05-27 (work)	kbadalyan@transportpiu.am
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Azerbaijan

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
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2	Mammadov Safa			

Georgia

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	David Kortava	LELP "Land Transport Agency", Advisor of the Director		dkortava@lta.gov.ge
2	Zurab Lebanidze	Georgian Road Department of Ministry of regional Development and Infrastructure	+995595225886	zlebanidze@mail.ru

Kyrgyzstan

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Zamir Aydarov	Deputy Director General State "Bishkek-Osh" Road Administration	0 312 31 42 93 0 777 90 90 24	Gdadpto@mail.ru
2	Nurlan Eraliyev	Lead specialist of the Department of production and acceptance of work preparation, Department of Road Management, Ministry of Transport and Communications, Kyrgyz Republic	0 312 66 18 32 0 554 42 75 44	Mr.nurlan.ddx@mail.ru

Moldova

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Sergiu Bejan	Engineer, Technical University of Moldova, Roads, Bridges - Head of Chair \ BCPC Ltd "ASTRAL-PROJECT" Chair of Railways, Director	(+373) 22 76 85 87, (+373) 69611873	serbej@gmail.com
2	Andrei Buraga			

Tajikistan

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
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Ukraine

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
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1.5. Results Achieved

Results Achieved from the three WS/TC are shown in the following table.

Expected and achieved objectives and outcomes

	Expected objectives and outcomes	Objectives and outcomes Achieved	Comments
Objectives			
1	Increase the knowledge among relevant stakeholders (specialists) in each of TRACECA countries about EU Directives and related Agreements concerning tunnel safety.	Yes	14 participants from 7 countries were trained
Outcomes			
2	Selected staff were trained in tunnels safety	Yes	14 participants from 7 countries were trained
3	Selected staff trained will have better understanding about EU Directive/ Agreements on tunnels safety and its implementation	Yes	14 participants from 7 countries were trained

1.6. Evaluation

For evaluation of WS/TC anonymous evaluation questionnaire were used. Questionnaire template is presented at figure below.



The results of participant's evaluation WS/TC are shown in table bellow.

Evaluation results of Tunnel Safety Workshop 3-W002

14 participants (except from Kazakhstan, Uzbekistan and Turkmenistan) and 14 evaluation lists received Bishkek, 30-31 October 2014.

		Participants answers														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	AVG
Main Questions	Organization of WS	5	5	5	5	4	5	5	5	4	5	5	5	5	5	4.86
	Importance of WS topics	5	5	5	5	4	4	5	5	5	4	5	5	5	5	4.79
	Quality of presentations	5	5	5	5	4	5	5	5	4	5	4	4	4	4	4.57
	Quality/Expertise of lecturers	5	5	4	5	3	5	5	5	4	5	5	5	5	5	4.71
	Length of WS	4	4	4	4	4	3	5	5	5	3	4	3	4	3	3.93
	Location of WS	5	5	5	4	5	4	5	5	5	5	5	4	5	5	4.79
AVG		4.83	4.8	4.7	4.7	4.4	4.3	4.5	4.5	4.5	4.4	4.4	4.3	4.4	4.4	4.61

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
-----------------------------	-------------------------------	-----------------------------	---

1	Level of knowledge	Yes, especially construction and rehabilitation of roads	Should last 3 days; more practical examples (the hosting country, problems and methods to improve)
2	Organisation	Very useful	Need a longer WS (more days)
2	Very important topic, freight and passenger transport, especially in tunnels in countries with different levels of road safety	Yes	More lecturers from different countries
4	Detailed information with examples	Yes, will use in development of legislation	Future topic: "Methods of RS improvement on pedestrian crossings". Indicate the lecturer on the programme
5	-	Yes	Length - 4 days
6	Organisation, the speaker	Yes, especially categorization of tunnels	Length at least 3-4 days
7	Importance of the topic	Very useful. Will use in design of new tunnels	Would like to know more about road construction technologies
8	All the topics	Will use the methods and examples which were shown on the WS	
9	Topic, discussion, understanding each other, skills	Very useful and important. Development of new standards	More WS on different topics in the area of transport and road construction
10	Videos	Yes	In future please invite those participants who have already participated in such WS
11	New topic, video materials, lecturer	Yes, related to my work, will follow the recommendations	More discussions during the lecturer's speech
12	The topic of the WS is chosen correctly, high level of lectures	Yes	More time (WS length)
13	New technologies which allow quick management and make the work of the operating personnel easier	Yes, interested in the topic "smart roads"	More practical examples
14	Importance of the problem and how it is presented	Yes	Need a longer WS (more days)

Project response to evaluation results:

1. WS should be longer (3 days) with increased number of examples
2. To organise more WS with tunnel safety topics

1.7. Photo documentation

WS/TC 3-W002

Plate 1.



Instantaneous translations enabled very active dialogue/discussions between participants and lecturers and exchange of experience between all involved in WS/TC.

Plate 2.



WS participants

3-W003

"TEMPLATE ON ROAD SAFETY AUDIT POLICY/LEGISLATION"

(two regional WS, part of 3-W004 WS)

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 only applies formally to the TERN, these safety management principles have general validity and it will benefit all TRACECA countries. It is recommend that the scope of the Directive be extended to the whole TRACECA main road network.

The Project Team developed a simple template on Road Safety Audit Policy and possible legislation changes at three levels (as amendment of Law on Road Safety or Law on Roads and a Ministerial Decree about audit).

Model of RSA Policy and possible legal changes to make a Road Safety Audit process mandatory was presented and discussed at Road Safety Audit and Black Spot Management workshop (3-W004). Therefore 3-W003 Workshop/Training Course becomes an integrated part of 3-W004, as well as a reporting about 3-W003.

After presentation, discussion and comments, template of RSA Policy and amendments to legislation to make RSA mandatory was finalized and will be distributed to the TRACECA countries.

3-W004

"ROAD SAFETY AUDIT AND BLACK SPOT MANAGEMENT"

(two regional WS)

Table of contents

1.1.	Brief Introduction	42
1.2.	Objectives and Expected Outcomes	43
1.3.	Program	43
1.4.	Attendances	45
1.5.	Results Achieved	48
1.6.	Evaluation	48
1.7.	Photo documentation	57

* * *

1.1. Brief Introduction

(Overview of the Workshop/Training Course)

In accordance with the Project Terms of Reference and Inception Report it was agreed that the Project should implement two sub-regional Workshops/Training Courses (WS/TC) "Road Safety Audit and Black Spot Management" in Georgia and Kazakhstan.

These WS/TC content is based on a number of different publications, guidelines and International best practice manuals written to help road safety auditors in the analysis (audit) of design and existing roads.

The main WS/TC target groups for those WS/TC are representatives of MoT, Road Administrations, Road design Companies, Traffic Police representatives etc.

Duration of intensive Workshop/Training course was 5 days.

The number of participants invited was:

5 x 3 participant from Armenia, Azerbaijan, Georgia, Moldova and Ukraine
(3-W004-1 WS was held in Georgia (Tbilisi) on 20-24 October 2014.)

5 x 3 participants from Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan
(3-W004-2 WS was held in Kazakhstan (Astana) on 24-28 November 2014.)

The safety engineering team which provided inputs to development of WS/TC training materials and presented at the actual WS/TC were KE2, 3NKE(STE 12-1/STE 10, STE 12-2, STE9-1).

The safety engineering team consist of experts from Germany, Australia, UK, Croatia, Bosnia and Herzegovina and Serbia so encompasses the experience from some of the most developed and safest countries at the world as well as former Soviet countries who had structures and systems similar to those still in place in TRACECA countries.

1.2. Objectives and Expected Outcomes

Agreed WS/TC objective is to implement the two sub-regional Workshops (Training Courses) to develop trainers (local instructors) in safety audit, safety inspection and black spot management programmes.

The most important outcome is implementation of two WS and key staff trained for undertakin by its own Road Safety Audits in their countries.

1.3. Program

The program of the first Workshop is presented bellow.

“ROAD SAFETY AUDIT AND BLACK SPOT MANAGEMENT 18-24th October 2014 Ministry of Infrastructure, Tbilisi, Georgia

PROGRAMME AND AGENDA

Monday, 20.10.2014.

09.00 Module M1-A: Basics of Road Safety - Background

10.20 Module M1-B: Basics of Road Safety - Risk Factors

11.30 Coffee break

11.40 Module M1-C: Basics of Road Safety - Principles of Road Safety Engineering

13.45 Lunch

15.00 Module M2-A: Basics of Road Safety Audit

16.30 Module M2-B: Road Safety Audit Policy

16.50 Coffee break

- 17.00 Module M2-C: Changing of Legislation to Enable Road Safety Audit as Mandatory Routine
17.30 Discussion

Tuesday, 21.10.2014.

- 09.00 Summary of Day 1
09.15 Module M2-D: Human Factors in Road Design and Operations
10.30 Module M2-E: Network Planning and Road Hierarchy in Road Safety Audit

11.20 Coffee break

- 11.30 Presentation of Road Safety Manual and Checklists
12.30 Presentation of Current Situation in TRACECA Countries about Road Safety Audit and Black Spot Management Usage

13.00 Lunch

- 14.15 Module M2-F: Linear Settlements along Highways
15.00 Module M2-G: Basic Road Safety Design Axioms

15.40 Coffee break

- 15.50 Module M3-A: Safer Designs of Interurban Roads and Motorways – Function and Cross Section
17.00 Module M3-B: Safer Designs of Interurban Roads and Motorways – Alignment
17.30 Discussion

Wednesday, 22.10.2014.

- 09.00 Summary of Day 2
09.15 Module M3-C: Safer Designs of Interurban Roads and Motorways – Intersections

11.00 Coffee break

- 11.10 Module M4: Road Safety Audit of Interurban Highways
11.30 Module M5-A: Road Safety Audit of Through Road Sections – Vulnerable Road Users (Pedestrians and Bicyclists)
12.30 Module M5-B: Road Safety Audit of Through Road Sections – Traffic Islands

13.00 Lunch

- 14.15 Module M6 - BLACK SPOT MANAGEMENT
17.30 Discussion

Thursday, 23.10.2014.

- 10.00 Field trip (survey of road nearby place of WS in two groups: RSA and BSM teams)

13.30 Lunch

- 15.00 Preparation of Road Safety Audit Report I (Stage 3/4 - group work)
17.00 Discussion

Friday, 24.10.2014.

Two parallel sections:

I Road Safety Audit participants

- 09.00 Preparation of Road Safety Audit Report I (Stage 3/4 - group work) - continuation

13.15 Lunch

14.30 Preparation of Road Safety Audit Report II (Stage 1/2 - group work)

II Black Spot Management participants

09.00 Analysis of selected Black Spots on surveyed road

13.15 Lunch

14.30 Analysis of selected Black Spots on surveyed road - continuation

17.00 Evaluation of WS and providing of participants homework's

Closing session

All participants to WS/TC got printed presentations and program with DVD rom which contains:

1. 3-W001 Workshop/Training Course Presentations
2. Important International documents regarding Workshop/Training Course
3. List of participants with contact details
4. Photographs from the WS/TC

Through all two WS/TC there was lively question and answer discussions between participants and lecturers.

1.4. Attendances

WS/TC 3-W004-1

WS/TC 3-W004-1 was attended by 9 representatives from Georgia (3), Moldova (3) and Ukraine (3).

List of participants are presented on next tables.

GEORGIA

No.	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	Mr. Mamuka Patashuri	Georgian Roads Department of the Ministry of Regional Development and Infrastructure of Georgia		
2	Mr. Besik DauTashvili	Georgian Roads Department of the Ministry of Regional Development and Infrastructure of Georgia		
3	Mr. Vazha Marsagishvili	Ministry of Internal Affairs of Georgia		

MOLDOVA

	Name and Surname	Institution (Organization) and Position	Contact telephone	E-mail
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3	Ilie Bricicaru	President at "Road Safety Moldova" Association PhD student, Civil Engineering (Road safety), Technical University, "Gheorghe Asachi", Iasi, Romania,	+3737 988 11 90	ilie.bricicaru@gmail.com

UKRAINE

	Name and Surname	Institution (Organization) and Position	Contact telephone	E-mail
1	Dudnik Nataiya Mykolaivna	Ukravtodor (Head specialist of Road Safety Department, Road Maintenance and Safety Administration)	044 287 72 17 067 232 25 67	bezpeka@ukravtodor.gov.ua
2	KOTUL IGOR			
3	Kryzhanivsky Alexander Yevgeniyovych	State Enterprise "Ukrainian state institute of road facilities design"SE "Ukrdiprodor", Head of Engineering Department	(044)206-64-08, M:099-244-35-58	kaeuad@gmail.com

WS/TC 3-W001-2

WS/TC 3-W004-2 was attended by 13 representatives from: Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan.

List of participants are presented on next tables.

KAZAKHSTAN

	Name and Surname	Institution (Organization) and Position	Contact telephone	E-mail
1	SADVAKASOV KANAT	Head of Administration KAP MIA	87015147713; 87172715055	Sadvakasov63@mail.ru
2	MUKHAMEDYANOV RAMAYAN	MIA		

KYRGYZSTAN

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
1	ASKAROV AIBEK	Specialist of Department of automobile transport, Administration of automobile and railway transport	031 231 42 88	aaskarov@mtk.gov.kg aaskarov_mtk.gov.kg@mail.ru
2	SOLTOBAEV TALANTBEK	Design and survey institute "Kyrgyzdortransproject"	031 256 11 23	kyrgyzdortrans@yandex.ru
3	SUBANBEKOV NUSUP	Head of Sector of road supervision, Design and survey institute "Kyrgyzdortransproject"	055 052 60 65 031 256 69 39	kyrgyzdortrans@yandex.ru

TAJIKISTAN

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
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3	ZIYOEV BEGIJON	Lead specialist of road transportation and safety department, Land transport administration, MoT	+992 93 524 31 29	begijon@mail.ru

UZBEKISTAN

	Name and Surname	Institution and Position (Organization)	Contact telephone	E-mail
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After checking of two remaining homework/projects is completed for each trainees, it will be known what kind of certificates they will get. Evaluation criteria consists of four requirements: 1. marks from three mini tests taken at key stages during the training (max 10 points), marks from final exam (max. 40 marks), and marks for two homework/projects (max

50 points, 25 each). In accordance with total number of marks achieved different types of RSA certificates will be provided to the participants as below.

1. RSA Instructors auditors: Those achieving 75% or more
2. RSA Inspectors: Those achieving 50-74%
3. Certificate of attendance: Those not achieving over 50%

1.5. Results Achieved

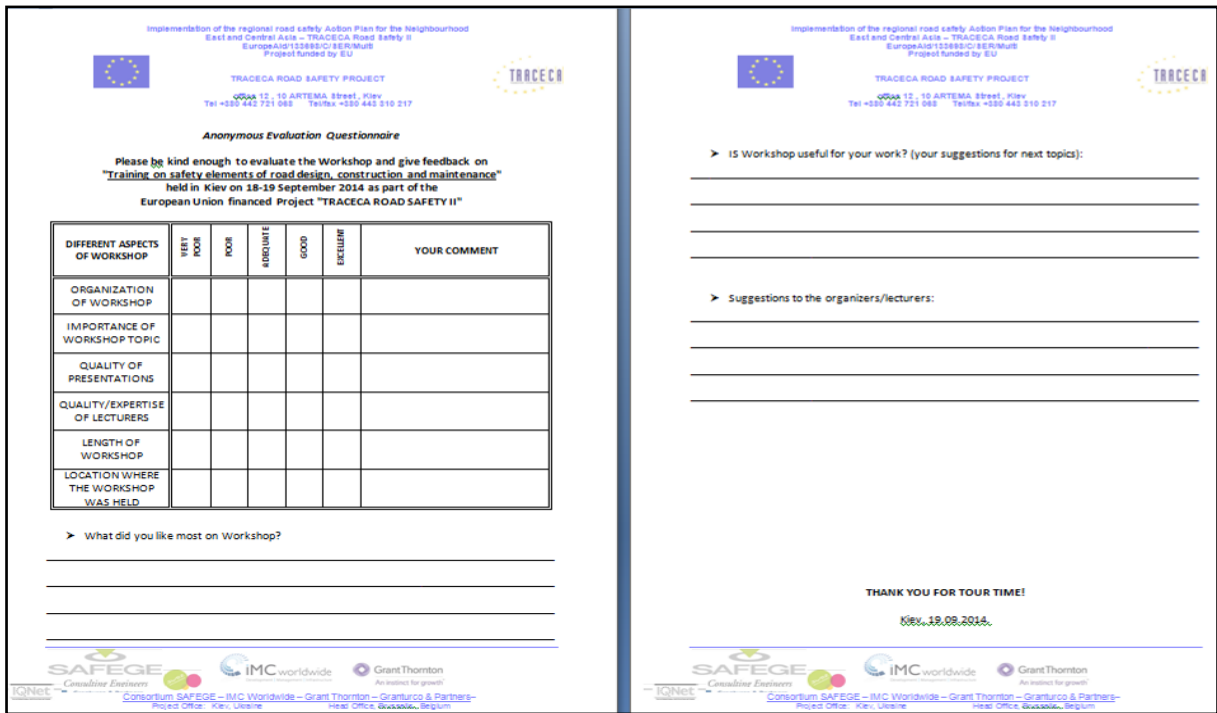
Results Achieved from the three WS/TC are shown in the following table.

Expected and achieved objectives and outcomes

	Expected objectives and outcomes	Objectives and outcomes Achieved	Comments
Objectives			
1	To develop trainers (local instructors) in safety audit, safety inspection and black spot management programmes.	Yes	22 participants from 7 countries (except Armenia, Azerbaijan and Turkmenistan) were trained
Outcomes			
2	Selected staff were trained in RSA/BSM (WS held)	Yes	22 participants from 7 countries (except Armenia, Azerbaijan and Turkmenistan) were trained
3	Key staff trained for undertaken by its own Road Safety Audits in their countries	Yes	22 participants from 7 countries (except Armenia, Azerbaijan and Turkmenistan) were trained

1.6. Evaluation

For evaluation of WS/TC anonymous evaluation questionnaire were used. Questionnaire template is presented at figure below.



The results of participant's evaluation of two WS/TC are shown in tables overleaf.

Evaluation results of RSA/BSM Workshop 3-W004-1

9 participants from UKR (3), Moldova (3) and Georgia (3+1 from time to time) and 9 evaluation lists received Tbilisi, 20-24 October 2014.

		Participants answers									
		1	2	3	4	5	6	7	8	9	AVG
Main Questions	Organization of WS	5	5	5	5	5	4	5	5	3	4.67
	Importance of WS topics	5	5	4	5	4	5	5	5	4	4.67
	Quality of presentations	5	5	5	5	4	5	5	5	5	4.89
	Quality/Expertise of lecturers	5	5	5	5	4.5	5	5	5	5	4.94
	Length of WS	4	5	4	4	2	5	3	5	5	4.11
	Location of WS	5	5	5	5	5	5	4	5	4	4.78
AVG		4.8	5	5	5	4.1	4.8	4.5	5	4.3	4.68

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
1	Information, activeness	Best practice in installation of road barriers	Provide more qualified translation
2	Organisation of the course, learnt many new things, e.g. RSA	Yes, will use in future implementation of projects	Separate courses (and give more sessions - longer)

2	Knowledge of lecturers, methodology of education, problems and their solving	Very useful	Have a good health!
4	Volume of information and level of knowledge of lecturers	Yes; Give more attention to BSM	Translation of documents needs improvement; involve experts from TRACECA countries
5	Organisation	Yes	Not enough time; need more specific translation
6	Importance of the problems	-	
7	Very important topic, very difficult to grasp information in such a short period	Yes, very useful. Need to implement education on Road Design	
8	Everything	Yes	More time for the workshop
9	International experience	Yes	
10			More detailed information on site visit

Project response to evaluation results:

1. Next WS should be longer (more time dedicated for discussions and examples)
2. Improved translation of presentations for next WS (to be checked by one of TRACECA country representative)
3. Longer site visit and more discussions

Evaluation results of RSA/BSM Workshop 3-W004-2

13 participants from Kazakhstan (2), Uzbekistan (5), Kyrgyzstan (3) and Tajikistan (3) and 13 evaluation lists received

Astana, 24-28 November 2014.

		Participants answers													AVG
		1	2	3	4	5	6	7	8	9	10	11	12	13	
Main Questions	Organization of WS	5	5	5	5	3	5	4	4	4	5	4	5	5	4.54
	Importance of WS topics	5	5	5	5	5	5	5	5	4	4	5	5	5	4.85
	Quality of presentations	5	5	5	5	4	5	5	4	4	5	5	5	5	4.77
	Quality/Expertise of lecturers	5	5	5	5	5	5	5	5	4	5	5	5	5	4.92
	Length of WS	3	5	5	5	4	5	5	4	4	5	5	5	5	4.62
	Location of WS	5	5	5	5	5	5	4	5	4	5	5	5	5	4.85
AVG		4.6	5	5	5	4.3	5	4.6	4.5	4	4.8	4.8	5	5	4.76

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
-------------------	-------------------------------	-----------------------------	---

comments:			
1	Practical course, level of knowledge of lecturers		Too long
2	Level of knowledge, organisation (+hotel)	Yes	Need to organise trips to road sections
2	Information; translators		Simultaneous translation, not Sequential Interpretation
4	Standards, knowledge	Yes	Do in all TRACECA countries
5	Examples, RSA	Yes	Separate person should organise WS, not to disturb lecturers
6	Information		
7	Lecturers, translators	Yes	
8	RSA	Yes; will use in road maintenance	
9	Good and useful discussions, RSA, high level	Yes	Organisation needs to be improved
10	Discussion on RSA	Yes	
11	Discussion on RS on highways and RSA	Yes	
12	Topic, Organization		
13	Everything		

Project response to evaluation results:

1. Next Workshops should have more logistical support
2. More WS with similar contents in TRACECA countries

1.7. Photo documentation

WS/TC 3-W004-1

Plate 1.



Active dialogue between participants and lecturers were established during 3-W004-1 WS

Plate 2.



WS/TC participants

WS/TC 3-W004-2

Plate 1.



Finalisation of 3-W004-2 WS

TRACECA REGIONAL ROAD SAFETY PROJECT
REPORT ON
ACTION PLANNING WORKSHOPS

2-W008 - UKRAINE

"National Road Safety Action Planning Workshop"

2-W005 - KAZAKHSTAN

"National Road Safety Action Planning Workshop"

2-W003 - GEORGIA

"National Road Safety Action Planning Workshop"

2-W004 - MOLDOVA

"National Road Safety Action Planning Workshop"

AND

2-W009 - UZBEKISTAN

"National Road Safety Action Planning Workshop"

January 2015

Table of contents

1.1.	Brief Introduction	55
1.2.	Action PlanningWorkshop: Objectives and Expected Outcomes	56
1.3.	Action PlanningWorkshop Implementation	56
1.3.1	Ukraine	61
1.3.2	Kazakhstan	72
1.3.3	Georgia	79
1.3.4	Moldova	88
1.3.5	Uzbekistan	96

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1.1 Introduction/Overview

In accordance with the Project Terms of Reference and Inception Report it was agreed that the EU funded TRACECA regional road safety project II should implement ten National Action Planning (NAP) Workshops in order to assist the ten beneficiary countries to develop country specific action plans to implement the previously agreed Regional Road Safety Action Plan.

The NAP workshops are undertaken with 40-50 representatives of keystakeholders government, private sector and NGO stakeholders in each country with responsibilities in or the ability to influence road safety in that country. The 4-day workshops ineachcountry result in a draft countryspecificactionplanbasedonandcompatiblewiththeearlier EU funded regional road safety action plan. They cover the 6 sectors as follows:

- 1 Institutional Issues.
- 2 Safer Roads
- 3 Safer vehicles
- 4 Safer road user behavior
- 5 Emergency medical services
- 6 Changing attitudes

The first 5 of these sectors are the same as the 5 pillars of the UN Decade of Safety and the 6th sector has been included in recognition of the very early stage of road safety development in some TRACECA countries and thus the need to change attitudes to road safety both of the general public but also of government officials and responsible organisations.

The main targetgroups are representatives of the key government ministries and organizations with road safety responsibilities (e.g. Ministries of Transport, Interior, Health, Education, Finance, Traffic Police, Roads Authority etc.), Private sector organizations already active in or who should be active in road safety (e.g. oil companies, freight transport operator associations, bus or taxi operator associations, insurance associations, large fleet owners) and NGOS (Red Cross/ Red crescent, road

safety NGOs, pedestrian or cyclist associations) and International Organizations able to influence government (international development banks, EU Delegation, WHO etc.). Representatives, between them cover all the functions related to the six sectors to be addressed in the draft action plan.

3 Content of National action planning workshop workshops.

The main action-planning workshops are held over 3 days. After the opening Ministerial and EU Ambassador (visibility) speeches, the first day provides an overview of the safety situation in that country with 4 of the key government agencies, an academic, private sector firm and NGOs each giving a 10 minute overview of the main problems and issues to be addressed as they see them. There will then be an overview of international experience showing how other countries around the world and especially in EU, the Central and East European region have improved their road safety. Particular attention is given to identifying successes in TRACECA countries that might be worth sharing across the region.

The next two days spent working in breakout groups focussing on different sectors, followed each time by plenary sessions to agree the actions needed to implement fully the required improvements in each of the 6 sectors (Wherever feasible, we will liaise with GRSP part of the TRACECA project to have their input so that we can include their proposed initiatives in each country so we can prepare holistic action plans covering all 6 sectors) The resulting action plan will be based on delivery of improvements that can be monitored via the impact indicators that have been devised for each item. By the end of the 3rd day, a rough draft of possible activities will have been devised and agreed for all sectors by all participants.

On the 4th day work will continue with a smaller more senior group to refine /fine tune the actions and proposed activities in close consultation with around 20 senior persons representing the key stakeholders. A multi-sector working group will be selected from amongst the representatives on the 4th day, who can, in consultation with the project team, continue drafting the National road safety action plan over the following couple of months.

1.2 Action Planning Workshop: Objectives and Expected Outcomes

The agreed objective is to produce (via national action planning workshops), the first drafts of country specific road safety immediate action plans for each country that are compatible with the previously agreed regional road safety action plan. The most important outcome is an agreed set of activities in each country that are necessary for the implementation of the Regional road safety action plan.

The first drafts of such Immediate Action Plans will be prepared by the Project team from the activities identified by the Stakeholders. This draft will be sent to the working group in each country to review/refine and to make any further changes/modifications/additions etc. The project Team will then assist the Working Group by assisting in a second round of editing of the Action Plan. Thereafter it will be left to the country to make any further changes/improvements/modifications that may be required. The Project team will however provide advice on monitoring.

It is important to note that the draft Action plans being prepared are not intended to replace or amend any existing society strategies or Action Plans that may already exist. They focus

instead on the identifying and removing the obstacles and impediments that are preventing effective action on road safety by the key stakeholders. They are immediate Action Plans to be implemented over a 3-year period and focus on the issues/constraints identified by stakeholders which, if removed, would facilitate more effective safety activity.

1.3 Action Planning Workshop: Implementation

Visits were made to all countries during the inception period and discussions held with representatives of the key stakeholders in order to benchmark each country in relation to its progress with implementation of the recommendations of the original regional road safety action plan. This provided a framework for discussion/review by participants at the workshops

This benchmarking of progress provided a starting point for discussion / review by the sector specific experts participating in each workshop and enabled them to verify the progress in each aspect of road safety in each sector. They were then able to develop specific actions necessary to make progress in each aspect of safety in their sector of activity. The cumulative actions proposed across the six sectors constitute the embryonic first draft of a possible action plan for that country.

The typical programme and content of the Workshop is presented below

ACTION PLANNING WORKSHOP

“National Action Planning Workshop “

DRAFT PROGRAMME AND AGENDA

3 DAY ROAD SAFETY ACTION PLANNING WORKSHOP

DAY 1:

OFFICIAL OPENING AND OVERVIEWS OF THE PROBLEM

- | | |
|-----------|--|
| 0830-0900 | Registration of delegates |
| 0900-0910 | Official opening ceremony /welcome |
| 0910-1920 | Ministerial address (Minister of Health, Transport or Interior, depending on country) |
| 0920-0930 | EU speech (EU local Delegation Ambassador or representative from the EU delegation) |
| 0930-1015 | Global overview, International developments and Lessons in Tackling Road safety Issues |
| 1015–1045 | Overview of TRACECA regional safety project and role of EU in supporting road safety activities across TRACECA region. This will include results from project benchmarking assessment activities to show how the country compares with regional averages |
| 1030-1045 | COFFEE BREAK |

1045- 1145 Overview of responsibilities, current activities/successes, obstacles and suggested action areas in key government agencies ⁴

- Ministry of Public Health
- Ministry of Transport or infrastructure
- Ministry of Interior/ traffic police
- Ministry of Education
- Roads Agency or Safety Agency (if one exists)

1145--1300 Private sector, academic and community constraints⁵

- Academic representative
- Private sector representatives (e.g. chamber of commerce)
- Insurance Association representatives
- Freight or public transport association
- NGO Representative

1300-1400 LUNCH

1400-1445 Open forum discussion about the needs and problems in that country

1445-1545 Regional and nearby countries' experience /lessons Good practices (project team members who are from these countries)

- Armenia
- Georgia
- Serbia

1545-1600 COFFEE BREAK

1600-1645 International Funding Institutions (IFIs) - Role and funding of road safety activities (ADB, World Bank, EBRD, EIB as available)

1645-1715 Coordination Management and Funding of road safety: an overview

1715-1730 Allocation of participants into breakout groups for Day 2

1730 CLOSE OF DAY 1

DAY 2:

BREAK OUT GROUPS WORKING ON SECTORS

0900-0930 Explanation of breakout working and objectives / tasks for the day

0930-1045 Breakout parallel workshop session 1 to discuss/agree specific priority actions needed and target dates for completion of tasks in sectors 1-6

Group 1: Institutional Issues

Group 2: Safer Infrastructure

Group 3; Safer Vehicles

Group 4: Safer road users

Group 5: Emergency Medical services

⁴ Only 10 minutes per organization with no repetition basics and generalities or failings of other agencies. Each organization should talk **only about its own areas of activity**, to present information on 4 aspects (1) statistics on trends of deaths and injuries in its area of activity (2) list any responsibilities in road safety and indicate current activity /successes, (3) identify specific institutional impediments/ obstacles why it cannot be more effective on safety , (4) to indicate what needs to be done in its area of activity to enable it to be more effective .

⁵ Only 10 minutes each to outline (1) areas of activity or interest in road safety (2) what constraints are preventing greater academic , private sector and NGO activity/involvement in addressing road safety issues (3) what should be done

Group 6: Changing Attitudes

1045-1100 COFFEE BREAK

1100-1300 Breakout parallel workshop session 2 to continue discussing /agreeing specific actions needed in sectors 1-6. Identify who should lead and those who should be involved

Group 1: Institutional I Issues

Group 2: Safer Infrastructure

Group 3; Safer Vehicles

Group 4: Safer road users

Group 5: Emergency Medical services

Group 6: Changing Attitudes

1300-1400 LUNCH

1400-1530 Breakout parallel workshop session 3 to continue discussing /agreeing specific actions needed in sectors 1-6 and budgets needed to implement + possible sources of funding.

Group 1: Institutional I Issues

Group 2: Safer Infrastructure

Group 3; Safer Vehicles

Group 4: Safer road users

Group 5: Emergency Medical services

Group 6: Changing Attitudes

1530-1515 COFFEE BREAK

1545-1715 Plenary session for Chairmen of Workshop breakout groups to report briefly (10 minutes each) on actions proposed in each sector and 10 mins each to get discussion /feedback/suggestions /agreement from participants from other breakout groups (chaired by Ross)

1715 -1730 Round up and programme for day 3

1730 CLOSE OF DAY 2

DAY 3

PLENARY SESSIONS TO REFINE BREAKOUT RECOMMENDATIONS

0900- 0915 Explanation of activities and tasks for the day

0915 -1015 Sector 1: Institutional issues

1015-1115 Sector 2: Safer Infrastructure

1115-1130 COFFEE BREAK

1130-1200 Safer Vehicles

1200-1300 Safer road users

1300-1400 LUNCH

1400-1500 Emergency Medical services

1500-1600 Changing Attitudes

1600-1615 COFFEE BREAK

1615-1715 Road safety action plans- lessons learned

1700- 1715 Closing remarks and Closing Ceremony

1730 CLOSE OF DAY 3

DAY 4:

ACTION PLAN CONSOLIDATION WORKSHOP (AROUND 20 PERSONS MAX BUT INCLUDING THE 6 CHAIRMEN OF THE SECTOR BREAKOUT GROUPS FROM 3 DAY WORKSHOPS)

0830-0900	Registration of delegates
0900-0915	Overview of workshop and tasks to be completed
0915-0930	UN Decade of Action – Country obligations
0930-1000	Identifying and setting casualty reduction targets
1000-1030	Road safety action plans and monitoring – Lessons to be learned from other countries
1030-1045	COFFEE BREAK
1045-1100	Review of work completed in benchmarking and action planning workshops
1100-1145	Sector 1: Institutional Issues
1145-1230	Sector 2: Safer Infrastructure
1230-1300	LUNCH
1300-1345	Sector 3: Safer Vehicles
1345-1430	Sector 4: Safer Road Users
1430-1515	Sector 5: Emergency Medical Services
1515-1530	COFFEE BREAK
1530- 1615	Sector 6: Changing Attitudes
1615-1650	WRAP UP AND CONCLUSIONS
1700	CLOSE OF ACTION PLAN CONSOLIDATION WORKSHOP

1800-2000hrs Reception /dinner for the 1-day workshop participants

This is to encourage dialogue and networking between senior officials of different organizations and to encourage them to establish a 10-12 person interim working group /expert committee that the Project team can develop and assist as the key coordination body to oversee finalization and to commence implementation of the action plan until a more formal arrangement and coordination body can be established by government.

Instantaneous translation was usually provided on days 1 and 4 to enable effective dialogue during plenary sessions. Whisper/ sequential translation was used during the breakout sessions on day 2 and 3 since work was done in small groups. Throughout the workshop lively discussion was encouraged between participants and between participants and lectures in order to discuss / explore alternative options and interventions.

Workshop attendance: Normally there are around 40 participants in the workshop., information is usually provided in advance to public relation experts at EU Delegations to inform the media about EU funded TRACECA Regional road safety project and the scale and urgency of the road safety problem in the country concerned.

**TRACECA Regional Road Safety Project
Action Planning Workshop**



REPORT ON 2-W008

UKRAINE

«NATIONAL ACTION PLANNING WORKSHOP»

2-W008

**Kiev,
23-26 September 2014**

National Action Planning (NAP)

1.1 Ukraine

The NAP Workshop (2-W008) was held in Kiev, Ukraine during the period 23-26 September 2014. This NAP is the first of 10 Action Planning Workshops that will be delivered. It was implemented in the Ministry of Infrastructure in Kiev: using the Generic programme presented in the introduction.

Workshop attendance was 60 participants from all key stakeholders on the first day, and 40-45 participants on days 2-4, and there was a very active discussion throughout the workshop.

In close consultation and cooperation with, information was provided to the EU delegation media about the EU funded TRACECA Regional Road Safety Project and the scale and urgency of the problem in Ukraine so that suitable media coverage could be organized.

1.2 Participants of workshop

The list of participants attending all or parts of the workshop is presented below.

No.	Name and Surname	Institution and position (Organization)	Contact telephone e-mail
1.	Abramova Ludmila	Associate; Kharkiv National Automobile and Highway University	abramova_ls@ukr.net 057 707 37 06
2.	Babich Teresia	Head of the International Cooperation and Investment Department; Ukravtodor	
3.	Babiy Oksana	Ministry of Infrastructure; Head of Department of Advanced Development of priority transport networks; Department of Strategic Infrastructure Development and Science and Technology Policy	
4.	Berlin Michael	NGO "Association for Road Safety"; President	office@roadsafety.org.ua 044 270 54 86 // 067 238 72 88
5.	Bozhko Olga	Ministry of Regional Development of Ukraine; Head of Public service Department	OlgaBozhko@meta.ua 093 403 03 83
6.	Bondar Anna	KCA; Head of Department of decoration and landscape architecture	bondar.hanna@gmail.com 050 353 12 21
7.	Bondar Tatiana	SE "DerzhdorNDI"; Head of the Department of Road Safety	bdrndi@ukr.net (044)201-08-55
8.	Bryantsev Vasily	State Autoinspection MIA of Ukraine; Head of the legal provision Department	vvb@sai.mia.gov.ua 067 232 25 81 // 044 374 10 36
9.	Budnik Sergiy	State Autoinspection MIA of Ukraine; First Deputy Head	
10.	Buryak Inna	EBA; Manager of committees	

11.	Vavrish Andrew	KCA; Deputy Director, Chief of urban cadastre service	vavrysh.av@me.com 067 329 07 88
12.	Vovk Sergiy	Centre for Transport Strategies; Director	info@cfts.org.ua
13.	Garazha Mariya	"Scientific-Practical Medical Rehabilitation and Diagnostic Centre, Ministry of Health of Ukraine; Practical psychologist; scientist	rdckonst@mail.ru 06272 2 55 00
14.	Hasenko Lina	Poltava Technical University; Assistant, Graduate Student, Department of roads, surveying and architecture of rural buildings	lin02011@meta.ua 095 663 21 46
15.	Holotsvan Alexander	Ukrautodor; Head of Road Safety Department; Operational road maintenance and road safety Administration	bezpeka@ukravtodor.gov.ua 067-232-25-67
16.	Horbakha Mykola	Ministry of Infrastructure; Director of Safety Department	mgorbakha@mtu.gov.ua 044 351 48 37
17.	Horpyniuk Andrew	"DerzhavtotransNDIproekt"; Deputy Director of Research	agorpinuk@insat.org.ua (044) 201-08-38
18.	Guryev Sergiy	Ukrainian Research Center for emergency medical care and disaster medicine; Deputy Director	disastermed2@gmail.com 067 735 15 09
19.	Deminska Kateryna	Ministry of Infrastructure; Lead specialist of Department of Advanced Development of priority transport networks; Department of Strategic Infrastructure Development and Science and Technology Policy	063 374 29 92
20.	Didkivskyy Vyacheslav	Ministry of Infrastructure; Deputy Head of Safety Department; Head of Labour and Social Protection	didkivsky@mtu.gov.ua 044 351 40 58
21.	Dovgykh Yuriy	State Architectural Inspection of Ukraine; Chief State Inspector	dovgic@i.uadovgic@dabi.gov.ua 097 990 55 59// 044 291 69 85
22.	Drazhenko Alevtina	Public Council of Strategic initiative "Dnipro Pearl"; Project Manager, Secretary	alevtina.drazh@gmail.com 093 634 73 35
23.	Dudnyk Natalya	Ukrautodor; Chief Specialist of Safety Department; Operational road maintenance and road safety Administration	nmalush@rambler.ru 067-225-12-10
24.	Yefymenko Roman	SE "DerzhdorNDI"; Junior researcher at the Department of Road Safety	bdrndi@ukr.net (044)201-08-42
25.	Zalivan Alexander	NGO "Society of road users"; Vice President	azalivan@meta.ua 057 750 88 54
26.	Zerschykov Alexander		a.zerschikov@gmail.com
27.	Ivasenko Victoria	Poltava Technical University; Graduate Student, Department of roads, surveying and architecture of rural buildings	tikhovika@yandex.ru 095 509 03 43
28.	Kalashnikov Yegor	Road safety assistance fund; chairman of the Board	

29.	Karina Natalya	Red Cross National Committee; Head of the department of health and social programs and assistance in emergency situations	guman@redcross.org.ua 044 279 36 78
30.	Kvitka Mykola	State Emergency Service of Ukraine; Chief Specialist of First Aid; Health care for adults Administration; Department of Medical aid	kvitka@moz.gov.ua 095 495 80 80 044 253 82 92
31.	Kyyanovskyy Pavlo	State Agency on Emergency Situations	kiyanovskiy@mns.gov.ua 044 247 32 28// 044 247 32 83
32.	Korchynska Tetyana	Galnaftogaz; Project Manager	tkorchynska@kv.gng.com.ua 067 960 91 92
33.	Kravchenko Olga	Ministry of Infrastructure of Ukraine; Chief Specialist of International Cooperation and investment Department	olga@mtu.gov.ua 044 351 49 72
34.	Kravchuk Oleksandra	Aktive-Safety Ukraine; Director	Alexandra.Kravchuk@ezda.kiev.ua 066 698 75 75
35.	Kryzhanivsky Alexander	SE "Ukrdiprodor"; Head of engineering department	kaeuad@gmail.com 099-244-35-58
36.	Kudrenko Bogdan	MoE; Chief Specialist of state and public education Administration; Department of General, secondary, pre-school education	044 481 47 62
37.	Kurenkova Alexandra	"3M Ukraine" Ltd.; Marketing Specialist	
38.	Kushnir Vitaliy	Ukrainian Research Center for emergency medical care and disaster medicine; Head of department of emergency medical care	disastermed2@gmail.com 050 374 12 42
39.	Lagoyko Natalya	SE "Ukrdiprodor"; Head of tender - Contract Division	
40.	Lysak Julia	SE "Ukrdiprodor"; Engineer of 3 rd Category, engineering-technical department	lyusak.julia@mail.ru 063-867-46-99
41.	Mikov Dmitry	Ministry of Infrastructure of Ukraine; Chief Specialist of Transport of Dangerous Goods and Traffic Safety Department	mikov@mtu.gov.ua 044 351 48 37
42.	Morhunskyy Maxim	Club of automobile journalists; President	sesame@bigmir.net 067 403 69 72
43.	Panchenko Oleg	National Medical Academy of Postgraduate Education; "Scientific-practical medical rehabilitation and diagnostic center", Ministry of Health of Ukraine; Professor of Medical Informatics Department, Director	rdckonst@mail.ru (06272)2-55-00, (050) 9000007
44.	Papirovyy Yuri	All-Ukrainian NGO "Committee of Transport Safety"; Head	gktb@me.com 0673703020 // F: 044 459 31 10
45.	Paratsa Andriy	SE "Ukrdniprodor"; Head of department of project management	
46.	Peretyazhko Andriy	Ukrainian Insurance Federation; President	office@ufu.org.ua +38 (044) 520-18-94

47.	Petruk Victor	KCA; Leading specialist monitoring and development of engineering and transport infrastructure department	vpetruk@yandex.ru 067 506 44 92
48.	Pyna Alexander	SE "DerzhdorNDI"; junior research fellow; Department of Road Safety	bdrndi@ukr.net (044)201-08-42
49.	Potapova Tatiana	Ministry of Regional Development of Ukraine; Head of sector of economic, contractual and employment affairs; economic and contractual relationships in construction Administration	PotapovaTV@minregion.gov.ua 044 284 05 63
50.	Litvynenko Roman	Shell Ukraine; Safety Engineer	
51.	Ryabova Elena	"3M Ukraine" Ltd.; Senior Specialist in Relations with public institutions	
52.	Slavinska Nina	Ministry of Regional Development of Ukraine; Head Specialist of sector of economic, contractual and employment affairs; economic and contractual relationships in construction Administration	SlavinskaNI@minregion.gov.ua
53.	Soroka Roman	SE "Ukrdiprodor"; Head of Traffic Department	r_soroka@i.ua 098-088-88-48
54.	Tarnavskiy Sergiy	Media group "Autocentre"; Vice President	tarnavskyy@autocentre.ua 0674660916
55.	Temirova Aigul	"3M Ukraine" Ltd.; Director General	
56.	Terosypov Eugen	Ukrautodor; Deputy Head of the International Cooperation and Investment Department	
57.	Shapoval Sergiy	Active-Safety Ukraine; Chied trainer	sergey.shapoval@ezda.kiev.ua 066 698 42 42
58.	Tretyakova Galina	Ukrainian Insurance Federation; Director General	gnt@ufu.org.ua +38 (044) 520-18-94
59.	Tumarkin Dmitry	"3M Ukraine" Ltd.; representative of the Department of Road Safety	
60.	Fedorenko Oleg	Ukrautodor; Head of operational road maintenance and safety	
61.	Fedorovych Yuriy	"Coca-Cola Beverages Ukraine"; Head of Department of Road Safety	yuriy.fedorovych@cchellenic.com 050 332 60 70
62.	Habutdinov Arseniy	"DerzhavtotransNDIproekt"; Head of Department of Transport Safety	akhabutdinov@insat.org.ua (044) 455-69-76
63.	Khomyn Vladimir	Vinnitsky autokombinat; Director	
64.	Tsynka Anatoly	Ukrautodor; Head of the Department of Innovation and estimated pricing	
65.	Tsyupa Alina	Motor (Transport) Insurance Bureau of Ukraine (MTIBU); Chief Officer	atsupa@mtibu.kiev.ua 050 332 81 73
66.	Chernenko Valery	Ukrtransinspection; Head	
67.	Chekhet Tatiana	Mott MacDonald; Head	tanya.chekhet@mottmac.com.ua 067 447 21 78

68.	Chorny Yuriy	State Enterprise "Ukrainian Medical Center for traffic safety and information technologies" Ministry of Health of Ukraine; Head	director@umcbdr.com.ua 044 254 05 98
69.	Sheremet Maksym	State Emergency Service of Ukraine; Head of Department of organization and control of road safety in units	sheremet1975@ukr.net sheremet.maksim@mns.gov.ua 044 247 32 09 099 239 30 23
70.	Shpylyovy Ivan	Kyiv City Administration; First Deputy Director of transport infrastructure Department	shpil5@ukr.net 044 202 63 12
71.	Shumakov Eugene	Ukrainian Insurance Federation; PR specialist	zmi@ufu.org.ua (044) 520-18-94
72.	Yudin Andriy	"3M Ukraine" Ltd.; Head of protection means and Visual Communications Department	
73.	Yarmolenko Ilya	EBA; Logistics Committee Coordinator	

1.3 Results Achieved

Results Achieved from the Workshop are shown in the following table.

Expected and achieved objectives and outcomes

	Expected objectives and outcomes	Objectives and outcomes Achieved	Comments
Objectives			
1	Discussion of actions needed in each sector to develop a country specific action plan to implement the regional road safety action plan	Yes	40 + Ukrainian experts from each sector discussed needs and identified actions required in each sector
Outcomes			
2	Current status of progress in each sector verified	Yes	Sector specific experts checked and where necessary, modified benchmarking percentages to reflect current progress in each sector
3	Priority actions and interventions identified and sector specific draft action plans prepared by local sector specialists	Yes	Sector specific specialists identified priority actions / interventions needed in each sector to comply with regional road safety action plan
4	Country specific draft road safety action plan prepared in compliance with and to enable implementation of the regional road safety action plan	Yes	The 6 sector specific draft action plans can be combined to create a draft country specific road safety action plan. This is now in process of development in consultation between the project team and the interim working group established in each country from the key stakeholders

1.4 Evaluation

An anonymous workshop evaluation form (with 1 as very poor and 5 as excellent) was completed by the 20 or so participants on the last day. This covered 5 aspects (see form below) and delivered an overall average score of 4.65 out of a maximum 5 indicating the very high satisfaction level of participants.

Implementation of the regional road safety Action Plan for the Neighbourhood East and Central Asia – TRACECA Road Safety II
Contract #4122640022914661
Project funded by EU

TRACECA ROAD SAFETY PROJECT

office: 13, 40 ARTEMIA Street, Kiev
Tel: +380 443 721 858 Fax: +380 443 340 217

Anonymous Evaluation Questionnaire

Please be kind enough to evaluate the Workshop and give feedback on
"National Action Plan Workshop"
held in Kiev on 26 September 2014 as part of the
European Union financed Project "TRACECA ROAD SAFETY II"

DIFFERENT ASPECTS OF WORKSHOP	VERY POOR	POOR	AVERAGE	GOOD	EXCELLENT	YOUR COMMENT
ORGANIZATION OF WORKSHOP						
IMPORTANCE OF WORKSHOP TOPIC						
QUALITY OF PRESENTATIONS						
QUALITY/EXPERTISE OF LECTURERS						
LENGTH OF WORKSHOP						
LOCATION WHERE THE WORKSHOP WAS HELD						

➤ What did you like most on Workshop?

Implementation of the regional road safety Action Plan for the Neighbourhood East and Central Asia – TRACECA Road Safety II
Contract #4122640022914661
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TRACECA ROAD SAFETY PROJECT

office: 13, 40 ARTEMIA Street, Kiev
Tel: +380 443 721 858 Fax: +380 443 340 217

➤ IS Workshop useful for your work? (your suggestions for next topics):

➤ Suggestions to the organizers/lecturers:

THANK YOU FOR YOUR TIME!

Kiev, 26.09.2014.



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Evaluation results of Action planning Workshop 2-W008

21 participants from Ukraine

Kiev, 26 Sept 2014.

Main Questions	Participants answers																					AVG
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
1 Organization of WS	5	5	4	5	5	5	5	5	4	5	4	5	4	5	5	5	5	4	5	5	5	4,8
2 Importance of WS topics	5	5	5	5	5	5	5	5	3	5	5	5	5	5	5	5	5	5	5	5	5	4,9
3 Quality of presentations	5	3	5	4	5	5	5	5	4	5	3	5	5	5	5	5	5	4	5	5	5	4,7
4 Quality/Expertise of lecturers	5	4	5	4	5	5	5	5	4	5	4	5	5	5	5	5	5	4	5	5	5	4,8
5 Length of WS	4	4	5	4	5	5	5	4	3	4,5	2	3	3	5	5	5	4	3	4	4	4	4,1
6 Location of WS	5	5	5	5	4	5	5	5	4	5	4	4	4	5	5	5	5	4	5	5	5	4,7
AVG	4,8	4,3	4,8	4,5	4,8	5	5	4,8	3,7	4,9	3,7	4,5	4,3	5	5	5	4,8	4	4,8	4,8	4,8	4,65

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

What did you like most on WS?		Is WS useful for your work?	Suggestions to the organisers/lecturers
1	Communication with experts from different sectors	Yes	-
2	Learning important problems in RS, communication	Yes	-
2	Discussion, good facilitation. The most important thing is an action plan	Very important. Now everything needs to be done	Need to convince government to include this action plan into theirs and to get funding from EU banks
4	Alan Ross	World practice in RS management	-
5	RSA, EU directives	Yes	More materials on EU RS norms (e.g. norms of 2-3 countries on barriers, markings etc.)
6	It was interesting to understand how RS works in other countries; financing and management	-	-
7	Unique approach to solving various issues; good examples of international practice and presentations of lecturers	100% useful; Transport safet, international provision	Experts depending on areas

8	Organisation; approach	Yes, very useful	More events like this
9	Atmosphere - creative	Yes, very much.	Some suggestions are used but no potential for future. Need to take into consideration the real situation in the country. More details on RS management and funding sources
10	Active discussion; different points of view	Of course. Differences in RS in different countries	-
11	Draft of the document; range of issues	Partly	Higher representation of people who make decisions
12			
13	Methodology of RS management, international practice	WS's should be in different areas to be more focused and to achieve the goal	There was no analysis of the situation in Ukraine and there were no important problems outlined
14	Great selection of participants; high level of professionalism of the organisers		
15	Perfect		
16	Relevance, motivation		
17	Mariya Ivchenko		
18	Opportunity to to bring public opinion to influence government processes	Yes. Many statistics were shown for Ukraine, interesting international practice	Very short WS, need to organise extra breaks as we needed to consult experts
19	Important issues	Yes. Would like to know more about specific norms, standards, methodics in RS in international countries (top)	
20	Level of communication, important information and international practice	Useful and important. The data about international practice is very important for modernisation and improvement of RS in Ukraine. Special thanks for raising questions on EMS.	Fully involve specialized organisations
21	Information content and importance. It was very useful to analyse, compare and develop actions for RS improvement	Yes. It is important to hear about cyclists and their safety	Continue on the same level

Workshop organizer response to evaluation:

1. Overall the workshop was obviously considered by participants to be of high quality, but project team will make further improvements to the presentations and identify more example countries to show successes
2. Change order of presentations to have impact/ effect
3. Present more analyses of greater local problem an what can be done

1.5 Photo documentation

Plate 1. Instantaneous translations enabled very active dialogue/discussions between participants and lecturers and exchange of experience between all involved in WS/TC.



Plate 2. Work of sector breakout groups as a part of WS to share the knowledge and experience on current situation of road safety in Ukraine and to plan future actions to address road safety issues.



Plate 3. WS participants, project team lecturers and Kiev project office staff at WS/TC in Kiev, 23-26 Sept. 2014



TRACECA Regional Road Safety Project**Action Planning Workshop****KAZAKHSTAN****«NATIONAL ACTION PLANNING WORKSHOP»****2-W005****Astana,
1 – 3 October 2014**

National Action Planning (NAP)

1.1 Kazakhstan

The NAP Workshop (2-W005) was held in Astana, Kazakhstan, during the period 1-3 October 2014. This NAP is the second of the 10 Action Planning Workshops that will be delivered. It was implemented in the Ministry of investments and development (formerly Ministry of Transport) of the Republic of Kazakhstan: using the Generic programme presented in the introduction.

Workshop attendance was about 25 participants from all key stakeholders and there was a very active discussion throughout the workshop.

Information was provided to the EU delegation about the EU funded TRACECA Regional Road Safety Project and the scale and urgency of the problem in Kazakhstan so that suitable media coverage could be organized so that if the Delegation wished, they could use it to raise EU visibility in local media.

1.2 Participants of workshop

The list of participants attending all or parts of the workshop is presented below.

No.	Name, surname	Institution (Organization) and Position	Contact telephone
1	A. Abdrakhmanov	JSC National Company "KazAutoZhol"	+77012102618 a.abdrakhmanov@kazautozhol.kz
2	Assylbek Orazymbetov	JSC "Kazakhstan Road Scientific Research Institute (KazDorNII)	+77017512235 orazumbetov@mail.ru
3	S. Altynbekov	Republic State Company "KazAutoDor"	+77778708567 soolkaz@mail.ru
4	Kanat Sadvakasov	Ministry of Interior Affairs	+77015147713 sadvakasov63@mail.ru
5	Askar Tazhenov	Ministry of Interior Affairs	+77012504692 Spartak2030@mail.ru
6	Dmitriy Milishihin	KazLogistics	+77015557446 milishkin.ol@kazlogistics.kz
7	Yesenbek Aydarbekov	JSC "Kazakhstan Road Scientific Research Institute" (KazDorNII)	+77017169514 esenbek54@mail.ru
8	Yelena Kim	Red Crescent Kazakhstan	+77017441422 gendirector@redcrescent.kz
9	Dauren Babamuratov	Public Movement "Bolashak"	+77022910272 dauren_babamurat@mail.ru

10	Orazgali Batrashev	Ministry of Interior Affairs Committee of Extreme Situations	+77777349999 nto_kps78@mail.ru
11	Zhantore Kubeysynov	Ministry of Investment and Development Committee for Roads	+77017944980 zh.kubeisinov@mid.gov.kz
12	Smagulov Bulat	Deputy Chairman of Committee on Transport Control	
13	Tengyzbaev Akylbek	Chief Expert of Committee on Transport CControl	24-20-31 a.tengizbaev@mid.gov.kz
14	Blanka Babic	World Bank	+77024600696 bbabic@worldbank.org
15	Assem Kaliyeva	Consultant – Coordinator for the Government of the RoK and ADB Joint Knowledge and Experience Exchange Program	
16	Marat Saduov	TRACECA National Secretary	
17	Tashmuhamedov Mansur	Finance specialist, KazDorNII	
18	Sultan Sartayev	Head of Department of Investigation of Accidents on Railway and Maritime Transport	87014872911 sultan_sartayev@mail.ru
19	Zulaliev Zankoza	Deputy Head of the Central Operational and Rescue Department Committee on Emergencies (Mol)	
20	Bagramov Marat	Head of Department on Automobile Transport Ministry of Investment and Development	24-22-75 m.bagramov@mid.gov.kz

There were some initial problems as the Ministry had not managed to get sufficient participants as required by EU but with the help of the project team more stakeholders were contacted and eventually the workshop was able to proceed with around 25 participants representing key sectors.

1.3 Results Achieved

Results Achieved from the Workshop are shown in the following table.

Expected and achieved objectives and outcomes

	Expected objectives and outcomes	Objectives and outcomes Achieved	Comments
Objectives			
1	Discussion of actions needed in each	Yes	20 + Kazakhstan experts from

	sector to develop a country specific action plan to implement the regional road safety action plan		each sector discussed needs and identified actions required in each sector
Outcomes			
2	Current status of progress in each sector verified	Yes	Sector specific experts checked and where necessary, modified benchmarking percentages to reflect current progress in each sector
3	Priority actions and interventions identified and sector specific draft action plans prepared by local sector specialists	Yes	Sector specific specialists identified priority actions / interventions needed in each sector to comply with regional road safety action plan
4	Country specific draft road safety action plan prepared in compliance with and to enable implementation of the regional road safety action plan	Yes	The 6 sector specific draft action plans can be combined to create a draft country specific road safety action plan. This is now in process of development in consultation between the project team and the interim working group established in each country from the key stakeholders

1.4 Evaluation

An anonymous workshop evaluation form (with 1 as very poor and 5 as excellent) was completed by the 16 or so most senior participants on the last day. This covered 5 aspects (see form below) and delivered an overall average score of 4.65 out of a maximum 5 indicating the very high satisfaction level of participants.

Implementation of the regional road safety Action Plan for the Neighbourhood East and Central Asia – TRACECA Road Safety II
Component 2 (SAFECE West)
Project funded by EU

TRACECA ROAD SAFETY PROJECT
Office 12, 80 ARTEMA Street, Kiev
Tel +380 442 721 828 / Twitter +380 442 340 217

Anonymous Evaluation Questionnaire

Please be kind enough to evaluate the Workshop and give feedback on "National Action Plan Workshop" held in Kiev on 26 September 2014 as part of the European Union financed Project "TRACECA ROAD SAFETY III"

DIFFERENT ASPECTS OF WORKSHOP	VERY POOR	POOR	AVERAGE	GOOD	EXCELLENT	YOUR COMMENT
ORGANIZATION OF WORKSHOP						
IMPORTANCE OF WORKSHOP TOPIC						
QUALITY OF PRESENTATIONS						
QUALITY/EXPERTISE OF LECTURERS						
LENGTH OF WORKSHOP						
LOCATION WHERE THE WORKSHOP WAS HELD						

➤ What did you like most on Workshop?

Implementation of the regional road safety Action Plan for the Neighbourhood East and Central Asia – TRACECA Road Safety II
Component 2 (SAFECE West)
Project funded by EU


TRACECA ROAD SAFETY PROJECT
Office 12, 80 ARTEMA Street, Kiev
Tel +380 442 721 828 / Twitter +380 442 340 217

➤ IS Workshop useful for your work? (your suggestions for next topics)


➤ Suggestions to the organizers/lecturers:

THANK YOU FOR YOUR TIME!


Kiev, 26.09.2014.



SAFECE
Creating Expertise



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Grant Thornton
An expert for growth

TRACECA Road Safety II – EU – Ukraine – Grant Thornton – Safece & Partners
Project Office: Kiev, Ukraine

The results of participant's evaluation are shown in tables overleaf.

Evaluation results of Action planning Workshop 2-W005

16 participants from Kazakhstan

Astana, 3 October 2014.

Participants answers																	
Main Questions	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	AVG
Organization of WS	5	3	5	5	3	5	4	1	4	3	5	5	5	4	4	4	4,06
Importance of WS topics	5	3	5	5	3	5	5	5	5	5	5	5	5	5	5	5	4,75
Quality of presentations	5	5	5	5	3	5	4	4	5	5	4	5	5	4	4	4	4,5
Quality/Expertise of lecturers	5	5	5	5	3	5	4	5	5	5	4	5	5	5	5	5	4,75
Length of WS	4	5	5	5	3	5	3	4	4	4	4	5	5	4	5	5	4,38
Location of WS	5	5	5	5	3	5	4	4	5	5	4	5	5	5	4	5	4,63
AVG	4,83	4,3	5	5	3	5	4	3,83	4,67	4,5	4,3	5	5	4,5	4,5	4,7	4,51

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
1	Professional lecturers; Importance of the problem; Presentation	Yes	Presentation on specific actions in RS is needed
2	Work of translators	-	-
2	Knowledge of lecturers; duration	-	More participants
4	Alan ross as an expert; everything was excellent	Very important	-
5	Positive attitude of the lecturers	Yes	More slides; more handouts
6	High level of presentations; topics are important and can be implemented in Kazakhstan	Actions: Maintenance - especially important	Want to know more about specific actions
7	Friendly colleagues		
8	Activity, energy, interest of the facilitator; passion to what he is doing	Yes; the most important is the future result	Very important question - selection of participants

9	Desire to change the situation; ways to improve; successful examples	Yes; Creation of an Agency	More RS Organisations; work regime; personal experience?
10	-	-	Only a few experts; could take even 1-2 days; need to invite Automobile Roads Committee, Transport Control Committee
11	Questions, the way the seminar is organised	-	-
12	-	-	-
13	Example from Serbia	Yes	-
14	Presentations, discussion	-	-
15	-	-	-
16	Importance of the problem; opinion exchange	-	-

Workshop organizer response to evaluation:

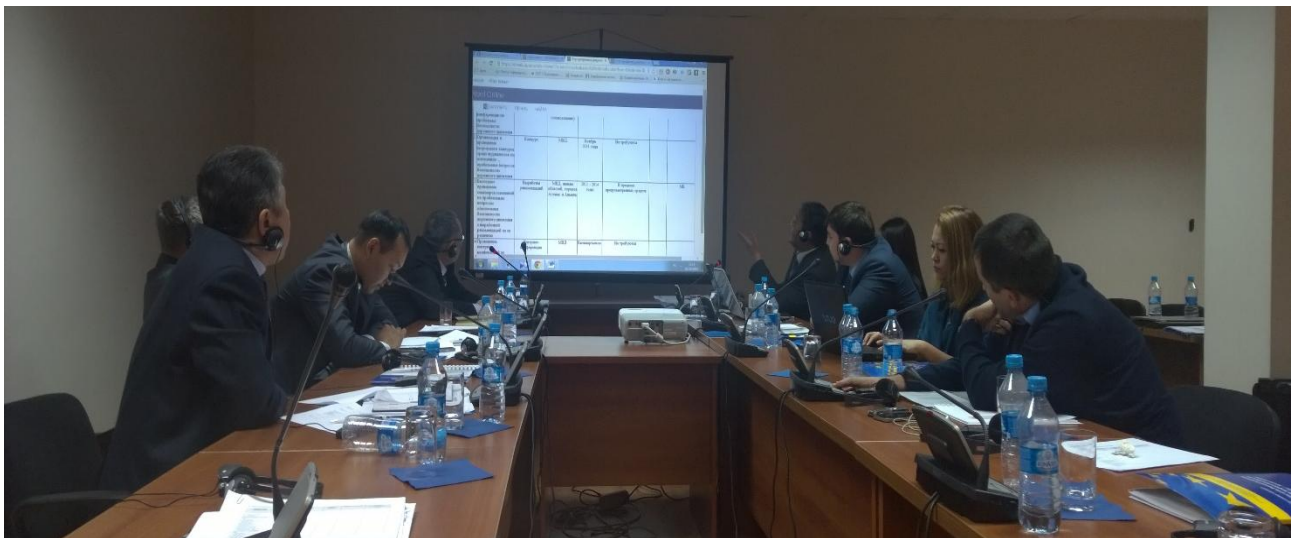
1. Overall the workshop was obviously considered by participants to be of high quality, but project team will make further improvements to the presentations and identify more example countries to show successes
2. Change order of presentations to have more impact/ effect and provide more handouts
3. Project team are conscious that the number who attended the workshop were not as high as were desired or indeed as had been requested by the team. However, despite the difficult start and limited number of participants initially proposed by ministry, workshop achieved its objectives.

1.5 Photo documentation

Plate 1. Instantaneous translations enabled very active dialogue/discussions between participants and lecturers and exchange of experience between all involved in WS/TC.



Plate 2. Work of sector breakout groups as a part of WS to share the knowledge and experience on current situation of road safety and to plan future actions to address road safety issues.



TRACECA Regional Road Safety Project

Action Planning Workshop



GEORGIA

«NATIONAL ACTION PLANNING WORKSHOP»

2-W003

**Tbilisi,
28-31 October 2014**

National Action Planning (NAP)

1.1 Georgia

The NAP Workshop (2-W003) was held in Tbilisi, Georgia, during the period 28-31 October 2014. This NAP is the third of the 10 Action Planning Workshops that will be delivered. It was implemented in the National Library in Tbilisi: using the Generic programme presented in the introduction.

Workshop attendance was 44 participants from all key stakeholders on the first day and there was a very active discussion throughout the workshop.

In close consultation and cooperation with the EU delegation, information was provided to media about the EU funded TRACECA Regional Road Safety Project and the scale and urgency of the problem in Georgia.

Since the GRSP workshop was going on in Tbilisi during the same period, GRSP specialists were invited to participate in the session and discussions when the topic changing attitudes was discussed.

1.2 Participants of workshop

The list of participants attending all or parts of the workshop is presented below.

No	Participant	Organization/Position	Contact Details
1	Ms. Ketevan Salukvadze	Head of Transport Policy Department MoESD	ksalukvadze@economy.ge
2	Ms. Ketevan Takaishvili	Head of Transport Corridor Development Division MoESD	ktakaishvili@economy.ge
3	Mr. Koba Metreveli	Specialist at Road Transport Division at Transport Policy Department MoESD	kmetreveli@economy.ge
4	Mr. Davit Bolkvadze	LELP "Land Transport Agency"	Cell phone: +995599544147
5	Mr. Gigusha Esiava	LELP "Land Transport Agency"	577290808 Gesiava@lta.gov.ge
6	Mr. Zurab Cincadze	LELP "Land Transport Agency"	577471613
7	Mr. Vasil Margishvili	LELP "Land Transport Agency"	599113064
8	Veka Modebadze	Office of the State Minister of Georgia on European and Euro-Atlantic Integration	veka.modebadze@eu-nato.gov.ge
9	Mr. Zaza Devdariani	Ministry of Internal Affairs	Cell phone: +995577-77-33-07

10	Ketevan Shalamberidze	Company "Welfare Foundation"	keti.shalamberidze@gmail.com
11	Boris Iarochevitch	EU Delegation	boris.iarochevitch@eeas.europa.eu
12	Mr. Mamuka Patashuri	Georgian Roads Department of MRDI	m.patashuri@yahoo.com
13	Johan Fredholm	European Bank	577477730
14	Mr. Shalva Mekravishvili	Ministry of Education and Science of Georgia	Cell phone: +995 599418496
15	Ms. Eka Kapanadze	Ministry of Labor Health and Social Affairs of Georgia	Cell phone: 599110990
16	Ms. Tamar Chachava	Ministry of Labor Health and Social Affairs of Georgia	Cell phone: 599374600
17	Ms. Nana Kalmakhelidze	Ministry of Labor Health and Social Affairs of Georgia	Cell phone: 577 9449 31
18	Mr. Noe Megrelishvili	Ministry of Environment and Natural Resources Protection of Georgia	noe_megrelishvili@caucasus.net
19	Ms. Teona Katsiashvili	LTD "Crossroad"	teona@crossroad.ge
20	Ms. Ekaterine Laliashvili	Georgian Alliance for Safety Roads	577327271 eka@saferoads.ge
21	Mr. Revaz Velijanashvili	Georgian Technical University	599906502 elco13@mail.ru
22	Mr. Zurab Bogvelishvili	Georgian Technical University	599172729 zvb777@gmail.com
23	Mr. Varlami Lekishvili	Georgian Technical University	598344150 Vlekishvili@gmail.com
24	Mr. Valeri Kharitonashvili	Georgian Technical University	599490273 valeri47@mail.ru
25	Mr. Irakli Izoria	Country Coordinator of TRACECA Road Safety II, Director of Partnership for Road Safety	irakli@safedrive.ge
26	Ms. Ketevan Murusidze	Project Coordinator, Partnership for Road Safety	keti.murusidze@gmail.com
27	Ms. Lika Merebashvili	Project Coordinator, Partnership for Road Safety	lika@safedrive.ge

28	Mr. Gela Kvashilava	The EASST advisory Board Member and Consultant	gelakvashilava@yahoo.com
29	Mr. Giorgi Sivsvivadze	The EASST advisory Board Member and Consultant	557307595
30	Mr. Shalva Ogbaidze	President of Automobile Federation, representative of Tbilisi City Assembly	577 508 580 shalvaogbaidze@yahoo.com
31	Archil Jorbenadze	Ministry of Regional Development and Infrastructure of Georgia	591403038 archil62@yahoo.com
32	Nodar Jorbenadze		njorbenadze92@yahoo.com
33	Levan Andriashvili	Ministry of Internal Affairs of Georgia, Service Agency Head Department	595075484 LAndriashvili@yahoo.com
34	Nino Jincharadze	Ministry of Education and Science of Georgia	555244848 nino-j90@yahoo.com
35	Giorgi Molashkhia	Foundation Partnership for Road Safety	577381717 giorgimol@yahoo.com
36	Nino Bacheleishvili		nino.bashelashvili@mail.ru
37	Mikheil Maskhulia	Tbilisi City Hall	m.maskhulia@tbilisi.gov.ge
38	Natia Mikeladze	Deputy of Minister of Economy and Sustainable Development of Georgia	n.mikeladze@economy.ge
39	Gia Tsipuria	Georgian International Road Carriers Association	girca@girca.org 599679292
40	Lasha Kvirikashvili	Georgian International Road Carriers Association	l.kvirikashvili@ca.edu.ge
41	Zurab Shengelia	Freight Forwarders Association	navte@access.sanet.ge
42	Nugzar Gasviani	Georgian Road Department of MRDI	ngasviani@yahoo.com
43	Mr. Vazha Marsagishvili	Ministry of Internal Affairs	marsagishviliv@mail.ru
44	Vaso Urushadze	Eco Transport Center	599024021 v.z.urushadze@gmail.com

1.3 Results Achieved

Results Achieved from the Workshop are shown in the following table.

Expected and achieved objectives and outcomes

	Expected objectives and outcomes	Objectives and outcomes Achieved	Comments
Objectives			
1	Discussion of actions needed in each sector to develop a country specific action plan to implement the regional road safety action plan	Yes,	40 + Georgian experts from each sector discussed needs and identified actions required in each sector
Outcomes			
2	Current status of progress in each sector verified	Yes	Sector specific experts checked and where necessary, modified benchmarking percentages to reflect current progress in each sector
3	Priority actions and interventions identified and sector specific draft action plans prepared by local sector specialists	Yes	Sector specific specialists identified priority actions / interventions needed in each sector to comply with regional road safety action plan
4	Country specific draft road safety action plan prepared in compliance with and to enable implementation of the regional road safety action plan	Yes	The 6 sector specific draft action plans can be combined to create a draft country specific road safety action plan. This is now in process of development in consultation between the project team and the interim working group established in each country from the key stakeholders

1.4 Evaluation

An anonymous workshop evaluation form (with 1 as very poor and 5 as excellent) was completed by 23 most senior participants on the last day. This covered 5 aspects (see form below) and delivered an overall average score of 4.52 out of a maximum 5 indicating the very high satisfaction level of participants.

Implementation of the regional road safety Action Plan for the Neighbourhood
East and Central Asia – TRACECA Road Safety II
Europe/AM/136860/02/0001
Project funded by EU

TRACECA ROAD SAFETY PROJECT

Office 12, 10 AVTOZEM Street, Kiev
Tel +380 442 721 868 Fax +380 442 540 217

Anonymous Evaluation Questionnaire

Please be kind enough to evaluate the Workshop and give feedback on
"National Action Plan Workshop"
held in Kiev on 26 September 2014 as part of the
European Union financed Project "TRACECA ROAD SAFETY II"

DIFFERENT ASPECTS OF WORKSHOP	VERY POOR	POOR	AVERAGE	GOOD	EXCELLENT	YOUR COMMENT
ORGANIZATION OF WORKSHOP						
IMPORTANCE OF WORKSHOP TOPIC						
QUALITY OF PRESENTATIONS						
QUALITY/EXPERTISE OF LECTURERS						
LENGTH OF WORKSHOP						
LOCATION WHERE THE WORKSHOP WAS HELD						

> What did you like most on Workshop?

Implementation of the regional road safety Action Plan for the Neighbourhood
East and Central Asia – TRACECA Road Safety II
Europe/AM/136860/02/0001
Project funded by EU

TRACECA ROAD SAFETY PROJECT

Office 12, 10 AVTOZEM Street, Kiev
Tel +380 442 721 868 Fax +380 442 540 217

> IS Workshop useful for your work? (your suggestions for next topics):

> Suggestions to the organizers/lecturers:

THANK YOU FOR YOUR TIME!

Kiev, 26.09.2014.

SAFEAGE – Creating Evidence | IMC worldwide – No matter for growth | Grant Thornton – No matter for growth | IQNet

Cooperation: SAFEAGE – IMC Worldwide – Grant Thornton – Grant Thornton & Partners
Project Office: Kiev, Ukraine | Head Office: Brussels, Belgium

SAFEAGE – Creating Evidence | IMC worldwide – No matter for growth | Grant Thornton – No matter for growth | IQNet

Cooperation: SAFEAGE – IMC Worldwide – Grant Thornton – Grant Thornton & Partners
Project Office: Kiev, Ukraine | Head Office: Brussels, Belgium

The results of participant's evaluation are shown in tables overleaf.

Evaluation results of Georgia action planning workshop

Completed on last day 23 participants from Georgia
Tbilisi, 31 Oct 2014.

Questions	Participants' answers																							AVG
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
Organization of WS?	4	4	5	5	5	5	5	5	5	4	4	5	5	5	4	4	5	5	5	4	5	4	5	4,65
Importance of WS topics?	5	5	5	5	5	5	5	5	5	5	4	5	5	5	4	5	5	5	5	5	5	5	5	4,91
Quality of presentations?	5	4	5	5	5	4	5	5	5	5	4	4	5	5	5	4	4	4	4	4	4	5	4	4,52
Quality/Expertise of lecturers?	5	5	5	5	4	4	5	5	5	5	4	4	5	5	3	4	4	4	3	5	5	5	4	4,48
Length of Workshop?	3	4	5	4	5	4	5	5	5	4	4	4	3	5	4	4	5	4	4	3	4	4	4	4,17
Location of Workshop?	4	5	5	4	5	5	5	5	5	4	4	5	4	5	3	3	4	4	4	5	5	4	4	4,39
Average	4,33	4,5	5	5	5	4,5	5	5	5	4,5	4	4,5	4,5	5	3,8	4	4,5	4,3	4,2	4,3	4,8	4,3	4,3	4,52

Legend:

Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
1	The explanation of topic and the process of learning	Yes, it is useful. I'd like to know how to make road design safety rules.	Get to know the nature of the people and how their system works, as there might be issues that people can not tell you or do not want you to know from them. There are local issues that only you can change.
2	Professional level of lecturers.	Yes	Distribute materials in advance.
2	Quality of workshop. National action plan is very important, so workshop was very fruitful and useful.	Yes	To cooperate as often as possible.
4	This kind of workshop helps different departments, organizations, NGOs, Ltd-s to get together and discuss problems and I liked that everyone was quite interested and willing to	Workshop was helpful, I learned different issues that in near future will be the base of best solutions for our company and country.	Please create such workshops more in order to get to know problems with outer eye. Different visions and opinions are always helpful.

	help.		
5	Workshop was very helpful to understand and realize the problems we are facing today. It was also useful to think on these problems and find solutions.	Yes, it was very important and necessary and the following steps should be taken on the higher level.	Almost everything was perfect and thank you for your support.
6	The main achievement of this workshop is that governmental and NGOs were unanimous on the issues, like 1. partnership; 2. create an informal forum; 3. create a governmental council.	The workshop gave me a considerable information about world's best experience, where road safety management is developed.	It would be better, if such important forums were covered by public broadcasters. Thanks to the organizers!
7	It is important that Georgia launched a work on road safety issues with involvement of Ministry of Georgia. We have a huge expectation that this meeting will be followed by steps forward.	Workshop was interesting and useful. It was organized on high level.	To improve informing of workshop participants, more visual aids (like video-clips) should be given.
8	Organization, professionalism of speakers, actuality of subject, progress of work and importance of having appropriate results.	It is directly related to my daily work.	Everything was great (with my estimation).
9	It is very important to start working on problematic issues both in governmental organizations and NGOs in time. I liked presentations about other countries' experience in this field.	Yes, it is useful for my work.	To hold this workshops like this on regular basis.
10	Workshop was well organized. Working groups were well chosen: agencies interested in the issues.	This issues are very important for my job.	It would be great to continue workshops like this.
11		It is better to consider more specific issues and proposals	To share experience of international experts.
12		It was useful, I received many important informations.	
13	I liked that small groups had a chance to work together on specific issue in details. This helped us to use time properly and discuss every subject.	This workshop is useful for everyone who works in this field.	To involve more people in workshop like this to increase awareness regarding these issues in our society and solve these problems together.
14	I liked that we had a contact with other organizations and governmental agencies.	We listened to different opinions and got more informations about other fields.	I liked that organizers had specific plans and a well-defined action plan. Other countries experience was very well explained.
15	-	-	-

16	Active participation of every organization in the workshop.		Continue working on traffic-related specific questions.
17	I liked global consideration of issues and then moving to state level. As a result, practical realization - especially in education and organizing technical condition (testing).	It is very fruitful, it should be extended.	It is necessary to select specialist very carefully according to their competence and in-depth knowledge of the issue.
18	The exact nature of the problem was precisely shown and actualised, as it is connected with people's safety. We saw that important for road safety are such details, which at the first glance seem insignificant. The topic is very sensitive.	This workshop is useful for my job, because Land Transport Agency is directly connected with transport safety.	It would be better, if workshop like this was held more often.
19	I liked every discussed topics.		I'd like you to bring international experts on road safety issues in Georgia in the future.
20	Due to the issues, problems were correctly interpreted and explained.	It was very important and it would be better if next meetings was more concentrated on details.	Workshop should not be for workshop's sake only. It would be better if workshops like this were held if not regularly, within reasonable time frame.
21	Topics of the workshop, consistency of setting the problems and finding methods of solutions - that was planned creating road safety agency and working groups.	This workshop was very productive as it increased my practical knowledge and professionalism. Next meetings should be basis for solution of problems.	Concretizing the problems more and finding ways for solution.
22		Workshop was very useful, I got many interesting news. I wanted to talk with Mr. Alan about the project on TRACECA countries development according export-import.	If there will be political will from the government, this project would be supported.
23	Organized, honest desire to find concrete solutions to solve road safety issues at a high level.	This workshop is very effective and it will have important influence on working group's achievements.	It is desirable to draw more attention on specific presentations in the future.

Workshop organizer response to evaluation:

1. Overall the workshop was obviously considered by participants to be of high quality, but project team will make further improvements to the presentations and identify more example countries to show successes
2. Modify some of the presentations to have more impact/ effect
3. Perhaps introduce more films/video clips from overseas.

1.5 Photo documentation

Plate 1. Instantaneous translations enabled very active dialogue/discussions between participants and lecturers and exchange of experience between all involved in WS/TC.



TRACECA Regional Road Safety Project**Action Planning Workshop****MOLDOVA****«NATIONAL ACTION PLANNING WORKSHOP»****2-W004****Chisinau,**

4-7 November 2014

National Action Planning (NAP)

1.1 Moldova

The NAP Workshop (2-W004) was held in Chisinau, Moldova during the period 4-7 October 2014. This NAP is the fourth of the 10 Action Planning Workshops that will be delivered. It was implemented in the Ministry of Interior in Chisinau: using the Generic programme presented in the introduction.

Workshop attendance was around 55 participants from all key stakeholders on the first day of the workshop, and 40-45 participants on the following days, and there was a very active discussion throughout the workshop.

In close consultation and cooperation with the EU delegation, information was provided to media about the EU funded TRACECA Regional Road Safety Project and the scale and urgency of the problem in Moldova.

1.2 Participants of workshop

The list of participants attending all or parts of the workshop is presented below.

No.	Name and Surname	Institution (Organization) and Position	Contact telephone
1.	Adrian Gavdiuc	National Patrolling Inspectorate, Superior Inspector, Circulation Systematization Department	
2.	Andulis Zidkovs	Advisor to the Ministry of Transport	+37360008829
3.	Albulesa Dumitru	AITA	57 25 11
4.	Alexandre DARRAS	Attaché - Project Manager EU DELEGATION TO MOLDOVA	+ 373 22 505 210
5.	Alexei Dolganiuc	"Universcons" Director	
6.	Andrei Buraga	SRL "Astral Project" engineer	+373688412101
7.	Andrei Cuculescu	National Secretary of TRACECA Moldova	+373 22 820725, mob. +373 68111230
8.	Antoci Eduard	Vice director, College of Transport	
9.	Constantin Rosca	Simbio-Proiect Ltd, project engineer	069499948
10.	Constantin Mitev	Interpretation Service Company Berlizzo	068468876
11.	Dan Chirita – did not participate	Police Colonel and Head of the Informational Technology Service of the Ministry of Internal Affairs of Moldova, Chief of the new video surveillance centre, General Police Inspectorate	069602800

12.	Dumitru Agachi	Ministry of Informational Technology	251102
13.	Dumitru Ceban	Department of transport management, Technical University Moldova, lecturer	069560525
14.	Eugen Datco	Director at the Union of Transport and Road Workers	tel.: +373 (22) 24-45-81 +373 (692) 5-06-14
15.	Ghenadie Pogorletchi	Technical University of the Republic of Moldova, Superior lecturer	022539138
16.	Gheorghe Bagrin	Teacher of road safety, College of Transport	
17.	Gela Kvashilava	Partnership for Road Safety, Georgia	+995599062211
18.	Igor Girgla	Teacher of traffic safety, College of Transport	
19.	Ilie Bricicaru	President at "Road Safety Moldova" Association	+373 79881190
20.	Liubovi Popa	Gas Natural Fenosa	069147519
21.	Marcel Marian – did not participate	"Universcons" engineer	
22.	Marcel Munteanu	SRL "Astral Project" engineer	
23.	Marina Golovaci	Ministry of Health Moldova	069147375
24.	Mihai Hasan	Journalist, road safety expert	069103759
25.	Mihai Netid	SRL "Astral Project" engineer	
26.	Mihai Rusu	Chief of the Evidence and Data Department, Unique Monitoring and coordination Centre	068303751
27.	Nicolae Bogza	"Simbo Project" SRL	
28.	Nicolae Mindra	Main consultant road development department Ministry of Transport	022820723
29.	Nicolae Tcaci	Road Design Specialist, Universcons Ltd, Team Leader	+37368121444; tel.+37322753581
30.	Nina Lungu	Project coordinator, Red Cross Moldova	022287174
31.	Oleg Cojocar	Vice President, Union of Drivers, Moldova	079455763
32.	Oleg Malashevsky	Head of the Dept of tactical response of rescuers and firefighters of Civil Protection and Emergency Situations Dept, Ministry of Internal Affairs	079904860
33.	Oleg Plinschi	"Universinj" engineer	+37322748850
34.	Olga Popusoi	ACM	022292703

35.	Petru Bologan	Head of Road Safety Service at the State Road Administration	+37369121160
36.	Petru Mititiuc	Ministry of Transport, Moldova	022228856
37.	Roman Corcimari	Systematization of Road Traffic at Surveillance of Transport and Road Traffic Department of National Patrolling Inspectorate	
38.	Radu Ostafciuc	Chief of the Republican Medicine Centre of natural disasters	069470099
39.	Sergiu Cusnir	FSP Universinj Ltd. Engineer of Road Dept	+37322748850
40.	Sergiu Bejan	Engineer, Technical University of Moldova, Chair of Railways, Roads, Bridges - Head of Chair \ BCPC Ltd "ASTRAL-PROIECT" – Director	tel-fax: (+373) 22 76 85 87, tel-mob: (+373) 69611873
41.	Sergiu Căpățină	State Road Administration, Moldova	022748961, 06868445
42.	Sergiu Mihailov	"Coca Cola Hellenic" Route auditor	7379703748
43.	Sergiu Nicoara	"Universcons" engineer	
44.	Simion Bogza	SIMBO-PROIECT LTD, Project Chief Engineer, Director	+37369216032, tel/fax (37322) 71 61 24
45.	Tatiana Mihailova	ACM	
46.	Tatiana Baranvoschi	Ministry of Education	
47.	Tudor Lozan	Head of Road Maintenance Department, Ministry of Transport	069142421
48.	Tudor Rusu	Vice director at the Union of Transport and Road Workers	
49.	Vasile Plamadeala	Department of transport management, Technical University Moldova, lecturer	
50.	Victor Ceban	Technical University, Department of transport management	069265033
51.	Viorel Bulimaga	Secretary of the National Road Safety Council in Moldova	069455000
52.	Virginia Mandalac	ACM	022200012
53.	Vladimir Belenikii	Road Traffic System department, National Patrol Inspectorate Moldova	
54.	Vladimir Goian	Dr. of technical science, department of transport management, Technical University Moldova	
55.	Victor Paginu	Ministry of Education	23 36 78
56.	Vasile Arama		

1.3 Results Achieved

Results Achieved from the Workshop are shown in the following table.

Expected and achieved objectives and outcomes

	Expected objectives and outcomes	Objectives and outcomes Achieved	Comments
Objectives			
1	Discussion of actions needed in each sector to develop a country specific action plan to implement the regional road safety action plan	Yes,	50+ Moldova experts from each sector discussed needs and identified actions required in each sector
Outcomes			
2	Current status of progress in each sector verified	Yes	Sector specific experts checked and where necessary, modified benchmarking percentages to reflect current progress in each sector
3	Priority actions and interventions identified and sector specific draft action plans prepared by local sector specialists	Yes	Sector specific specialists identified priority actions / interventions needed in each sector to comply with regional road safety action plan
4	Country specific draft road safety action plan prepared in compliance with and to enable implementation of the regional road safety action plan	Yes	The 6 sector specific draft action plans can be combined to create a draft country specific road safety action plan. This is now in process of development in consultation between the project team and the interim working group established in each country from the key stakeholders

1.4 Evaluation

An anonymous workshop evaluation form (with 1 as very poor and 5 as excellent) was completed by the 25 most senior participants on the last day. This covered 5 aspects (see form below) and delivered an overall average score of 4.61 out of a maximum 5 indicating the very high satisfaction level of participants.

Implementation of the regional road safety Action Plan for the Neighbourhood
East and Central Asia – TRACECA Road Safety II
Contract FA/13/0849/CED/0048
Project funded by EU

TRACECA ROAD SAFETY PROJECT
Office 12, 82 ARTEMIS Street, Kiev
Tel +380 412 721 810 Fax +380 412 740 217

Anonymous Evaluation Questionnaire

Please be kind enough to evaluate the Workshop and give feedback on
"National Action Plan Workshop"
held in Kiev on 26 September 2014 as part of the
European Union financed Project "TRACECA ROAD SAFETY II"

DIFFERENT ASPECTS OF WORKSHOP	VERY POOR	POOR	AVERAGE	GOOD	EXCELLENT	YOUR COMMENT
ORGANIZATION OF WORKSHOP						
IMPORTANCE OF WORKSHOP TOPIC						
QUALITY OF PRESENTATIONS						
QUALITY/EXPERTISE OF LECTURERS						
LENGTH OF WORKSHOP						
LOCATION WHERE THE WORKSHOP WAS HELD						

> What did you like most on Workshop?

Implementation of the regional road safety Action Plan for the Neighbourhood
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Tel +380 412 721 810 Fax +380 412 740 217

> IS Workshop useful for your work? (your suggestions for next topics):

> Suggestions to the organizers/lecturers:

THANK YOU FOR YOUR TIME!

Kiev, 26.09.2014.

SAFEAGE
Creating Partners
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Cooperates SAFEAGE – IMC Worldwide – Grant Thornton
Project Office: Kiev, Ukraine

IMC worldwide
In motion to grow!
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Head Office: Brussels, Belgium

The results of participant's evaluation are shown in tables overleaf.

Evaluation results of Design Workshop 2-W004

25 participants from Moldova (day 4)

Chisinau, 4-7 November 2014.

Main Questions	Participants answers																									AVG
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
Organization of WS	4	5	4	5	5	5	5	5	4	5	5	5	4	4	5	5	5	4	5	5	3	5	5	5	4	4,64
Importance of WS topics	5	5	4	5	5	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4,92
Quality of presentations	-	5	5	5	5	5	2	5	4	5	5	5	4	4	4	5	5	4	4	5	4	4	4	3	4	4,38
Quality/Expertise of lecturers	-	5	4	5	5	5	4	5	4	5	5	5	4	5	5	5	5	5	4	5	4	5	5	5	5	4,81
Length of WS	3	4	4	5	4	5	5	5	5	5	5	4	5	4	5	5	5	5	4	4	5	4	4	4	5	4,52
Location of WS	4	5	4	5	5	3	4	5	4	4	5	4	5	4	3	4	4	5	5	5	5	4	4	4	5	4,36
AVG	4	4,8	4	5	4,83	4,67	4	5	4,33	4,83	5	4,7	4,5	4,3	4,5	4,8	5	5	4,5	4,83	4,33	4,5	4,5	4,33	4,67	4,61

Legend: Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
1	Importance of topic and representatives and relevant organizations	Yes, we should work on the problem of system development and coordination topics of road safety.	Group information by topics for not losing time.
2	A lot of useful information	Yes	Nothing
3	Report of analysis international experience of crashes	Very useful course. Thank you for your work. Your information will be useful for my work.	These WS should be held more frequently
4	RS is not consumption it is investments	Very useful and actual WS for my work	I would like to present at next WS
5	Reports and International experience	Preparation of professional drivers and Safety transport	To make a general report with suggestions and represent it to government and participants.
6	Actuality of topics	Yes	To inform the government about these problems making allowances for consciousness in RS.
7	Everybody could express their opinions	Useful information	Not spend day for achievements but ask about tasks.
8	Actual information about RS, discussion of issues in a transport and infrastructure sphere.	As for me this WS was very effective, useful and informative.	Sending objectives to educational establishments in Chisinau and whole state.

9	All problems were paid good attention to, there were a lot of solutions	WS was useful. We're getting new methods and technologies from other countries.	A lot of experts in different areas with their own methods and work
10	I mostly liked the discussion of actual problems in RS	Nothing	Nothing
11	Meeting of experts and discussing of problems	Will be useful in my work	To have more international experts
12	Actuality of topics RS and preparation of suggestions for Moldova	The information is interesting for specialists and must be used in educational establishments, courses of road agencies, transport and police.	It is better to study success and disadvantages in resident state. It is necessary to work with leading foreign specialists
13	Big discussion of main issue	Rising of culture of every member of WS	WS could be for two days if all participants would be present.
14	I mostly liked the way information was presented	This WS is very useful for me	Everything was excellent. I am thankful to TRACECA for invitation. I hope this WS won't be the last and will bring results
15	Everything	Will be useful for my work	More examples and separated WS with ministry
16	Good international experience	Yes we found something new and I want the next WS to have more examples of organization RS	A would like to see more practical examples
17	I liked the actuality of problem and the way it was presented. I also liked the topic was explained by different specialists and specialists from other countries.	This WS is very useful and I hope all problems discussed there would be implemented then our work would become easier and all the projects would be on a high level	I would like the information to be presented as photos, videos and schemes.
18	Good solutions. International experience.	WS will be useful in my work	Four days - too long.
19	Actual topics.	International experience will be useful for my work	More recommendations
20	International experience in the sphere of RS. A lot of discussion of the problems	It was useful	To increase the level of organization.
21	Number of members	Yes. Use the solutions	Concretization
22	Organization and actuality of the topic	Yes. A lot of useful information. How to involve ministry of education and private sector.	More interesting presentations and less text. More time for discussions.
23	Real situation. International experience. Solutions by Mr. Ross	Very useful for me	To offer the problems we should be discussed for our better informing
24	I liked the discussion of actual problems and the reforms suggested by Alan Ross	This WS is very useful	Its better to show more examples from EU
25	Everything	Very useful for my work	Would like to present in next WS

Workshop organizer response to evaluation:

1. Overall the workshop was obviously considered by participants to be of high quality, but project team will make further improvements to the presentations and identify more example countries to show successes
2. Continue refining presentations to have more impact/ effect and look for local practical examples to show
3. Find time for more discussion

1.5 Photo documentation

Plate 1. Instantaneous translations enabled very active dialogue/discussions between participants and lecturers and exchange of experience between all involved in WS/TC.



Plate 2. Work of sector breakout groups as a part of WS to share the knowledge and experience on current situation of road safety in Moldova and to plan future actions to address road safety issues



TRACECA Regional Road Safety Project

Action Planning Workshop



UZBEKISTAN

«NATIONAL ACTION PLANNING WORKSHOP»

2-W009

**Tashkent,
2-5 December 2014**

National Action Planning (NAP)

1.1 Uzbekistan

The NAP Workshop (2-W009) was held in Tashkent, Uzbekistan during the period 2-5 December 2014. This NAP is the fifth of the 10 Action Planning Workshops that will be delivered. It was implemented in the Hotel Ramada, Tashkent: using the Generic programme presented in the introduction.

Workshop attendance was around 44 participants from all key stakeholders and there was a very active discussion throughout the workshop.

In close consultation and cooperation with the EU delegation, information was provided to media about the EU funded TRACECA Regional Road Safety Project and the scale and urgency of the problem in Uzbekistan.

1.2 Participants of workshop

The list of participants attending all or parts of the workshop is presented below.

No	Surname	Position	Phone numbers
1.	Ulmasov A. T	Deputy head of Uzbek road and river transport agency	+99871-2417201 +99871-2417203
2.	Erbekov Sh. I	General Director of the Republican Centre of regulatory and technical support of development of road and river transport, TRACECA National Secretary in Uzbekistan	+99871-2410346 +99890-3555308
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4.	Ziyayev O.	Director of Road Research Institute	+99871-2934931 +99871-2550831
5.	Salimov S.	Head of the Road Operations Department SJC "Uzavtoyul"	+99871-2372617
6.	Abdulayev M.	Specialist of Road Scientific Research Institute	+99890-9020671
7.	Mirkhodjaev Sh.	Deputy Director of Design Institute "Yulloyiha"	+99890-1898100
8.	Akhmedov Sh.	Deputy Director of Design Institute	+99871-2373855
9.	Abidov B	Chief specialist of the Uzbek Agency for Automobile and River Transport	+99871-2415629 +99890-3208089
10.	Pulatov A.	Head of the Department of the Republican Center, Uzbek Agency for Automobile and River Transport	+99893-3787057
11.	Vasylenko A.S.	Leading specialist of the Uzbek Agency for Automobile and River Transport	+99894-3942190 +99871-2411115
12.	Halboyev H.	Specialist of the State Customs Committee	325-91-11
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14.	Mukhiddinov U.	Specialist of Agency "Uzstandard"	+99894-6397340 +99895-1996495
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16.	Rakhmonov A.	Master of Tashkent Automobile and Road Institute	+99871-2321439
17.	Sadillayev Z.	Master of Tashkent Automobile and Road Institute	+99871-2321439
18.	Muradov A.	Department of "Traffic Safety" Tashkent	+99893-5433440

		Automobile and Road Institute	
19.	Muhiddinov A.	Head of research sector of the Tashkent Automobile and Road Institute	+99893-5284278
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21.	Choriev H.	Applicant Tashkent Automobile and Road Institute	+99871-2321439
22.	Atazhanov M.	Applicant Tashkent Automobile and Road Institute	+99871-2321439
23.	Tuhsanov F.	Master of Tashkent Automobile and Road Institute	+99871-2321439
24.	Salaev S.	Applicant Tashkent Automobile and Road Institute	+99871-2321439
25.	Kaunbaev B.	Head of Department of Licensing and coordination of all types of transport Hokimiyat Tashkent region	+99890-9643105
26.	Sadykov B.	Chief Specialist at the Department of Road Safety, Licensing and coordination of all types of transport Hokimiyat Tashkent region	+99871-2333487
27.	Nazyrhanov Zh.	Chief specialist of Tashkent city bus transportation, Licensing and coordination of all types of transport Hokimiyat Tashkent region	+99871-2333487
28.	Ahmedov S.	Head of "Tashvilavtosaroy"	
29.	Pardaev A.	Head of the regional association "Tashviltrans"	+99871-2562378
30.	Zakirov A.	Director of the transport company "Kibray Transservice"	
31.	Nurmatov A.	Chief Engineer "Toshavtoyul"	
32.	Dalilov M.	Secretary General of the Association of International Road Carriers	+99871-2736655 +99871-2739775
33.	Babajarov B.	Secretary General of the Association of International Road Carriers	+99871-2739775
34.	Pozilov M.	Secretary General of the Association of International Road Carriers	+99871-2739775
31.	Babadzhanov F.	Red Crescent Society	+99871-2487925
35.	Mirzhabborov Z.	Red Crescent Society	+99871-2487925
36.	Bustoni M.	World Bank	+99871-2385950 +99871-2385951
37.	Musaev Sh.	Asian Development Bank	+99871-1401920 +99871-1401921
38.	Hudzhaev Je.	The EU delegation in Uzbekistan	+99871-2391270 +99871-2391701
39.	Hasanov M	Main Directorate of Road Safety MIA	+99891-1662577
40.	Nosirov Sh.	Main Directorate of Road Safety MIA	+99871-2442914 +99871-2442846
41.	Nijazmetova Jo.	TRACECA Expert	+99890-9291684
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1.3 Results Achieved

Results Achieved from the Workshop are shown in the following table.

Expected and achieved objectives and outcomes

	Expected objectives and outcomes	Objectives and outcomes Achieved	Comments
Objectives			
1	Discussion of actions needed in each sector to develop a country specific action plan to implement the regional road safety action plan	Yes,	40+ Uzbekistan experts from each sector discussed needs and identified actions required in each sector
Outcomes			
2	Current status of progress in each sector verified	Yes	Sector specific experts checked and where necessary, modified benchmarking percentages to reflect current progress in each sector
3	Priority actions and interventions identified and sector specific draft action plans prepared by local sector specialists	Yes	Sector specific specialists identified priority actions / interventions needed in each sector to comply with regional road safety action plan
4	Country specific draft road safety action plan prepared in compliance with and to enable implementation of the regional road safety action plan	Yes	The 6 sector specific draft action plans can be combined to create a draft country specific road safety action plan. This is now in process of development in consultation between the project team and the interim working group established in each country from the key stakeholders

1.4 Evaluation

An anonymous workshop evaluation form (with 1 as very poor and 5 as excellent) was completed by the 25 most senior participants on the last day. This covered 5 aspects (see form below) and delivered an overall average score of 4.55 out of a maximum 5 indicating the very high satisfaction level of participants.

The image shows two pages of an evaluation questionnaire. The left page is the main questionnaire with a header and a table. The right page contains open-ended questions for feedback and suggestions.

Page 1: Questionnaire Header and Table

Implementation of the regional road safety Action Plan for the Neighbourhood East and Central Asia - TRACECA Road Safety II
 Co-financed by the European Union
 Project funded by EU

TRACECA ROAD SAFETY PROJECT
 Office: 10 ARTYMA Street, Kiev
 Tel: +380 412 721 800 - Fax: +380 412 721 817

Anonymous Evaluation Questionnaire

Please be kind enough to evaluate the Workshop and give feedback on "National Action Plan Workshop" held in Kiev on 26 September 2014 as part of the European Union financed Project "TRACECA ROAD SAFETY II"

DIFFERENT ASPECTS OF WORKSHOP	VERY POOR	POOR	ADEQUATE	GOOD	EXCELLENT	YOUR COMMENT
ORGANIZATION OF WORKSHOP						
IMPORTANCE OF WORKSHOP TOPIC						
QUALITY OF PRESENTATIONS						
QUALITY/EXPERIENCE OF LECTURERS						
LENGTH OF WORKSHOP						
LOCATION WHERE THE WORKSHOP WAS HELD						

> What did you like most on Workshop?

Page 2: Feedback and Suggestions

> IS Workshop useful for your work? (your suggestions for next topics):

> Suggestions to the organizers/lecturers:

THANK YOU FOR YOUR TIME!
 Kiev, 26.09.2014.

Logos at the bottom of both pages include: SAFEAGE Consulting Engineers, IMC worldwide, Grant Thornton, and TRACECA.

The results of participant's evaluation are shown in tables overleaf.

Evaluation results of Action Planning Workshop 2-W009															
13 participants from Uzbekistan															
Tashkent, 5 December 2014.															
Participants answers															
		1	2	3	4	5	6	7	8	9	10	11	12	13	AVG
Main Questions	Organization of WS	5	5	5	5	5	5	5	4	4	4	5	5	5	4,77
	Importance of WS topics	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	Quality of presentations	5	5	5	4	5	4	5	4	4	4	4	4	4	4,38
	Quality/Expertise of lecturers	4	5	5	4	5	5	5	4	4	5	4	5	4	4,54
	Length of WS	5	5	4	3	3	5	5	5	3	5	3	4	3	4,08
	Location of WS	5	5	5	5	5	5	5	3	3	5	4	5	4	4,54
	AVG	4,83	5	5	4	4,67	4,83	5	4,17	3,83	4,67	4,2	4,7	4,2	4,55

Legend: Mark 1: Very poor, 2: Poor, 3: Acceptable, 4: Good, 5: Excellent

Main participants comments:	What did you like most on WS?	Is WS useful for your work?	Suggestions to the organizers/lecturers
1	High level of organisation, quality of reports	Yes, got the necessary information on RS in different countries	
2	Detailed discussions, activity and interest	New statistics, factors	
2	high level	Yes	More relevant practical examples
4	Much new information	Very useful	
5	High level	Yes	Too much time for that amount of information; need to prepare in advance for the Workshop, get a proposal from the stakeholders
6	Level of knowledge of lecturers, quality of reports, opportunity to discuss	Yes	More RS experts (high positions); create emotional videos on RS; Working groups (establish)
7	Much new information; high level	Yes	More WS like this one, show international practice (especially post-Soviet and EU)
8	Success of the country in RS, topic, assertiveness	Yes	RS on TV (finance advertisements); promote this topic
9	Discussion	Yes	Not just theory, but practice is needed
10	Organisation	Yes	More participants; promote RS in regions (hire specialists)
11	RSA	Yes	2 days would be enough; more participants
12	Global problem	Yes	More WS like this one, give more information; more time; more participants
13		yes	

Workshop organizer response to evaluation:

1. Overall the workshop was obviously considered by participants to be of high quality, but project team will make further improvements to the presentations and identify more example countries to show successes
2. Will include more discussion examples from local stakeholders.
3. Look for more practical examples to show/share

1.5 Photo documentation

Plate 1. Instantaneous translations enabled very active dialogue/discussions between participants and lecturers and exchange of experience between all involved in WS/TC.





DRAFT

Version 1: 26 November 2014

UKRAINE

ROAD SAFETY IMMEDIATE ACTION PLAN

January 2015- December 2017

September 2014

Prepared by
key road safety stakeholders during a 4 day
road safety action planning workshop
held at Ministry of Infrastructure,
Kiev, Ukraine

23-26 Sept 2014

With technical support and further assistance from
EU funded TRACECA Road safety Project

Contents

I ACTION PLAN 2015-17 DEVELOPMENT	109
1. ROAD SAFETY SITUATION IN UKRAINE	109
1.1 Road Traffic crash trends in Ukraine	110
1.2. Which road users die most frequently in road accidents in Ukraine?	110
1.3. Where do people get killed or injured on Ukrainian roads?	110
1.4 Why do people die or get injured on Ukrainian roads ?	111
2. BACKGROUND	112
2.1 Introduction to Immediate Action Plan.....	112
2.2 Evidence that casualty reductions are possible	113
2.3 Desired Outputs if road safety is to be improved	113
2.4 Summary of the actions needed in each sector	114
2.5 Concluding remarks.....	116
II APPENDICES.....	117
APPENDIX A: ACTION PLANS FOR EACH SECTOR.....	117
Action plan 1: Institutional improvements.....	118
Action Plan 2: Safer road Infrastructure.....	125
Action Plan 3: Safer Vehicles	129
Action Plan 4: Safe road user behaviour	131
Action Plan 5: Post Crash Care	134
Action Plan 6: Changing attitudes to road safety.....	137
Summary Total Budget for Action Plan	139
APPENDIX B: PERFORMANCE INDICATORS FOR INSTITUTIONAL DEVELOPMENT	140
APPENDIX C: PERFORMANCE INDICATORS FOR ROAD SAFETY	139

I ACTION PLAN 2015-17 DEVELOPMENT

1. ROAD SAFETY SITUATION IN UKRAINE

Road safety is a problem worldwide and many countries are now attempting to reduce the numbers killed and injured on their roads.

Table 1 below presents the road crashes, deaths and injuries reported to the Traffic police in Ukraine in recent years and it can be seen that although the numbers of deaths appear to have reduced since the peak in 2007, road deaths are still unacceptably high at around 5000 deaths per year. A particularly worrying aspect is that nearly 40% of those killed are pedestrians. In just the last 8 years, 49,970 persons have been killed and 399,673 have been injured on Ukrainian roads causing immense hardship and grief to numerous families in Ukraine. A sad fact is that 1840 children were killed on the roads during this period.

Table1.1: Basic safety statistics for Ukraine⁶

Item \ year	2006	2007	2008	2009	2010	2011	2012	2013
Traffic accidents	196376	278837	312751	229885	204242	186225	196410	191005
Casualties								
Deaths	7592	9574	7718	5348	4875	4908	5131	4824
Injuries	60018	78528	63254	45675	38975	38178	37519	37526
Child deaths	206	234	226	166	250	233	266	259
Pedestrians deaths	2608	3280	2859	1914	1871	1896	1946	1903
Drivers deaths	7650	9587	7426	5146	4705	4736	4993	4676
Passengers deaths	383	633	3152	2158	1988	1916	2011	1803

Source: Ministry of Interior of Ukraine

The most recently published international comparative statistics⁷ indicate that after corrections are made for under reporting and definitions, Ukraine in 2010 had around 6 400⁸ deaths and 50 900 injuries in road crashes. Given that the numbers of police reported deaths in 2013 are almost exactly the same as in 2010 and definitions and under reporting has not changed in the interim it would not be unreasonable to assume that actual internationally comparable road deaths now in Ukraine are still around 6400 per year and that injuries remain around 50900 per year. Some of those injured may be disabled for the rest of their lives. Many victims require medical treatment and many may be temporarily or permanently unable to work after the accident.

Internationally it is known that for every death one can expect around 10 serious injuries and around 60-70 slight injuries, many of which are never recorded in police statistics, as they are often not reported to the police. Consequently, every year there are likely to be an additional 300,000 slight injuries resulting from road crashes. Over the last 8 years, with 50,000 deaths and nearly 400,000 injuries reported by police (and perhaps as many as 3 million slight injuries not recorded) road crashes may have resulted in as many as 3,450,000 casualties in Ukraine. This should be unacceptable in any civilised society and action can and must be taken to reduce such unnecessary deaths and injuries.

⁶ These are police reported deaths and injuries which does not include corrections for under reporting or differing definitions

⁷ Global status report on road safety, World Health Organization, 2013

⁸ A later more comprehensive study funded by the World bank suggests that the true internationally comparable number of road deaths may be as high as 8000 deaths.

1.1 Road Traffic crash trends in Ukraine

Table 1.1: Reported crash deaths and injuries 2004-2013

Item	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Deaths	6966	7229	7592	9574	7718	5348	4875	4908	5131	4824
Injuries	53638	55999	60018	78528	63254	45675	38975	38178	37519	37526
Total casualties	60604	63228	67610	88102	70972	51023	43850	43086	42650	42350

Source: Ministry of Interior, Ukraine

1.2. Which road users die most frequently in road accidents in Ukraine?

The data for the last 8 years indicates that out of the 49970 persons who died⁹ during the period 2006-2013 there were

PEDESTRIANS	18277 (37%)
TRUCK CRASH VICTIMS	9187 (18%)
CYCLISTS	3338 (7%)
BUS CRASH VICTIMS	2860 (6%)
CHILDREN	1840 (4%)
PASSENGERS	14044 (28%)

1.3. Where do people get killed or injured on Ukrainian roads?

Zagreba¹⁰ in analysing the data for the 3 years 2010 -2012 showed that the capital region (Kiev province excluding the capital city of Kiev) has significantly higher death rate in relation to population than other provinces and is about twice as high as the average for the rest of the country. This is partly explained by the fact that vehicle ownership is higher in that region and traffic levels because of commuting and transit traffic ,are also likely to be higher. However there are 6 other provinces which have significantly higher death rates than average for the country. Table1.3 below provides details of these provinces where risk of death on roads is highest

The relatively low rate of Kiev city at 66 deaths/million population shown in Table 1.3 overleaf should not be misinterpreted as Kiev being safe¹¹. We need to compare Kiev to other European capital cities. The average fatality rate in major European capitals as a percentage of the national average rate is around 46% whereas in Kiev this is 68%. The fatality rate in Kiev at 66 / million population also is significantly higher than in other European Capitals e.g. Paris (17 deaths / million), Madrid (27 deaths / million , Berlin (16 deaths / million). Hence, Kiev still has considerable scope for

⁹ This will not total 100% as some may appear in two categories (e.g. some of the truck crash victims may be pedestrians) . however this does indicate the main target areas for action to reduce deaths

¹⁰ Zagreba V Measuring effectiveness and efficiency of road safety interventions in the United States , the European Union and Ukraine: a comparative study, Maryland School of Public Policy, 2013

¹¹ Zagreba – op cit

improvement. Kiev city and the surrounding province there may be worth focussing on as the initial priority area for attention

Table 1.3 : Most dangerous provinces in Ukraine

Province	Population Millions(2012)	Deaths (2010-12) per million population
Kiev Province (excluding Kiev city)	1.72	245.81
Zhytomyr	1.27	164.42
Chernigiv	0.91	145.44
Poltava	1.48	135.39
Kherson	1.08	134.45
Crimea	1.96	133.13
Zapoizka 1.72	1.79	124.28
Kiev capital city	2.81	66.09
National Average	45.6	107.2

1.4 Why do people die or get injured on Ukrainian roads ?

Table 1.4: Main Contributory Factors identified by police (Data for the 8 year period 2006-2013)

	Main violations	Deaths		Injuries	
		No	%age	No	%age
1	<i>drink drive</i>	1218	2	2436	1
2	<i>speed related</i>	19526	39	36273	9
3	<i>Manoeuvring</i>	8005	16	14786	4
4	<i>pedestrian crossing rules</i>	1152	23	2163	1
5	<i>overtaking</i>	1126	23	2030	1
6	<i>entry to oncoming lane</i>	6793	14	12459	3
7	<i>passing through intersection</i>	1491	30	2745	1
8	<i>safe distance</i>	1586	32	2969	1
9	<i>sleeping when exhausted</i>	977	2	1825	1
10	<i>crosswalk in wrong place ?</i>	5060	10	9224	2
11	<i>Cross walking unexpectedly</i>	4799	10	8717	2
12	<i>Cross walking when drunk</i>	954	2	1777	1

Source: Ministry of Interior of Ukraine

Note: Some deaths may be counted under 2 or more violations as the purpose here is just to show the major contributory causes leading to death and injury on Ukraine roads

From the above it can be seen that the major areas for urgent attention are speed, overtaking, entry into to oncoming lanes, passing through intersections, keeping a safe distance and pedestrian safety. Although not showing up as too big a problem in the above aggregated statistics for the 8 year period. There are around 250-300 deaths and around 3000 injuries each year due to drink driving (drink drive enforcement did not start until around 2008 so the total numbers covers a shorter period than other factors so looks less important). Other major potential factors of not wearing seatbelt wearing and texting/telephoning while driving are not recorded by police but like to be very important

2. BACKGROUND

2.1 Introduction to Immediate Action Plan

With a help of TRACECA regional road safety project, the Ministry of Infrastructure of Ukraine and the representatives of key Ukrainian road institutions have reviewed all sectors of road safety and have developed a road safety immediate action plan for Ukraine. This is not intended to replace any existing long term road safety strategies or action plans that may already have been developed. Instead this immediate action plan is intended to remove the obstacles and impediments that are currently preventing effective activity in the key sectors of road safety in order to facilitate more effective interventions and efforts by relevant organisations able to influence road safety. It also identifies the areas for most urgent action by relevant agencies to improve the very high number of road deaths and injuries in Ukraine

Ukraine is still at a relatively early stage of road safety development and many of the basic facilities, activities and capabilities required for the desired “Safe Systems” approach are just not available at this time amongst the key stakeholders or in the existing government systems and procedures in Ukraine. Considerable work will first need to be done to strengthen capacity, practices and activities before the key systems and knowledge can be in place to do effective road safety work.

For these reasons this Immediate Action Plan focuses, primarily on institution building, developing knowledge and capacity, and implementing improved practices and systems to enable more effective road safety work to be undertaken. Analyses of the available data indicates that the common international risk factors of low seatbelt wearing, speeding, drink driving and inadequate protection for pedestrians are also the most common risk factors in Ukraine. The Action plan therefore focuses on institution building to develop local capacity and on the key risk factors for the present just to get activities going. In due course, once a new or improved crash data system has been installed, data made available to stakeholders and other safety support systems have been put in place, the focus of the action plan can shift if required to any additional local risk factors and identified high risk road user groups based on more detailed sector specific analyses of local data.

The Action plan will

1. Establish an interim coordination mechanism by setting up a multi sector inter agency working group and sector specific sub committees to oversee implementation of this immediate action plan
2. Introduce local experts in selected areas to international best practices and to enhance their knowledge and expertise so they can be more affective in addressing road safety issues in their normal work activities
3. Strengthen the ability of relevant agencies with road safety responsibilities to improve safety by reducing the number and the types of road crashes most frequently contributing to deaths and injuries in Ukraine
4. Encourage stakeholders to focus on the known highest risk factors
 - Seat belt wearing
 - Speeding
 - Drink Drive
 - Pedestrian safety

The Immediate Action plan will be implemented via a Partnership approach, which will enable different government ministries and departments to work together with the Private Sector and civil society/NGO stakeholders. The interim interagency working group will be responsible for overall coordination, monitoring and implementation of the immediate road safety action plan. The road safety Department within the Ministry of transport will chair the interim interagency working group until more formal arrangements can be put in place by the new government in Ukraine.

Municipal level committees will be encouraged to oversee development and implementation of local authority level road safety action plans.

2.2 Evidence that casualty reductions are possible

There is plenty of evidence that implementing a systematic, scientific safe systems approach can lead to very significant reductions in deaths and injuries. Table 2.1 below shows how a number of ex-Soviet countries with similar organisational structures, systems and constraints to those in Ukraine have nevertheless made very dramatic improvements in road safety. They did this by applying the well proven techniques and approaches that have been developed in EU over the last few decades. There is no reason why experts in Ukraine could not achieve similar success by applying similar approaches.

Table 2.1 Other ex-Soviet countries have improved safety significantly by implementing proven EU techniques and approaches to road safety

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

source TRACECA regional road safety Project

As table 2.1 above shows, ex-soviet countries and European Union have demonstrated that it is possible to steadily reduce the fatalities year after year, if effective and determined action is stimulated and coordinated by Government and if appropriate investment is made in road safety interventions. One of the great advantages for Ukraine is that it is not alone in facing road safety problems and many other countries in EU including some former Soviet countries with similar systems and structures have already developed and tested the tools and interventions and identified those that are most effective. We can select from the menu of successful interventions implemented in other countries to select those that are most appropriate for Ukrainian conditions and current stage of economic and social development. What is clear from the European experience is that setting ambitious targets is very beneficial¹² and even if you do not reach them, they do provide a focus for action and generally lead to much greater reductions than if no targets are set.

2.3 Desired Outputs if road safety is to be improved

Sector 1 :Well structured mechanisms and administrative structures in place for Ukraine to be capable of managing, coordinating and monitoring road safety within the national and international contexts.

¹² Oecd/ITF, *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*. 2006

Sector 2: Roads authority and road engineers take more responsibility for the Safety of the roads they build and operate so that Ukrainian Roads and road networks become safer and more “forgiving” to those involved in road crashes.

Sector 3: All types of vehicles comply with safe vehicle standards and regulations and adequate controls are in place to ensure that only roadworthy vehicles are permitted to use public roads.

Sector 4 : All road users know and understand their obligations under the Road Traffic Law, are aware of the main risk factors and how to avoid or minimise likelihood of death or injury in a crash

Sector 5 : Post crash care services are timely and highly effective in reducing severity and adverse outcomes of road crash injuries.

Sector 6: Attitudes of government, private sector and communities changes so that all take more responsibility for road safety for themselves, those around them and those that they can influence

2.4 Summary of the actions needed in each sector

Sector 1 : Road Safety Management

Road safety is a multi-sectoral issue which requires a multi-dimensional management system and adequate technical and financial resources that allow the responsible agencies to develop and implement appropriate strategies, policies and plans to coordinate the various actors involved in road safety at all levels. It also requires the establishment of appropriate safety support systems that enable the problem to be fully understood and appropriate action to be taken to reduce the numbers of casualties and their severity. Funds are needed for coordination but do not necessarily have to cover all the costs once activities move down to individual municipalities. However Funds need to be enough to allow sufficient horizontal and vertical coordination activities, cross sector workshops and safety promotion activities at National level and a few demonstration and pilot projects to stimulate road safety activities at all administrative levels within Ukraine

The interim inter-agency working group should try to get new legislation in place to ensure adequate funding to enable road safety as well as developing the required expertise and capacity among relevant groups to implement the required actions. Key tasks will be to implement a new or improved crash data system to improve the quality of the police crash database and to make the data accessible to all stakeholders so that safety activities can be decentralised horizontally to individual stakeholders and vertically to Municipalities so they can take action at local level. More road safety research will also need to be initiated within academic and scientific institutions in Ukraine. The immediate Action plan should be rigorously monitored and evaluated to ensure that the institutional development goals are being achieved

Sector 2 : Infrastructure:

Infrastructure plays a crucial role in road safety. Well-designed roads can help people use roads safely and minimize the risk that a crash will occur. When a crash does happen, protective and forgiving road infrastructure can mean the difference between life and death. Infrastructure that emphasises traffic calming and that caters to the needs of vulnerable road users (motorcycle riders, pedestrians, children, peoples with disabilities) is particularly important in Ukraine where around 39 % of the deaths are to pedestrians. These are the highest percentages of pedestrian deaths in the whole of Europe where pedestrian deaths are typically 10-20% of total deaths.

In this sector, the focus will need to be on engineering solutions which reduce speed through “traffic calming” measures and speed management, particularly in zones with a high volume of vulnerable road users such as school and residential zones, in build-up areas and in linear villages along major roads. Blackspot, mass action and route action improvement programmes should be conducted along the main road network. The recommendations of the EU Directive 2008/96 EC on road safety infrastructure management should be implemented by Ukravtodor introducing Road Safety Audit and Road Safety Inspections on main and local roads. More road engineers should be trained in carrying out such safety activities. Priority should be placed on incorporating audits into all future

road design and infrastructure projects and implementing road safety inspections on existing roads to identify safety deficiencies so that hazardous locations can be improved .

Sector 3: Safe Vehicles

Improvements to the crash protection and safety features in vehicles have been proven to reduce the number of road deaths and serious injuries. In recent years, there have been significant advances in vehicle safety that protect occupants and other road users and improve the ability to avoid crashes. Increasing the proportion of newer vehicles on roads with high standard safety features, both of company fleets and privately-owned vehicles, will substantially reduce risks for all road users – drivers, passengers, motorcyclists, pedestrians and cyclists.

However, in this sector, the current economic environment in Ukraine suggests that older vehicles and second hand cars will remain a major part of the fleet for the foreseeable future. It is therefore essential to ensure that such vehicles are road worthy before they are allowed to use the roads in Ukraine. There is an urgent need to resume technical inspections for all vehicles and to improve the current practices and procedures in technical inspection of commercial vehicles. The quality of technical inspection should be systematically improved and checked via regular, frequent road side inspections of vehicles

Sector 4: Safe Road User Behaviour

All road users share responsibility to use the road system safely and responsibly, and with consideration for other road users. To change the behaviour of the various road users and to protect vulnerable road users, awareness must be increased and attitudes changed of the citizens who use the road. Road users need to be made aware of the main risk factors that increase the probability of road crashes and the risk of them or others sustaining fatal or serious injuries so that they modify their behaviour to minimise such risks.

In this Sector it is necessary to target the main “risk” factors, identified from analyses of the available data and from observations while using the roads in Ukraine . These include low seatbelt wearing rates, speeding, drink driving, mobile phones and texting when driving and inadequate facilities for pedestrians. Activities will need to include public education through the various media channels, road safety curriculum in schools and universities, peer education and other strategies. Many of the education campaigns should be linked to enforcement actions to maximise their impact.

Vulnerable Road Users include children, pedestrians, motorcyclists, bicyclists, the elderly and people with disabilities. This group of road users (especially pedestrians, suffers disproportionate amount of deaths and injury in the road system in Ukraine due to the increased risk they face when travelling in a road system that does not protect them. For example, children often have to cross busy roads without any central refuges to get to school, pedestrians often have to walk along the road because there is no footpath facility for them, and speeds of vehicles are often far too high as they pass through urban areas and especially through linear villages along major roads. Even though the speed limit is supposed to be 60 Km per hour in urban areas police do not prosecute motorists unless they exceed 70 kph. Allowing motorists to travel at 70 kph through urban areas and linear villages is highly dangerous and must be changed The probability of death occurring to a pedestrian increases rapidly with speed of the vehicle. At 32kph only 5 % of those hit will die , at 60 kph around 38% will die but at 70 kph over 85% will die and at 80 Kph 100% will die The reason why so many pedestrians die on Ukraine road is primarily because of the very high the speeds that are permitted in built up areas (39% of total deaths over the last 8 years were related to excessive speed)

This sector will need to focus on addressing the risks posed to vulnerable road users. Safe school zones should be established throughout the country for children, safe crossings and speed reduction measures should be applied in areas where large numbers of pedestrians can be expected. Car occupants should be targeted particularly on seatbelt wearing and the existing methods of driver training / testing and the enforcement of standards will need to be strengthened and steadily improved.

Sector 5: Post-Crash Care

The likelihood of dying from a serious injury resulting from a road traffic crash is high in Ukraine and according to Ministry of Health 13 % of deaths in Ukraine occur because medical assistance did not reach them within the golden hour. Absence of a single emergency number and uncoordinated action by rescue services can result in delays in getting urgent treatment to critically injured victims. Each 10 minutes of delay in extracting a severely injured person from a crashed vehicle can reduce chances of survival by 10 %. Thus, many people are dying needlessly because of the insufficient first aid at the scene, slow extraction of injured persons from the damaged vehicle, slow transport to a medical facility, and in some cases, insufficient medical help at the health centre or hospital.

The key principle in this sector is to provide initial stabilization of the injured party during the golden hour (i.e. the first hour after injury). Thus, a key priority in Ukraine will be in expanding the numbers of 1st aid trained persons who are frequently on the road. Increasing the 1st aid capability of commercial drivers who are frequently on the road or first responders such as traffic police or community volunteers can make a significant impact on the time taken to get basic lifesaving 1st aid to a traffic victim. A particularly important initiative will be to have joint training of ambulance, police and rescue crews in order to reduce the extrication time for injured victims. The Ministry of Health will need to develop and strengthen emergency medical services which would involve first aid, transport, capacity of hospitals, mechanisms to manage the system and integrated information systems. Physical rehabilitation of the victim post-crash will also be included in the Plan.

Sector 6 Changing attitudes

This is an essential part of a more systematic approach where road safety has to be made everyone's responsibility and not just something, that government gives you. Every individual has the opportunity to influence those around him ranging from protecting and influencing his immediate family to wider family of relations, to friends and acquaintances, to people in his neighbourhood, to people he works with or who he employs.

Safety has to be made everyone's business and those who are anti-social (eg speeders , drink drivers, those ignoring traffic lights ,users of mobiles or those texting when driving) are putting the law abiding citizens at risk and should be made to feel that such behaviour is unacceptable and they should be heavily fined and punished for putting others at risk

2.5 Concluding remarks

The proposed 3 year action plan is based on an assessment of each sector and was developed by local experts in cooperation and discussion with international experts of the TRACECA road safety project . This identifies the most urgent needs in Ukraine. Appendix A presents the Action Plans for each Sector , Appendix B presents impact indicators that can be used to assesses institutional impact of this immediate action plan . Appendix C presents a number of performance indicators that can be used by local experts to monitor and assess progress in road safety over the coming years to ensure that sure that adequate progress is being made in each area.

The proposed total road safety investment required in UKRAINE over the 3 year period is around Euro **xxx millions**. This is a very modest investment given the very high returns that are likely to be achieved .In addition it must always be remembered that road crashes are already costing Ukraine **over \$US 4400 Millions** each yearTherefore **inaction is not an option** as failure to react appropriately and to invest in road safety will result in such losses continuing into the future, year after year

II APPENDICES

APPENDIX A: ACTION PLANS FOR EACH SECTOR

Sector 1: Institutional strengthening

Sector 2: Safer Roads

Sector 3: Safer Vehicles

Sector 4: Safe road user Behaviour

Sector 5: Emergency Medical Services

Sector 6: Changing Attitudes

DRAFT

To be developed further by local stakeholders with assistance from TRACECA Road Safety Project

Action plan 1: Institutional improvements

IMPACT INDICATORS	% ACHIEVEMENT	Actions required with time frame	Estimated costs	Lead Stakeholder	Stakeholders involved
1	2	3	4	5	6
1.1 ADR 1957					
1 Accede to agreements	100	Nil	To be discussed Reviewed	MI, MIA	AsMap
2 Translation to local language	100	Nil			
3 Review existing legislation	90	3.1 Introduce pre-licensing inspection by Jun 15 3.2 Review legislation by Sept 1515, 3.3 Establish regular monitoring procedure by Dec 15			
4 Ratify and publish	100	Nil		MI, MIA	
5 Training/capacity development	70	5.1 Training needs study completed by Jun 15 5.2 training courses developed /available by Dec 15 5.3 Relevant persons in key organizations being trained by Apr 16			
6 Regular checks	50	6.1 Random checking procedures in place by June 15 6.2 Random rigorous checks being undertaken by Dec 15 6.3 Over 95% compliance with requirements			
7 UNECE Working parties	50	7.1 Relevant Ukrainian experts attending WP meetings by Sep 15 7.2 Ukrainian experts contributing to work of WP BY Dec 15			
1.2 Vehicles Regulations Agreement 1958					
1 Accede to agreements	100	Nil	20 million euros ??	MI	OS, Technical Services OS, hardware manufacturers, technical services
2 Translation to local language	100	Nil			
3 Review existing legislation	90	3.1 Review / improve existing legislation by Jul 15			
4 Ratify and publish	100	Nil		MI	
5 Training/capacity development	0	5.1 Training needs study completed by Jun 15 5.2 training courses developed /available by Dec 15 5.3 Relevant persons in key organizations being trained by Apr 16			
6 Regular check	0	6.1 Form state enterprise "DerzhavtotransNDIproekt" (in accordance with orders Cabinet of Ministers № 847 of 17.09.14) 6.2 System reviewed every 2 nd year to ensure effectiveness			
7 UNECE Working parties	10	7.1 Relevant Ukrainian experts attending WP meetings by Sep 15 7.2 Ukrainian experts contributing to work of WP BY Dec 15			

1.3 Convention on Road Traffic 1968 1 Accede to agreements 2 Translation to local language 3- Review existing legislation 4 Ratify and publish 5 Training/capacity development 6 Regular check 7 UNECE Working parties	100 100 90 100 80 100 20	Nil Nil 3.1 Review and Finalize legislation by Jun 15 Nil 5.1 Training needs study completed by Jun 15 5.2 training courses developed /available by Dec 15 5.3 Relevant persons in key organizations being trained by Apr 16 Nil 7.1 Relevant Ukrainian experts attending WP meetings by Sep 15 7.2 Ukrainian experts contributing to work of WP BY Dec 15	Jun 15	MIA ME, MIA,MI MIA,MI	National forum on issues of road safety International carriers and road users
1.4 Convention on Road Signs and Signals 1968 1 Accede to agreements 2 Translation to local language 3 Review existing legislation 4 Ratify and publish 5 Training/capacity development 6 Regular check 7 UNECE Working parties	100 100 50 100 80 100 100	Nil Nil 3.1 Review and Finalize legislation by Jun 15 3.2 Introduce a programme of systematic removing /replacing non compliant signs Nil 5.1 Training needs study completed by Jun 15 5.2 training courses developed /available by Dec 15 5.3 Relevant persons in key organizations being trained by Apr 16 Nil 7.1 Relevant Ukrainian experts attending WP meetings by Sep 15 7.2 Ukrainian experts contributing to work of WP BY Dec 15	50 thousand euros per year 50 thousand euros	UKRAVTODOR Avtodor of local authorities MIA, MI MI, UKRAVTODOR	Specialized non-governmental organizations, and central government bodies

1.5 AETR 1970 1 Accede to agreements -2 Translation to local language 3 Review existing legislation 4 Ratify and publish 5 Training/capacity development 6 Regular check 7 UNECE Working parties	100 100 100 100 10 10 10	Nil Nil Nil Nil 5.1 Training needs study completed by Jun 15 5.2 training courses developed /available by Dec 15 5.3 Relevant persons in key organizations being trained by Apr 16 6.1 System exists for reporting non compliance by Jul 15 6.2 System reviewed every 2 nd year to ensure effectiveness 7.1 Relevant Ukrainian experts attending WP meetings by Sep 15 7.2 Ukrainian experts contributing to work of WP BY Dec 15			
1.6 AGR 1975 1- Accede to agreements 2- Translation to local language 3 Review existing legislation 4- Ratify and publish 5 Training/capacity development 6 Regular check 7 UNECE Working parties	100 100 100 100 100 100 100	Nil Nil Nil Nil Nil Nil Nil			
1.7 Agreement on technical inspections 1997 1Accede to agreements 2Translation to local language 3 Review existing legislation 4 Ratify and publish 5 Training/capacity development 6 Regular check 7 UNECE Working parties	100 100 10 100 10 10 10	To be checked with relevant experts ?? this cannot be right since no testing being done ?? ?? ?? ?? ??	MI, MIA		

Multidisciplinary Road Safety agency 1. Legislation exists 2. Coordination body established 3. Fully staffed and funded Secretariat exists 4. Reliable, sustainable safety funding mechanism in place	0 0 0 0	1.1 Legislation developed by end 12/14 1.2 Legislation enacted by end 3/15 2.1 Interim interagency working group (IWG) by end 11/14 2.2 Lead agency specified by 3/15 2.3 Official coordination body established + operating by end 6/15 3.1 Full time secretariat with at least 3 persons by end 3/15 3.2 Staff secondments to Secretariat as needed by end 6/15 3.3 Secretariat has funds for operations and activities by end 3/15 4.1 3 rd party ins levy insurance funds to oversee IWG by end 6/15 4.2 National road safety Fund established by end 6/15		The Cabinet of Ministers of Ukraine	MIA MIU ME MF UTI UKRAVTODOR
Implementation of National Road Safety Strategy 1. Strategy is developed 2. Stakeholder consulted 3. Strategy approved by Government 4. Implementation commenced	100 100 100 10	Nil Nil Nil 4.1 IWG adopt strategy as broad direction of activities by 12/14 4.1 IWG commence implementing where feasible by 3/15			
Realistic and long term targets for road crash reduction 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	100 75 75 50	Nil 2.1 Existing action plan reviewed /updated as necessary by end 12/14 3.1 Govt approval of a State road safety programme by end 6/15 4.1 Monitoring system established for action plan by end 6/15 4.2 IWG reporting progress quarterly to Govt transport c/ttee by 6/15			
Long term sustainability of road safety development 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	0 0 0	1.1 Research completed to quantify losses by end 06/15 1.2 Costs available for use in cost benefit analyses by end 09/15 2.1 Road safety Fund established by end 12/14 2.2 Insurance levy goes into road safety fund by end 1/15 2.3 other streams of income agreed for road safety by end 6/15 3.1 Govt ministries have a budget item for road safety by 12/15 3.2 Ministries implementing interventions in their areas by 06/16	E		

investments in road safety	0				
Establish a mandatory road user insurance scheme 1. Compulsory third party motor insurance exists 2. Enforcement and penalties in place for uninsured vehicles 3. Number of uninsured vehicle minimized	100 100 50	nil Nil 3.1 annual exchange of information MIA / Motor vehs Bureau by 12/15. 3.2 Require to show insur. certificate at (?)annual licensing 12/15 3.3 Increased police checking of documents by 12/15	500 thousand euros ?	Motor (Transport) Insurance Bureau of Ukraine and MIA MIU	The subjects the insurance market
Establish requirements for the issuing of driving licenses based on international best practice 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	10 10 10 10	1.1. Seek technical Assistance via EU TAIEX programme to review needs to meet EU requirements for the issuance of driver's licenses. by end 12/14 1.2. Develop and implement EU compliant theory tests by 6/15 1.3. Complete Training for instructors and examiners by 12/15 2.1 Develop and implement EU compliant practical tests by 6/15 2.2 Complete Training for instructors and examiners by 12/15 3.1 require cert of competence for new commercial drivers by 12/15 3.2 existing commercial drivers to pass CoC by 12/17 System complies with relevant EU directives/ guidelines			
Data collection and evaluation is unified in the region 1. Common core items to be agreed and identified 2. Agreed crash data being collected via police crash 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 analysis 7. Crash data system enables effective analysis of crash causes and remedial measures	0 100 100 100 100 100 70	1.1 Collaboration with others via traceca project by end 6/15 1.2 Traceca project expert reviews needs by end 6/15 2.2 Crash data form reviewed to meet all stakeholder needs by 12/15 3.1 System reviewed and improvements recommended by 12/15 4.1 System reviewed and improvements recommended by 12/15 5.1 System reviewed and improvements recommended by 12/15 6.1 Data available and accessible for further analyses by stakeholders by 12/15 7.1 police and stakeholder able to identify high risk rod users and high	50 thousand euros	MIA ME	National forum on issues of road safety

		risk behaviours by 12/15		MI	
A common system is established for monitoring and evaluating the outcome of defined measures 1. Regional Working group established 2. The impacts to be monitored are agreed 3. Impact monitoring system is established 4. Quarterly monitoring progress report being circulated 5. Effective strategic management of implementation	0 0 0 0 0	1.1 Regional group establishe by 12/15 2.1 impacts for monitoring agreed by 03/15 3.1 Impact monitoring system established by 03/15 4.1 Quarterly reports available by 06/15 5.1 coordinating group reviewing progress and taking action where progress falling behind by 9/15			
Reviewed and improved road signing systems 1. Signing/standards reviewed 2. Needs and deficiencies identified 3. A program for improvement develop 4. The budgets needed estimated	70 70 70 0	1.1 Existing signing / marking standards reviewed by end 6 /15 2.1 areas of deficiency identified by end 6/15 3.1 a programme for implementing improvements devised by 9/15 4.1 budget estimated by 12/15			
Implemented road safety audit (RSA) principles and practices in the design and construction of the existing and new roads 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 5. Regional RSA Training courses developed 6. RSA trainers trained 7. In country RSA training programs established	0 0 0 0 0 0 0	1.1 discussions held between roads agency heads by 06/15 1.2 Regional guidelines of RSA in use by 09/15 2.1 RSA policy implemented by 06/15 2.1 RSA s being undertaken in compliance with policy by 12/15SA 3.1 Discussion completed with other Road agencies about mutual recognition of traceca project trained RSA instructors and accreditation of auditors by 12/15 4.1 Comments made to development of regionl RSA manual by 03/15 4.2 regional RSA manual in use by 12/15 5.1 National RSA course being run 2 times / year by 6/15 5.2 TRACECA project trained and certified RSA instructors offering regional training courses by 12/15 6.1 RSA trainers trained by 03 /15 7.1 RSA Training course being implemented at least once a year by 6/15			

<p>Best practice in road safety shared throughout region</p> <p>1. TRACECA Road Safety Working Group established</p> <p>2, Shared database of Manuals, procedures, standards compiled</p> <p>3. Annual conferences of best road safety practice organized</p>	<p>0</p> <p>0</p> <p>0</p>	<p>1.1 At least 3 sector specific regional working groups by 06/15</p> <p>2.1 TRACECA countries sharing knowledge / experience via regional working groups by 09/15</p> <p>2.2 database / repository established for sharing documents . manuals , procedures by 12/15</p> <p>3.1 At least 1 regional road safety conference by 12/ 15</p> <p>3.2 Regional working groups agree to hold Annual conference by 12 / 15</p>			
<p>Harmonized driving penalties in the region</p> <p>1. Study existing penalty systems in countries</p> <p>2. Discuss possible common penalty system across the Region</p> <p>3. Establish common data system about violations</p> <p>4. Mutually recognized sanctions being applied across the Region</p>	<p>70</p> <p>0</p> <p>0</p> <p>0</p>	<p>1.1 Seek EU TAIEX assistance to review penalty systems by 06/15</p> <p>1.2 implement revised system by 12/15</p> <p>2.1 Police in 10 countries to have discussed common penalty system by 06/15</p> <p>3.1 Provide access both for the traffic police officers and UTI to a single fine base by 09/15</p> <p>3.2 Discussions with police forces across 10 countries about a common violations data system by 12/15</p> <p>4.1 Mutually recognized sanctions being applied across the region discussed by Police of 10 countries by 12/15</p>	<p>Traceca project</p> <p>50,000 euro</p> <p>Traceca project</p> <p>Traceca project</p>	<p>MIA, M</p> <p>MIA, MI I</p>	<p>Motor (Transport) Insurance Bureau of Ukraine and National forum on issues of road safety</p> <p>Motor (Transport) Insurance Bureau of Ukraine and National forum on issues of road safety</p>

Action Plan 2: Safer road Infrastructure

IMPACT INDICATORS	% of ACH	Actions required with time frame	Estimated costs (euro x1000)	Lead Stakeholder	Stakeholders involved
1	2	3	4	5	6
Implementation of road safety audit/ assessment					
1. Legal basis for RSA	0	1.1 prepare legislation and Cabinet of Ministers Regulation; 04/15 1.2 Coordination with concerned departments; 06/15 1.3 Consideration and approval of the Council (Verhovna Rada) and The Cabinet of Ministers; 07/15	To be discussed Reviewed 10	Ukravtodor CMU	Ministry of Interior, Ministry of Finance, Ministry of Economy, Ministry of Regional Development, the State Committee (SCURPE)
2. Adequate manual in use	15	2.1 Develop RSA policies and Procedures by 6/15 2.2 regional manual accepted in Ukraine law by 8/15 2.3 Coordinate/ consult with others by 9/15 2.4- Register in the Ministry of Justice; 10/15	10	Ukravtodor	Ministry of Infrastructure, Ministry of Interior, Ministry of Finance, Ministry of Economy, Ministry of Regional Development, the State Committee (SCURPE) Ministry of Education, Ministry of Interior,
3. Trained road safety auditors available	0	3.1 traceca trained auditors training others by 06/15 3.2 RSA training available at least once / year by 10/15 3.3 RSA training institutionalised by 12/15	10	Ukravtodor	Ministry of Infrastructure, Ministry of Interior, Ministry of Finance, Ministry of Economy, Ministry of Regional Development, the State Committee (SCURPE)
4. Road Authorities have budget to purchase RSA	10	4.1. roads agencies include budget for RSA by 06/15 4.2 RSA being commissioned from consultants by 12/15 4.3 Consultants training their staff in RSA by 12/15	10	Ukravtodor CMU	Ministry of Infrastructure, Ministry of Interior
5. All new, reconstructed and rehabilitated roads being safety audited	10	4.1 Amend legislation as necessary by 06/15 4.2 all road authorities required to do annual report on road safety by 12/15	10	Ukravtodor	Ministry of Infrastructure, Ministry of Interior
6. RSA Recommendations being implemented by Roads Authority	10	5.1 If RSA recommendations not implemented road authority must do explanatory report by 12/15		Ukravtodor	
Implementation of Blackspot management ent					
1. Legal basis for BSM	80	1.1 prepare legislation and Cabinet of Ministers Regulation; 04/15 1.2 Coordination with concerned departments; 06/15 1.3 Consideration and approval of the Council (Verhovna Rada) and The Cabinet of Ministers; 07/15	10	Ukravtodor CMU	Ministry of Infrastructure, Ministry of Interior, Ministry of Finance, Ministry of Economy, Ministry of Regional Development, the State Committee (SCURPE)

<p>2. Adequate BSM Manual in use</p> <p>3. Trained black spot investigators available</p> <p>4. Annual hazardous improvement program in place</p> <p>5. Road Authorities have dedicated funds for BSM improvements</p> <p>6. BSM recommendations being implemented by Roads Authority</p>	<p>20</p> <p>10</p> <p>80</p> <p>10</p> <p>50</p>	<p>2.1 Develop BSM policies and Procedures by 6/15</p> <p>2.2 regional manual accepted in Ukraine law by 8/15</p> <p>2.3 Coordinate/ consult with others by 9/15</p> <p>2.4- Register in the Ministry of Justice; 10/15</p> <p>3.1 .traceca trained BSM Instructors training others by 06/15</p> <p>3.2 BSM training available at least once / year by 10/15</p> <p>3.3 BSM training institutionalised by 12/15</p> <p>4.1. roads agencies include budget for BSM by 06/15</p> <p>4.2 Blackspot investigations being commissioned from consultants by 12/15</p> <p>4.3 Consultants training their staff in BSM by 12/15</p> <p>4.4 Annual BSM programmes in place at each road authority by 12/15</p> <p>5.1 road authority have budget line for BSM by YAmend legislation as necessary by 06/15</p> <p>5.2 all road authorities required to do annual report on road safety by 12/15</p> <p>6.1 If Blackspot investigation recommendations not implemented road authority must do explanatory report by 12/15</p> <p>6.2 Monitoring over the implementation of measures based on the level of funding(the end of the year)</p>	<p>20</p> <p>20</p> <p>5</p>	<p>Ukravtodor</p> <p>MI</p> <p>Ukravtodor</p> <p>Ukravtodor</p> <p>Ukravtodor</p>	<p>Ministry of Infrastructure, Ministry of Interior, Ministry of Finance, Ministry of Economy, Ministry of Regional Development, the State Committee (SCURPE)</p> <p>MIA, MI, ME, Ukravtodor</p> <p>MIA, MI</p> <p>MI, MIA</p> <p>MI, MIA</p>
<p>Implementation of the program to define routes for freight avoiding residential areas</p> <p>1. Legal framework exists</p> <p>2. Freight traffic surveys done to assess needs</p> <p>3. Alternative routes defined</p> <p>4. Signing and markings placed</p> <p>5. Effective enforcement of commercial vehicle routes</p> <p>6. Commercial through traffic in residential areas reduced</p>	<p>10</p> <p>70</p> <p>30</p> <p>80</p> <p>80</p> <p>90</p>	<p>1.1 Develop, coordinate and duly approve CMU Resolution; 04/15</p> <p>2.1 Needs assessment completed by 6/15</p> <p>3.1 Freight routing strategy devised by 12 /15</p> <p>3.2 Freight routes identified by 03/16</p> <p>4.1 Programme of freight route signing devised by 12/15</p> <p>4,2 Programme of freight route signing commenced 12/16</p> <p>5.1 Penalties for not using freight routes increased by 12/15</p> <p>5.2 Police enforcing non use of freight routes by 06/16</p> <p>6.1 Freight surveys show low numbers of commercial vehs in urban areas by 06/17</p>	<p>10</p>	<p>Ministry of Infrastructure</p>	<p>Ukravtodor</p> <p>Ministry of Infrastructure</p> <p>Ukravtodor</p>
<p>Cost effective measures by local road</p>					

<p>authorities</p> <p>1. Updated cost of crashes and casualties known</p> <p>2. Cost/Benefit of safety interventions is available</p> <p>3. Ranking/Prioritization for improvement is done on basis of Cost/Benefit analysis</p> <p>4. Most hazardous locations are being systematically improved via annual programs</p>	<p>10</p> <p>0</p> <p>0</p> <p>20</p>	<p>1.1 Economic researchers guided do research by 03/15</p> <p>1.2 Crash costing estimates available by 07/15</p> <p>2.1 costs of different severity of crash known by 07/15</p> <p>2.2 Cost of different severity of casualty known by 07/15</p> <p>3.1 Interventions being assessed using on cost benefit analyses (CBA) by 09/15</p> <p>3.2 ranking based on CBA by 09/15</p> <p>4.1 Blackspots prioritised on basis of CBA by 09/15</p> <p>4.2 Funds being used most cost effectively by 10/15</p>	<p>20</p>	<p>Ministry of Infrastructure, Ministry of Interior, Ministry of Finance, Ukravtodor, MoH</p>	<p>Ministry of Regional Development</p>
<p>Availability of safe and secure off-road parking for trucks</p> <p>1. Legal framework</p> <p>2. Freight transport surveys done to identify parking needs</p> <p>3. Potential parking sites identified</p> <p>4. Signing and markings placed</p> <p>5. Safe secure off-road parking for trucks available and in use on major routes</p>	<p>20</p> <p>90</p> <p>90</p> <p>90</p> <p>80</p>	<p>1.1 Develop and approve the state target program of construction and arrangement of parking areas for freight vehicles by 06/15</p> <p>1.2 Amend the norms and update standards to international best practice by 12/15</p> <p>2.1 Survey completed by 06/15</p> <p>3.1 report identifies potential sites along main roads by 12/15</p> <p>4.1 signing needs assessed by 12/15</p> <p>4.2 Systematic programme of signing initiated by 06/16</p> <p>5.1. Three yearly review of needs occurring by 12/15</p> <p>5.2 Planned programme of provision by 12/16</p>	<p>20</p>	<p>UkrAvtoDor , Ministry of Internal Affairs, Ministry of Regional Development, ASMAP</p> <p>ASMAP, UkrAvtoDor</p>	<p>Ministry of Infrastructure</p> <p>Ministry of Infrastructure</p>
<p>Building the capacity of engineers and technical staff</p> <p>1. Adequate Manuals/Guidelines for safety engineering produced</p> <p>2. Selected Government, Consultants and Academic staff trained</p>	<p>20</p> <p>20</p>	<p>1.1 Ukravtodor in PIARC; 06/15</p> <p>1.2 Acquire, translate + circulate PIARC guides by 12/15</p> <p>1.3 Adopt TRACECA regional RSA manual by 06/15</p> <p>1.4 Adopt TRACEC regional BSM manual by 06/15</p> <p>2.1 RSA and BSM course available by 12/15</p> <p>2.2 TRACECA trained instructors run course by 12/15</p> <p>2.3 consultants and academics being trained by 12/15</p> <p>2.4 courses self financing by 12/15</p>		<p>MoEd</p> <p>Ukravtodor, MIA</p>	<p>Ukravtodor</p> <p>MoEd</p>

<p>4. Curricula for University courses produced</p> <p>4. Students being taught about safe design approaches during their studies</p>	<p>0</p> <p>0</p>	<p>3.1 university assisted to develop curriculum by 06/15</p> <p>3.2 lecture materials provided to universities by 12/15</p> <p>4.1 Road safety in engineering courses by 12/15</p> <p>4.1 Students aware of safety issues by 12/16</p>		<p>CMU, MoEd, MIA, MEA</p>	<p>Ukravtodor</p>
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Action Plan 3: Safer Vehicles

IMPACT INDICATORS	% of ACH	Actions required within time frame	Estimated costs	Lead Stakeholder	Stakeholders involved
1	2	3	4	5	6
Vehicles regularly checked for technical requirements 1. Int. convention ratified 2. Legal basis for vehicle inspection/Legal basis for control and access for operators of transport services 3.. Government certified/regulated workshops and inspection stations 4. Number of defective vehicles in traffic reduced	60 70 0 10	1.1 Analysis of EU legislation (translation) by 02/15 1.3 Approval by 03/15 2.1 EU compliant legislation /standards for the technical inspection of commercial vehicles by 06 /15 2.2 EU compliant legislation/ standards for technical inspection of all vehicles 06/) 3.1 Criteria, standards, rules, tendering procedures for potential inspection station by 06/15 3.2 Large vehicle manufacturers invited to tender for inspection services by 09/15 3.3 Inspection procedures documented in Manuals by 06/15 3.4 inspection stations meeting criteria registered ,licenced and supervised by 12/15 3.5 Implementation of relevant EU directives and guidance on technical inspection by 03/16 3.6 Effective monitoring / controls in place to ensure tech inspections system working correctly by 06/16 4.1 frequent random road side checks being implemented by police and land transport safety inspection authority by 06/16	To be discussed Reviewed CO	MI MI MI MI MI MI MI MI MI MIA	MI, Social organisations, EU representatives MI, Social organisations, EU representatives MI, Social organisations, EU representatives MI, Social organisations, EU representatives MI, Social organisations, EU representatives MI MI, EU representatives MI, Social organisations, EU representatives MI, Social organisations, EU representatives Social organisations
Internationally recognized vehicle safety regulations applied to imported vehicles 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	50 70 5	1.1 Legislation reviewed to ensure compliance with unece standards for imported vehs by 06/15 2.1legislation amended to prevent import of unafe vehicles by 12/15 3.1 Standards agency do random checks of spare part imports by 12/15 3.2 Sever penalties for importers of fake parts by 06/16		MI MI MI	MIA ,MI business entities, road users MIA ,MI business entities, road users Social organisations,The consumer right protection

Vehicles used to transport dangerous goods meeting the standards of all technical requirements 1. ADR certified vehicles 2. ADR certified drivers 3. Emergency services have had special training to respond to/deal with ADR accidents	30	1.1 All vehs carrying dangerous goods ADR certified by 06/15 1.2 Rigorous enforcement of ADR regs by 09/15,		MI	MIA ,MI business entities, road users
	30	2.1 Drivers with dangerous cargoes all ADR certified by 06/15 2.2 Rigorous enforcement of ADR regs by 09/15	0	MI	MIA ,MI business entities, road users
	30	3.1 Police trained in ADR by 12/15 3.2 Rescue /fire crews trained in ADR by 12/15 3.3 Emergency medical personnel trained inADR by 12/15	0	MoH, MoEm	MIA ,MI business entities, road users

NOTE: The group decided to add 55,369(268) article from the Plan of the events about the EU implementation

“The establishment of “State auto-transport project institute of scientific research” based on the governmental power”

Action Plan 4: Safe road user behaviour

IMPACT INDICATORS	% of achievement	Actions required with time frame	Estimated costs	Lead Stakeholder	Stakeholders involved
1	2	3	4	5	6
- Legislation in place for:			To be discussed		
1. Seat belts	50	1.1 Require all vehs to have functioning seat belts by -6/15 1.2 require front and rear seatbelt wearing by all veh occupants 09/14 1.3 Make driver liable if any occupant not wearing seatbelt by 09/15	1. Till 01.01.15 - 8 000 UAH	1. MIA, MI	1. Discussing the questions at the Road Safety Forum (November 2014)
2. motorcycle helmets + (bicycles)	30	2.1 Require all motor cyclists to wear helmet by 06/15 2.2 Require obligatory usage of retro reflectors by 09/15	2. Till 01.01.15 - 8 000 UAH	2. MIA	2. Population
3. child restraints					Discussing the questions at the Forum
4. mobile phone use	10	3.1 Include requirements for child restraints in law by 06/15	3. Till 01.01.2015 Expenses — 8 000 UAH.		
5. speed	10	4.1 Introduce severe when driving by 06/15	Social campaign — from 50 000 UAH per year		
	30	5.1 50 km/h limit for towns / built up areas with a 5 km/h allowance error by 06/15 5.2 amend design standards to permit traffic calming by 06/15	4.2 Till 01.01.2015— from 50 000 UAH per year		Social organizations, MoH, MIA, MOEd, business
6. drink	40	6.1 set Drink Drive limit at 0.3 by 06/15 6.2 New drivers (under 2 years exper) limit =0	6.2 — 3% of the cost of alcoholic drinks Possible to realise till 01.01.2015		Discussing the questions at the Forum
7. drugs	20	7.1 Review EU best practices by 03/15 7.2 Introduce legislation according to European standards of traffic policing by 12/15	Till 01.03.2015		
8. Effective enforcement of safety legislation	50	8.1 Police trained on new safety legislation by 12/15 8.2 Police doing effective enforcement by 06/16			
Safety Campaigns					
1. Safety campaigns use appropriate media	5	1.1 Wkg group sub committee to oversee/ coordinate safety campaigns by 06/15 1.2 calendar of campaigns using appropriate media developed by 06/15	till 01.01.15	1. Coordinating Council	1. MIA, MoH, ME, Business, social organizations
2. Government budget exists for			till 01.01.15		

road safety campaigns	0	2.1 Road safety fund providing a budget for road safety campaigns by 06/15 2.2 Govt provides free access to govt TV and radio channels		2. The Cabinet Ministers	
3. SCO (NGO) and Private Sector active in financing / supporting of road safety campaigns	10	3.1 Insurance industry TPP levy into safety fund by 03/15 3.2 NGOs active in road safety 3.3 Business providing monetary and non monetary resources for campaigns by 06/15 3.4 NGOs active in Road Safety Forum and its tasks by 12/15.	till 01.01.15	3. Ministry of Finance, EBA	MoEd, The association of driving schools, training centers, universities
4. Age appropriate education material available for school children	0	4.1. Review needs and existing activities in light of best international practice by 09/15 4.2 develop age appropriate materials for schools by 03/16. 4.3. Train teachers in last year of teacher training colleges how to teach road safety by 06/16 4.4 issue each teacher a road safety training pack to take with them to their school by 12/16. 4.5. Develop a Road Safety informational portal for teachers, parents, children.	4.1. till 01.06.15. 200,000 UAH 4.2. 200,000 UAH 4.3. 100 000 UAH	4 .Sesame Street, MoEd.	Driving Schools
Enforcement					
1 Traffic police have adequate man power, and vehicles	20	1.1 Traffic police (TP)manpower to be 10-12% of total police by 12/151.1 1.2Traffic police patrol vehicles ratio to be 1 car per 4 traffic police by 12/15	Till 01.06.15	MIA	
2. Traffic police have adequate equipment for enforcement	20	2.1 TP have xxx speed detection devices by 12/152. 2.2 TP have yyy roadside alco testers by 12/15 2.3 TP have zzz evidential alco testers by 12/15 2.4 TP / govt explore options for extensive programme of I red light, speed and video cameras by 12/15 (1 km of a road) by 06/15	Till 01.02.15		
3. Traffic police have adequate training	20	3.1.TP trained on traffic legislation by 12/15 3.2 TP Trained in 1 st aid by 12/06 3.3 TP trained in crash investigation by 06/16 3.4 TP trained in managing ADR incidents e 3.5 senior / supervising TP trained in data led enforcement strategies and tactics by 06/15 3.6 TP trained in use of enforcement equipment by 12/15	Till 01.01.15		
4. Traffic police enforcement activity is based on crash data analysis					

	20	<p>4.1 Relevant TP trained in crash data analyses by 06/15</p> <p>4.2 All police deployment is data led by 09/15</p> <p>4.3 All police enforcement activity data led by 09/15</p>			
<p>Public and private institutions practising internal policies of road safety behaviour</p> <p>1. Government departments have road safety policies related to their employees, drivers and vehicles</p> <p>2. Large private sector organizations have road safety policies related to their employees, drivers and vehicles</p> <p>3. Road safety organizations supporting Government and private sector organizations with guidance and safety materials</p>	<p>0</p> <p>20</p> <p>0</p>	<p>1.1 CMU resolution requiring obligatory adoption of road safety policy by ministries and departments by 03/15</p> <p>1.2 road safety in TOR of senior managers and part of their performance review by 12/15</p> <p>1.3 Disciplinary action being taken on staff not complying with road safety policies (eg no use if phone when driving , wearing seatbelts etc) by 12/15</p> <p>2.1 Road safety charter and road safety policies promoted by business leaders by 03/15</p> <p>2.2 Large companies signing up to charter by 06/15</p> <p>2.3 charter signing companies introducing safety policies by 09/15</p> <p>3.1 NGOs promoting road safety charter and providing guidance / materials by 12/15</p> <p>3.2 NGOs working with / cooperating with Govt agencies to promote road safety at local level</p>	<p>0 UAH</p> <p>0 UAH</p> <p>0 UAH</p>	<p>CMU</p> <p>Ministry of Infrastructure</p> <p>Road Safety Forum</p>	

Action Plan 5: Post Crash Care

IMPACT INDICATORS	% of ACH	Actions required with time frame	Estimated costs	Lead Stakeholder	Stakeholders involved
1	2	3	4	5	6
Medical care for crash victims is practiced				To be discussed	
1. Nationwide EMS system exists	60	1.1. Coordination of EMS service with other emergency services by 03/15 1.2. Systematic Training of professional dispatchers in all regions by 12/16 1.3. Systematic trainings of emergency services (MIA, State Emergency Service, Ministry of Defence) by 03/15; 1.3. legislation on a single emergency number "112"– by 03/15; 1.4. Obligatory medical insurance by 10/16		Cabinet of Ministers MoH	1. Ministry of Interior, Ministry of Defense of Ukraine, State Emergency Service, local authorities, insurance companies. 2. Local authorities, insurance companies, higher medical and pharmaceutical educational institutions of I-IV accreditation levels, regardless of their form of ownership and subordination, departments of centres for emergency medical care and disaster medicine, Red Cross, specialized non-governmental organizations
2. Crash victims getting effective first aid treatments within 30 min	20	2.1. Technical provision (Reanimobiles of class C, gps) by 10/15 2.2. HR medical personnel by 05/16; 2.3. Triage system agreed / in use by 05/15); 2.3 Trained staff in pre hospital activities increased to international best practice levels by 05/15)	Managerial decisions on the level of central and local executive authorities	2. CMU, MoH	3. MIA, State Emergency Service, Ministry of Defence, Local authorities; insurance companies
3. Emergency ambulance crews have first aid training	100	3.1. Systematic joint Trainings on EMS, in coordination with other emergency services (Ministry of Internal Affairs, Ministry of Defence of Ukraine, State Emergency Service) by 03/15; 3.2 Technical provision (till 05.2016).	Government budget, local budget and other sources.	3. CMU, MoH	4. Local authorities, insurance companies, higher medical and pharmaceutical educational institutions of I-IV accreditation levels, regardless of their form of ownership and subordination, departments of centres for emergency medical care and disaster medicine, Red Cross, specialized non-governmental organizations
4. Police and rescue services have first aid training	25	4.1. Trainings for police and rescue services on first aid, and transporting the injured by 09/15 4.2. Systematic joint training in coordination with other emergency services by 05/16 4.3 adequate first aid kits, AMO-2, guidance et available by 05/15		4. CMU	5. Ministry of Infrastructure; MIA, Local authorities
5. Commercial (bus/taxi/truck) drivers have first aid training	10	5.1. Agree with freight transport industry a systematic programme of training commercial drivers by 16/15 5.2 Improve the quality of training, retraining and advanced training of drivers of commercial vehicles by 05/16.		5. MoH, Ministry of Infrastructure, Ukrtransinspection	

<p>Appropriate hospital trauma care and capacity building</p> <p>1. Hospital emergency ward equipped to handle crash victims</p> <p>2. Victims receiving appropriate treatment</p> <p>3. 70% of hospitals have emergency departments</p> <p>4. First aid training available to general public</p>	<p>30</p> <p>40</p> <p>50</p> <p>100</p>	<p>1.1 Obligatory Medical insurance by 10/15; 1.2 Material-technical provision (till 10.2016);</p> <p>2.1. Mandatory medical insurance by 10/16; 2.2. Logistical support of units by 10/16); 2.3. implement procedure calculating the cost of providing health care services by 10/16.</p> <p>3.1 at least 1 hospital with an emergency dept. accessible within 30 minutes in each oblast by 06/15</p> <p>4.1 training course available to public by 06/15 4.2 Driving schools using qualified 1st aiders to teach learner drivers by 06/15</p>	<p>Managerial decisions on the level of central and local executive authorities</p> <p>Budget of central and local authorities</p> <p>On level of entrepreneurs and users of their services</p>	<p>CMU, MoH</p> <p>CMU, MoH</p> <p>MoH</p>	<p>Local authorities and insurance companies</p> <p>Insurance companies</p> <p>Local authorities, insurance companies, higher medical and pharmaceutical educational institutions of I-IV accreditation levels, regardless of their form of ownership and subordination, departments of centers for emergency medical care and disaster medicine, Red Cross, specialized non-governmental organizations</p>
<p>Appropriate rehabilitation and support for victims</p> <p>1. Rehabilitation specialists evolved early on in treatment of casualties</p> <p>2. Victims given appropriate therapy</p> <p>3. Doctors given special training to deal with injured and bereaved</p>	<p>10</p> <p>10</p> <p>10</p>	<p>1.1 International best practice reviewed by 06/15 1.2 improvements implemented by 12/15</p> <p>2.1 victims being assessed regarding needs by 12/15 2.2 appropriate treatments by 12/15</p> <p>3.1 Medical training includes training in dealing with bereaved by 12/15</p>	<p>Managerial decisions on the level of central and local executive authorities</p> <p>Government budget, local budget and other sources.</p>	<p>CMU, MoH</p>	<p>Insurance companies, higher medical and pharmaceutical educational institutions of I-IV accreditation levels, regardless of their form of ownership and subordination, departments of centres for emergency medical care and disaster medicine, Red Cross, specialized non-governmental organizations</p>
<p>Fair settlements and justice for injured and bereaved</p> <p>1. Motor vehicle insurance system operates nationwide</p> <p>2. Crashes investigated professionally by the Traffic Police</p> <p>3. Crash investigations identify correct crash causes</p> <p>4. Justice system provides fair settlements and justice for injured and bereaved</p>	<p>2-5%</p> <p>50</p> <p>50</p> <p>20</p>	<p>1.1 3rd party insurance nationwide by 6/15 1.2 AT least 90% of vehicles carry TPP insure by 12/15 1.3 Compensation payout level for victims reviewed and adjusted if appropriate by 12/15</p> <p>2.1 TP trainers trained in crash investigation by 12/15 2.2 TP training other TP in investigation by 06/16</p> <p>3.1 crash investigations done by trained crash investigators by 06/16 3.2. Provision exists for contesting the decisions or conclusions of police investigation and submitting an alternative expert report to court by 06/16</p> <p>4.1 Court decisions generally thought to be fair and unbiased by 12/15 4.2 Court awarded compensation payments for death or</p>	<p>Managerial decisions on the level of central and local executive authorities</p> <p>Government budget, local budget and other sources.</p>	<p>1. Ministry of Health</p> <p>2. MIA, MoH</p> <p>3. MIA, MoH</p> <p>4. MIA, MoH</p>	<p>1. National commission which does a governmental regulation in the area of financial services, MIA</p> <p>2. Insurance companies, line institutions</p> <p>3. General Prosecutor of Ukraine, insurance companies, specialized institutions</p> <p>4. General Prosecutor of Ukraine, insurance companies, specialized institutions</p>

		injury are fair and in line with international best practice by 12/15			
"one call" emergency number					
1. Single emergency number established nationwide	0	1.1. Adapt law to permit this by 09/15	Managerial decisions on the level of central and	Cabinet of Ministers	MoH
2. Control centres trained to provide fast and efficient responses to help victims	10	2.2. In the same time with adoption of the Law: training of personnel (dispatchers- coordinators), (till 10.2016)	local executive authorities		MIA
3. Necessary equipment in place for operation of center	10	3.1. Explore the experience of centres' functioning in other countries (till 12.2015); 3.2 Create and equip centres in accordance with the requirements (till 10.2016).	Government budget, local budget and other sources.		State Emergency Service Ministry of Defence, insurance companies

		should be shown at the workshop for teachers. Ask them to tell about what they have seen to all students and friends.	teachers 3 000 000 UAH.	ME
		4.1. Effectiveness monitoring programme. (12 months, till 12/2015) 4.2. Television lessons for children (video + youtube)	30 000 UAH	
Driver rectification courses implemented				
1. Legal basis for rectification courses	0	1.1.amend administrative code(05/2016)	40 000	MIA
2. Database of driver's penalty exists and works	70	2.1. Database to be improved and unified for all institutions. by 10/15	1 000 000 UAH	Cabinet of ministers
3. Program for rectification courses prepared	0			
4. Rectification courses are being implemented	0	3.1. Review international best practice in driver rectification schemes by 03/15 3.2 Develop a rectification scheme for Ukraine 06/15	1 500 000 UAH	3.1. MIA+ME
5. Course participants knowledge and awareness of safety has been improved	0	4.1. rectification courses running by 12/115 5.1. monitoring programme implemented by 11/15 5.2 End of course tests show increase in knowledge by 03/16 5.2. Television lessons for adults (video + youtube) by 06/16	1 500 000 UAH 5.1 30 000 UAU	Autoschools 5.1. MIA National television company,ME+MIA SAI, ME
Good road behaviour is recognised and promoted				
1. Good driver nomination system established	0	1.1. Driver nomination system needs to be developed by Government and private sector to oversee RS on commercial transport. by 06/15	1. 500 000 UAH	+NGO (for all)
2. Reward system established	0	1.2. Large fleet owners encouraged to establish driver recognition schemes by 09/15	500 000	NGO + RS
3. Winners given public recognition	0	2.1 Common Rewards system needs to be created (certificates, discounts for insurance) and companies encouraged by 12/15 . 2.2. Companies running driver recognition schemes being offered insurance discounts as " safe companies " by 12/15 3.1. Information circulated on in Media and Social networks by 12/16) 3.2. Special sites, viral advertising,special themed talk show. Television programming etc used to give recognition by 12/16	2. 500 000 UAH 300 000 UAH 10 000 000 UAH per year	

Summary Total Budget for Action Plan

(euros x thousands) to be completed after further discussion and after all actions agreed

Action	Year	2015	2016	2017	Total
Action Plan 1: Institutional Questions					
Action Plan 2: Infrastructure					
Action Plan 3: Safe Vehicles					
Action Plan 4: Safe road user behaviour					
Action Plan 5: Post Crash Care					
Action Plan 6: Changing Attitudes					
Total Budget (Euros x 1000)					

APPENDIX B: PERFORMANCE INDICATORS FOR INSTITUTIONAL DEVELOPMENT

Impact indicators were devised for each of the desired outcomes as follows:

Objectives and desired outcomes	Impact indicators used
1 INSTITUTIONAL IMPROVEMENTS	
1. Compliance with accession, ratification and implementation of UNECE Conventions and EU Agreements (each assessed separately) <ul style="list-style-type: none"> 1.1 ADR'67, 1.2 Vehicle Regs agreement 1958 1.3 Convention of road traffic 1968 1.4 Convention of road signs/ signals 1968 1.5 AETR 1970 1.6 AGR 1976 1.7 Agreement on Technical inspections 1997 	<ul style="list-style-type: none"> - Accede to agreements - Translation to local language - Review existing legislation - Ratify and publish - Training/capacity development - Regular check - UNECE Working parties
1.8. Established multidisciplinary Road Safety agency	<ul style="list-style-type: none"> 1. Legislation exists 2. Coordination body established 3. Fully staffed and funded Secretariat exists 4. Reliable, sustainable safety funding mechanism in place
1.9. Implementation of National Road Safety Strategy	<ul style="list-style-type: none"> 1. Strategy is developed 2. Stakeholder consulted 3. Strategy approved by Government 4. Implementation commenced
1.10. Realistic and long term targets for road accident reduction available	<ul style="list-style-type: none"> 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
1.11. Long term sustainability of road safety development	<ul style="list-style-type: none"> 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
1.12. Establish a mandatory road user insurance scheme	<ul style="list-style-type: none"> 1. Compulsory third party motor insurance exists 2. Enforcement and penalties in place for uninsured vehicles 3. Number of uninsured vehicle minimized
1.13. Establish requirements for the issuing of driving licenses based on international best practice	<ul style="list-style-type: none"> 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
1.14. Data collection and evaluation is unified in the region	<ul style="list-style-type: none"> 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 analysis 7. Crash data system enables effective analysis of crash causes and remedial measures
1.15. A common system is established for monitoring and evaluating the outcome of a number of defined measures	<ul style="list-style-type: none"> 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

- 1.16. Reviewed and improved road signing systems
1. Signing/standards reviewed
 2. Needs and deficiencies identified
 3. A program for improvement develop
 4. The budgets needed estimated
- 1.17. Implemented road safety audit (RSA) principles and practices in the design and construction of the existing and new roads
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
 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. TRACECA Road Safety Working Group established
 2. Shared database of Manuals, procedures, standards compiled
 3. Annual conferences of best road safety practice organized
- 1.19. Harmonized driving penalties in the region
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

2 SAFER INFRASTRUCTURE

- 2.1. Implementation of road safety audit/ assessment
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
- 2.2. Black spot treatment (Black Spot Management - BSM)
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 funds for BSM improvements
 6. BSM recommendations being implemented by
- 2.3. Implementation of the program to define routes for freight avoiding residential areas
1. Legal framework exists
 2. Freight traffic surveys done to access needs
 3. Alternative routes defined
 4. Signing and markings placed
 5. Effective enforcement of commercial vehicle routes
 6. Commercial through traffic in residential areas reduced
- 2.4. Cost effective measures by local road authorities
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
- 2.5. Availability of safe and secure off-road parking for trucks
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
- 2.6. Building the capacity of engineers and technical staff
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

3 SAFER VEHICLES

3.1. Vehicles regularly checked for technical requirements

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

3.2. Internationally recognized vehicle safety regulations applied to imported vehicles

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

3.3. Vehicles used to transport dangerous goods meeting the standards of all technical requirements

1. ADR certified vehicles
2. ADR certified drivers
3. Emergency services had special training to respond to/deal with ADR accidents

4 SAFER ROAD USERS

4.1 – 4.7. Legislation to cover :the following are in place and enforced

seat belts,
motorcycle helmets,
child restraints,
mobile phone use,
speed,
drink,
drugs

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

4.8. Improved public awareness

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

4.9. Well-equipped and trained Road Police on road safety and enforcement

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

4.10. Public and private institutions practicing internal policies of road safety behavior

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

5 IMPROVED MEDICAL CARE FOR CRASH VICTIMS

5.1. Medical care for crash victims is practiced

1. Nationwide EMS system exists
2. Crash victims getting effective first aid treatments within 30 min
3. Emergency ambulance crews have first aid training

- | | |
|---|--|
| 5.2. Appropriate hospital trauma care and capacity building | <ul style="list-style-type: none"> 4. Police and rescue services have first aid training 5. Commercial (bus/taxi/truck) drivers have first aid training |
| 5.3. Appropriate rehabilitation and support for victims | <ul style="list-style-type: none"> 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 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%) |
| 5.4. Fair settlements and justice for injured and bereaved | <ul style="list-style-type: none"> 1. Motor vehicle insurance system operates nationwide 2. Crashes investigated professionally by the Traffic Police 3. Accident investigations identify correct crash causes 4. Justice system provides fair settlements and justice for injured and bereaved |
| 5.5. Fully used "one call" emergency number | <ul style="list-style-type: none"> 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 centre |

6 CHANGING ATTITUDES TO ROAD SAFETY

- | | |
|--|---|
| 6.1. Partnerships between Government and Civil Society Organizations developed | <ul style="list-style-type: none"> 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 |
| 6.2. Road safety lessons are conducted regularly in schools | <ul style="list-style-type: none"> 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 |
| 6.3. Driver rectification courses implemented | <ul style="list-style-type: none"> 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 |
| 6.4. Good road behaviour is recognized and promoted | <ul style="list-style-type: none"> 1. Good driver nomination system established 2. Reward system established 3. Winners given public recognition |

APPENDIX C: PERFORMANCE INDICATORS FOR ROAD SAFETY

Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
Measures to establish institutional improvements (sector 1)				
1.1 Improved Coordination and Management	Reduced deaths; Reduced serious injures Reduced road crashes.	All key stakeholders have access to crash data; Key stakeholders implementing interventions in the Road Safety Action Plan Independent monitoring of effectiveness; Private sector and NGOs active as members of Road Safety Council (RSC) that coordinates road safety All key government departments represented on RSC	Road safety committee permanent Secretariat established; Action plan Funding and responsibilities clearly identified and established	crash statistics; Annual Road Safety Committee (RSC) Reports.
1.2 Improving Crash Data Management System	Increased use by government and private sector of crash data for planning and implementing road safety measures; Central improved crash database established providing more accurate crash statistics and increased analysis.	Reduction of crashes which have been targeted based on available crash statistics; Researchers able to evaluate effectiveness of interventions from crash database. Database accessible by stakeholders for further analyses as required	Number of initiatives implemented (based on crash statistics) by stakeholders to reduce dominant crash types; No. of stakeholders accessing and using crash database to do further analyses for their sectors.	Crash data statistics; Surveys of database users.
1.3 Improving Effectiveness of Police Enforcement	Reduction in crash types targeted via data led enforcement; Reduction in fatal and serious injuries at locations targeted as high risk locations; Reduction in targeted dangerous behaviours as a cause of crashes	Number and percentage of drivers/riders over BAC limit. Percentage of: Drivers/riders who say they exceed speed limit or travel at more than 10 km/h over limit; and Percentage drivers observed wearing a seat belt; Percentage of total vehicle occupants wearing seat belts.	Extent to which enforcement and advertising are coordinated Number of hours of random police road watch patrolling activity. Percentage of: Police total expenditure allocated to traffic enforcement activities; Police traffic enforcement face to face contacts/ interactions with public; Drivers reporting that volume of speed	Crash and casualty statistics of target groups and locations; Periodic surveys of speed; Periodic attitudinal surveys; Police statistics on contraventions and tickets issued; Crash data statistics for target groups subjected to enforcement.

Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
			enforcement has increased; Drivers reporting that volume of random breath testing has increased	
1.4 Making Legislation more Effective	<p>Reduced deaths and injuries involving non-seatbelt wearing;</p> <p>Reduced deaths and injuries where speeding is involved;</p> <p>Reduced deaths and injuries where drink/driving is involved;</p> <p>Reduced deaths and injuries involving aggressive driving;</p> <p>Reduced deaths and injuries where vehicle defects involved;</p> <p>Reduced deaths and injuries involving commercial vehicles;</p> <p>Reduced deaths and injuries where novice drivers involved.</p>	<p>Increased seatbelt wearing;</p> <p>Reduction in average speed;</p> <p>Reduction in drink/driving crashes;</p> <p>Improved vehicle safety standards;</p> <p>All commercial drivers to be over 21 years old and with at least 3 years driving experience.</p>	<p>Legislative changes made and enforced regarding the following:</p> <p>Seatbelts;</p> <p>Drink/driving BrAC limits;</p> <p>Speeding;</p> <p>Aggressive driving;</p> <p>Vehicle standards;</p> <p>Driver testing;</p> <p>Commercial driver licenses.</p>	<p>Police crash statistics</p> <p>Licensing Agency Annual Report;</p> <p>Traffic police enforcement statistics;</p> <p>Police prosecution statistics</p>
1.5 Improved Road Safety Research	<p>Local research available to guide decision makers;</p> <p>Effectiveness of different countermeasures known;</p> <p>Interventions being evaluated and documented;</p> <p>Valuation of crashes and casualties by severity being periodically updated</p> <p>Experienced local researchers available as a resource to help develop more effective road safety interventions.</p>	<p>Crash database available to Academics and Researchers;</p> <p>Action Plan interventions being independently monitored and evaluated for effectiveness;</p> <p>Local Academics being funded and commissioned to do research on road safety;</p> <p>Research reports available on local road safety topics</p>	<p>Potential universities/academics capable doing safety research identified;</p> <p>Research budget established;</p> <p>Research programme and priority areas for urgent research developed.</p>	<p>Publication in technical journals by researchers;</p> <p>Papers presented at safety conferences;</p> <p>University Research Reports on road safety issues;</p> <p>Student research projects on road safety;</p> <p>Post graduate dissertations on road safety topics</p>

Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
1.6 Mobilizing the Private Sector	<p>Reduction in commercial vehicle fatal and serious injury crashes;</p> <p>Reduction in persons killed and injured in commercial vehicle crashes;</p> <p>Reduced incidence of transport operators and fleet owner vehicles involved in crashes.</p>	<p>No. of fleet owners and transport operators actively promoting safety in-house;</p> <p>Oil companies sharing their defensive driving programmers and trainers to raise quality of commercial drivers;</p> <p>Private sector actively involved in the Road Safety Council and using its network business skills and marketing skills to promote road safety.</p>	<p>No. of private sector organizations signed up to a Safety Charter;</p> <p>Private sector representatives and Business leaders members of Road Safety Council (RSC);</p> <p>Private sector Industry Associations (e.g., Insurance Association, trucking operator companies, etc.) brought into partnership to address road safety.</p>	<p>Police crash statistics;</p> <p>Company Reports</p>
1.7 Mobilizing NGOs and Community	<p>Reduction in fatal and serious injury;</p> <p>Reduction in deaths and serious injuries in residential areas where community had collaborated to request a “low speed residential areas”;</p>	<p>NGOs and community groups actively promoting safety to their membership;</p> <p>Members influencing their friends, family and co-workers on safety issues (e.g., seatbelt wearing, not to drink and driver, etc.);</p> <p>Grass roots actively occurring and spreading to promote road safety.</p>	<p>Key NGOs and Community Groups identified;</p> <p>The most important NGOs invited to be members of the RSC;</p> <p>Safety materials distributed to Community Associations;</p>	<p>Police crash statistics;</p> <p>NGO websites, Annual Reports, etc.</p>

Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
Measures to develop safer roads and road sides (sector 2)				
2.1 Improved Pedestrian Facilities and Footpaths	Reduction in no. and percentage of crashes involving pedestrians; No. and percentage of fatal and serious injured pedestrians on various categories of roads; No. and percentage of pedestrian crashes at various types of junctions;	No. of pedestrian facilities built; Total length (Km) of footpaths constructed; Number of at-grade pedestrian crossings implemented; Number of area wide speed reduction schemes implemented	Amount of money spent each year on improving pedestrian facilities; Number of pedestrian black spot improvement schemes designed; Number of roads directorate staff working on pedestrian safety schemes.	Police annual crash data report Municipal RSCs reports
2.2 Crash Prevention through Safety Audits and Road Safety Inspections	Number of crashes on safety audited and inspected roads; Reduction in the no. of severe injuries on safety audited roads; Crash and injury rates on safety audited roads lower than on similar existing roads.	Number of Road Safety Audits (RSA) and Road safety Inspections (RSI) carried out by Roads Directorate and their consultants; Less deficiencies being found in RSAs as designers become more safety conscious in their designs.	Amount of money spent each year to carry out RSAs and RSIs Length of RSA roads per year Safety audit courses implemented for consultants and Road directorate road engineering staff; Number of engineers trained via RSA and RSI courses;	Police annual crash data report; Safety inspectorate Department Reports Roads Directorate annual report
2.3 Crash Reduction at Hazardous Locations	Reduction in no. and percentage of crashes at hazardous locations on various road types Reduction in no. and percentage of fatal and serious injured road users at black spot treated junctions.	Number of Black Spots identified on the road network; No. of Black Spots improved; No. of Route Action Plans implemented; No. of Area wide Action Plans implemented; No. of Mass Action Plan implemented.	Amount of money spent each year on crash reduction programs Crash reduction courses implemented Number of engineers trained at crash reduction courses; No. of roads directorate and consultant staff engaged on hazardous location improvements.	police annual crash database statistics Road Directorate annual report RSC annual report
2.4 Minimizing Incidence and Consequences for Run Off the Road Crashes	Reduction in Run Off the Road crashes on public roads Reduction of fatal and serious injuries due to Run Off the Road crashes on public roads	Consistent application of improved road design guide for new roads; Retrofitting of safety features where feasible at black spots, Route Action Plans and existing roads.	No. of road safety engineering and training courses arranged for staff from roads directorate, consultants and contactors No. of engineers trained through courses on safe roads design principles.	Annual crash database statistics Road Directorate annual report RSC annual report

2.5 Improving Road Safety at Road Works	<p>Reduction in no. and percentage of crashes at road work sites on various road types</p> <p>Reduction in no. and percentage of fatal and serious injured persons at road work sites</p>	<p>Specialist in Roads Directorate reviewing /approving all work zone schemes to ensure safety;</p> <p>Road Directorate specialists intimately familiar with work zone safety issues</p>	<p>No. of work zone training courses arranged for staff from roads directorate consultants and contactors</p> <p>No. of engineers trained via courses</p>	<p>Annual crash database statistics</p> <p>Road Directorate annual report</p>
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Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
Measures to develop safer vehicles (sector 3)				
3.1 Making Commercial Vehicle Transport Safer	<p>Reduction in crashes involving mini-buses, buses and other commercial vehicles;</p> <p>Reduction of casualties involved in crashes with mini-buses, buses and other commercial vehicles</p> <p>Crash statistics on passenger deaths/serious injuries;</p>	<p>All commercial drivers to be over 21 years old and to have 3 years prior driving experience;</p> <p>Commercial drivers undergoing more rigorous training, testing and competency assessment;</p> <p>Only qualified drivers being hired as commercial drivers by Transport operators.</p>	<p>Introduction of new criteria for commercial vehicle driving license</p> <p>Training and testing using loaded commercial vehicles</p> <p>Training on all types of roads during day and night time</p> <p>Commercial drivers to have Certificate of Competency</p> <p>Private sector companies to sign up to Safety Charter</p> <p>Requirements for installation of Speed Governors and Tachographs in commercial vehicles</p>	<p>Road safety Inspectorate Annual Reports</p> <p>Annual crash database statistics</p> <p>Results of failures in annual roadworthiness inspections and roadside inspections.</p>
3.2 Improving Vehicle Standards and Safety	<p>Reduction in fatalities and serious of injuries caused by veh defects;</p> <p>Fatality and serious injury rate per 100,000 population for vehicle occupants;</p> <p>Percentage of police-reported crashes where under-running truck crashes resulted in serious injury or death.</p> <p>Fatality and serious injuries occurring where seatbelt not being used;</p> <p>Percentage of police-reported car crashes which result in serious injury or death.</p>	<p>Improved crashworthiness of cars registered by linking standards for imported or domestically produced vehicles to European Union standards;</p> <p>Percentage of trucks and buses fitted with speed governors;</p> <p>Percentage of trucks/trailers fitted with side and rear under-run bars;</p> <p>Percentage of vehicle fleet fitted with repeater seatbelt reminder warnings.</p>	<p>Introduction of NCAP testing of vehicles sold in the country</p> <p>Truck and bus companies using vehicle tracking system to monitor/ control drivers;</p> <p>Truck and bus companies signing up to safety charter commitments;</p> <p>Legislation implemented on vehicle standards, crash worthiness and road worthiness;</p> <p>EU Whole Vehicle Type system being introduced. and enforced</p>	<p>Road safety Inspectorate Annual Reports</p> <p>Annual crash database statistics</p> <p>Crash statistics on passenger deaths/serious injuries;</p> <p>Results of failures in annual road worthiness inspections and roadside inspections.</p>
3.3 Harnessing New Technology to improve Road Safety	<p>Reduction in no. and percentage of fatalities and serious injuries as a result of using new technology.</p>	<p>Local standards linked to UN-ECE or European vehicle standards;</p> <p>Percentage of commercial vehicles fitted with "Black Box" crash recorders;</p>	<p>Requirements for installation of Speed Governors, Tachographs and Black Boxes in commercial vehicles</p> <p>Truck and bus companies using vehicle tracking system to monitor/ control</p>	<p>Road safety Inspectorate Annual Reports</p> <p>Annual crash database statistics</p>

Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
Measures to develop safer road users (sector 4)				
4.1 Raising Safety Awareness / Knowledge to reduce Pedestrian Casualties	<p>Reduced number and percentage of fatal and serious injury crashes involving pedestrians</p> <p>Proportion of police-reported pedestrian crashes resulting in death or hospital admission;</p> <p>Reduced number of pedestrian deaths and injuries;</p> <p>Reduced health risk (Pedestrian Deaths/ 100,000 population)</p>	<p>Reduction in drivers cited for disobeying pedestrian priorities;</p> <p>Reduction in pedestrians jaywalking citations</p>	<p>Publicity campaigns implemented giving advice to target pedestrians;</p> <p>Publicity campaigns implemented giving advice to target drivers.</p>	<p>Annual crash data reports;</p> <p>Periodic surveys to assess effectiveness of publicity in changing knowledge or attitude.</p> <p>Police annual report</p>
4.2 Raising Safety Awareness / Knowledge to reduce Pedestrian Casualties	<p>Reduced number and percentage of fatal and serious injury crashes involving cyclists</p> <p>Reduced health risk (cyclist deaths/ 100,000 population)</p>	<p>Reduction in drivers cited for disobeying cyclist priorities;</p> <p>Reduction in cyclists being cited for disobeying traffic laws</p> <p>Increase in kms of cycle paths available</p>	<p>Publicity campaigns implemented giving advice to target cyclists ;</p> <p>Publicity campaigns implemented giving advice to drivers about being aware about cyclists on the road</p>	<p>Annual crash data reports;</p> <p>Periodic surveys to assess effectiveness of publicity in changing knowledge or attitude.</p> <p>Police annual report</p>
4.3 Increasing use of Seat Belts and Restraints	<p>Reduced number and percentage of:</p> <p>Crashes in which a person killed was not wearing a seat belt;</p> <p>People killed not wearing a seat belt (separate for drivers & passengers);</p> <p>Crashes in which a person seriously injured was not wearing a seat belt;</p> <p>People seriously injured not wearing a seat belt (separate for drivers & passengers).</p>	<p>Percentage of:</p> <p>Drivers observed wearing a seat belt;</p> <p>Passengers observed not wearing a seat belt;</p> <p>Passengers observed travelling in an open load space;</p> <p>Children in restraints;</p> <p>Child restraints correctly fitted.</p>	<p>Volume of advertising on seat belt use;</p> <p>Extent to which enforcement and advertising measures are correlated; and</p> <p>Number of people detected not wearing seat belt.</p>	<p>Police annual report</p> <p>Annual survey (urban, rural and remote regions) to measure percentage of:</p> <p>Drivers and passengers wearing a seat belt, front and rear seats separately;</p> <p>Passengers in open load space;</p> <p>Children in child restraints.</p>
4.4 Reducing Aggressive	Number of and percent of fatal and serious injury crashes where aggressive	Percentage of vehicles doing the	Number of hours of video camera operations;	RSC annual report

Driving	driving is judged to contribute; Number of police-reported deaths and injuries where aggressive driving is judged to contribute to crashes	following: Tailgating (gap under 2 seconds. From vehicle in front) Excessive overtaking (frequently changing lanes to overtake) Intimidating drivers ahead through flashing headlights or honking horn to get them to go faster or to move over.	Number of vehicles passing through enforcement sites; Percentage of drivers given a ticket for aggressive driving; Volume and effect of road safety publicity targeting aggressive driving Extent to which enforcement activity and safety campaigns are correlated and coordinated.	Police Annual crash data reports; Police records of tickets issued; Periodic police observation surveys using in-car video cameras.
Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
4.4 Reducing Excessive Speeding	Number and percentage of fatal and serious injury crashes where excessive speeding is judged to contribute; Number and percentage of police reported deaths and serious injuries where excessive speeding is judge to contribute.	Vehicles traveling over 10 Km/hr. over posted speed limit in urban and rural areas; Drivers surveyed who say they often travel more than 10 Km/hr. over the limit.	Number of hours of speed camera operations; Number of vehicles passing speed cameras; Percentage of drivers given a ticket for excessive speeding in previous 6 month period; Volume and effect of road safety publicity advertising targeted at excessive speeding; Extent to which enforcement and safety campaigns are correlated and coordinated.	RSC annual report Police crash data statistics; Police records of tickets issued for excessive speeding; Periodic police surveys to measure speed
4.5 Ensuring only Competent Drivers on Roads	Reduced no. and percentage of crashes by high risk driver groups; Number and percentage of crashes by length of driving experience; Reduced no. of crashes with the following: categories of drivers: young drivers; novice drivers mini-bus drivers bus drivers truck drivers	Graduated Driving License (GDL) system introduced with novice drivers having restrictions during probation period; All commercial drivers meeting new criteria and if necessary retaking driving test and Certificate of Competence (CoC) within 12 months; Commercial drivers not meeting new criteria have HGV license replaced with a light vehicle license until eligible to resit commercial driving test.	Availability of improved driver training material for each vehicle type; Practical driving training given on all categories of roads; Introduction of improved theory test Introduction of revised 20-30 min. practical test; Establishment of new criteria for eligibility of different licenses; Minimum age/driving experience criteria for commercial drivers; Commercial driver trained and tested on part and fully load commercial vehicles.	RSC annual report Annual crash database statistics Road safety inspectorate Annual Report
4.6 Improving Safety of Young and	Reduction in no. and percentage of fatal and serious injury crashes	Graduated Driving Licensing (GDL) system introduced with restrictions on	Availability of improved driver training material	RSC annual report

Inexperienced Drivers	<p>involving young and novice drivers</p> <p>Reduction in no. and percentage of fatal and serious injured persons in crashes caused by young and novice drivers</p>	novice drivers during probation period;	<p>for young and novice drivers</p> <p>Practical driving training available on all categories of roads</p> <p>Introduction of improved theory test</p> <p>Introduction of revised practical test</p> <p>Establishment of new criteria for eligibility of driving licenses for young and novice drivers</p>	<p>Annual crash database statistics</p> <p>Road safety Inspectorate Annual Report</p>
4.7 Ensuring safer Commercial Drivers	<p>Reduction in number and percentage of crashes involving commercial vehicles (e.g., mini-buses, buses and trucks)</p> <p>Reduction of number of fatal and serious injury crashes caused by commercial drivers.</p>	<p>All commercial drivers over 21 years old and minimum 3 years' experience</p> <p>All commercial drivers not meeting new criteria surrender commercial license in exchange for car license until they are eligible to resit commercial driving test.</p>	<p>Availability of improved driver training material for commercial drivers</p> <p>Practical driving training uses loaded vehicle on all categories of roads;</p> <p>Introduction of revised practical test</p> <p>Establishment of new criteria for eligibility for commercial driving licenses;</p> <p>Certificate of Competency test established.</p>	<p>RSC annual report</p> <p>Annual crash database statistics</p> <p>Road safety inspectorate annual reports</p> <p>Licensing Agency Annual Report</p>
4.8 Reducing Drink Driving on Roads	<p>Number and percentage of fatal and serious injury crashes where at least one driver had BrAC over limit;</p> <p>Drivers and riders killed with BrAC over limit;</p> <p>Persons killed and injured in crashes in which at least one driver or rider had BrAC over limit.; and</p> <p>Fatal and serious injury crashes that occur during hours with high alcohol involvement.</p>	<p>Percentage of drivers tested who were BrAC over limit and prosecuted;</p> <p>Widespread adoption of "responsible host" and designated driver schemes initiated;</p> <p>Public attitude changing to make drink/driving as socially unacceptable;</p> <p>General public supportive of police enforcement on drink/driving.</p>	<p>Number of RBTs during high alcohol hours;</p> <p>Number of RBTs as proportion of all police contacts with motoring public;</p> <p>Percent of drivers tested in previous six months;</p> <p>Volume & effect of advertising;</p> <p>Extent to which enforcement and advertising measures are correlated</p>	<p>RSC annual report</p> <p>Police crash data statistics</p> <p>Police enforcement statistics;</p> <p>Surveys to check effectiveness of publicity campaigns and assess attitudes.</p> <p>Min of health autopsies /surveys / reports</p>
4.9 Raising General Awareness and Knowledge about Road Safety	<p>Reduction in number of crashes and casualties involving children;</p> <p>Reduction in crashes and casualties involving highest at risk groups;</p> <p>Percentage of total killed or injured who are from the target high risk</p>	<p>Children traffic education programme in all schools focused on survival skills;</p> <p>Appropriate safety materials being distributed;</p> <p>Safety publicity campaigns based on analysis of crash data and target the</p>	<p>Children traffic education material made available in appropriate format to all children and all schools;</p> <p>All schools being visited /supported by Safety Awareness raising staff;</p> <p>Number of safety campaigns undertaken for</p>	<p>RSC annual report</p> <p>Annual crash database statistics</p> <p>Min of Education annual report;</p> <p>Attitudinal surveys.</p>

	groups.	highest risk groups.	high risk groups	
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Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
Measures to develop post-crash emergency services (sector 5)				
5.1 Improved EMS and Rescue Services	Time to reach victim after call out; Extrication time; Time to final treatment; Percentage of road traffic injured coming to hospitals by land or air ambulance; Number of severely impaired receiving advanced rehabilitation care	Constant review/revision of all agencies involved in the “chain of survival and rehabilitation”; No. of police and commercial drivers with First Aid training;	Reduced time for EMS services to reach crash site Reduced time for initial treatment at scene of crash Reduced time for taking victims to hospital Less no. of disabilities due improved treatment of crash victims	RSA annual report Annual crash database statistics Annual Report by MOHSW No. of “avoidable deaths”, i.e., deaths after the crash that could have been avoided if optimal care has been provided in all phases; Time to victim- time to reach final care; Focused studies of certain aspects of pre-hospital and hospital care by researchers with suitable medical competence.

Priority Action Area	Crash based measures	Intermediate Measures	Process Measures	Methods of monitoring effectiveness
Measures to change attitudes (sector 6)				
6.1 Changing attitudes of the General public and road users	<p>Reduced number and percentage of fatal and serious injury crashes</p> <p>Proportion of police-reported crashes resulting in death or hospital admission;</p> <p>Reduced number of deaths and injuries;</p> <p>Reduced health risk of population (Deaths/ 100,000 population)</p>	<p>Responsible host programmes encouraged for private citizens</p> <p>Drivers made legally responsible for ensuring all occupants of their vehicle are wearing seatbelts</p> <p>Regular and repeated strong awareness raising campaigns to inform public about the risks and consequences of risky behaviours using emotive themes e.g. " if you love then , don't let them die</p> <p>-Make them wear a seat belt</p> <p>- Don't let them drink and drive</p> <p>- Don't let them drive too fast</p> <p>-Don't let them phone / text while driving</p> <p>Children taught in schools to tell parents same message " we love you so please don't die</p> <p>Wear seat belts , don't drink and drive , don't drive too fast , don't phone or text when driving</p>	<p>Publicity and awareness campaigns implemented</p> <p>Road safety community groups formed to promote road safety</p> <p>Column inches of press articles encouraging more responsible attitudes to road safety</p> <p>Media radio and TV minutes of discussion about road safety and it being everyone's responsibility</p>	<p>RSC annual report</p> <p>Annual crash database statistics</p> <p>Periodic attitudinal surveys of general public</p>
6.2 Changing attitudes of the Government	<p>Reduced number and percentage of fatal and serious injury crashes</p> <p>Reduced number of deaths and injuries;</p> <p>Reduced health risk of population (Deaths/ 100,000 population)</p>	<p>Government aware of the human and economic losses being incurred annually due road crashes</p> <p>Government beginning to see expenditure on road safety as an investment and not as a cost</p> <p>Government establishing and funding</p>	<p>legislation implemented to designate a lead agency for road safety and to give it sufficient authority and powers to manage and coordinate road safety effectively</p> <p>Legislation implemented to establish a road safety funding mechanism to</p>	<p>RSC report</p> <p>Annual crash data base statistics</p> <p>Government statements</p> <p>Legislation</p>

	<p>Productivity savings to economy due to less persons killed and injured</p> <p>Savings in Health care through reduction in costs of treating road crash victims</p>	<p>effective structures and mechanisms to manage and coordinate road safety issues</p> <p>Government providing adequate funding to implement the road safety action plan</p>	<p>provide sustainable funding</p>	
6.3 Changing attitudes of Private Sector	<p>Reduced number and percentage of fatal and serious injury crashes in company owned fleets</p> <p>Proportion of crashes in company owned fleets resulting in death or hospital admission;</p> <p>Reduced number of deaths and injuries amongst company employees and involving company vehicles ;</p> <p>Savings to company from reduction of road crashes</p>	<p>Companies signing up to road safety charter</p> <p>Companies with a road safety policy on company employees and company vehicles requiring seat belt wearing and prohibiting at risk behaviours, drink drive , speeding , using mobile while driving etc.</p> <p>Companies as part of corporate social responsibility(CSR) promoting and supporting road safety initiatives in their local communities</p>	<p>A safety charter available on line for companies to use to make a commitment to road safety</p> <p>Some international companies with established corporate safety policies and systems encouraging other organisations to do more on road safety</p> <p>Private sector companies signing up to the safety charter and giving commitment to do more on safety</p>	<p>RSC annual reports</p> <p>periodic attitudinal surveys</p> <p>Police crash data statistics</p> <p>Company annual reports</p>
6.4 Changing attitudes of Non-Government Organisations (NGOs) and community groups	<p>Reduced number and percentage of fatal and serious injury crashes occurring in their community</p> <p>Proportion of police-reported crashes in their community resulting in death or hospital admission</p> <p>Reduced number of deaths and injuries in their community</p> <p>Reduced health risk of population in their community (Deaths/ 100,000 population)</p>	<p>NGOs and community groups active on road safety issues in every community</p> <p>Community groups encouraging every adult and family to take personal responsibility for safety of own family and friends under theme “ if you love them don’t let them die “</p> <p>Make them wear a seatbelt</p> <p>Do not let them drink and drive,</p> <p>Do not let them speed</p> <p>Do not let them phone / text while driving</p>	<p>Increased numbers of NGO s active in road safety</p> <p>Amount of coverage road safety NGOs generate in press and media</p> <p>Numbers of persons with who NGOs have interacted each year</p> <p>Numbers of events and initiatives launched by NGOs each year</p>	<p>RSC annual reports</p> <p>Police crash data statistics</p> <p>NGO annual reports</p>

Annex D

Schedule of completed and planned workshops

TRACECA Regional Road Safety Project
Workshops, training courses and Study tour programme
Last 6 months (15 July 2014 – 14 Jan 2015)
and next 6 months (15 Jan - 14 July 2015)
revised 14/02/2015

Date	Workshop Number	Type	Location	Content/Topic area	Persons attending by country	Project involved team	Comment
15July-14August 2014							
Nil							
15August – 14September 2014							
nil							
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,STE12-2STE9-1	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- 3Oct	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	Tblisi	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	Tblisi	RSA Train the Trainers	3 countries 3x 3 = 9	KE2,STE12-1, STE10,STE12-2STE9-1	Georgia , Armenia Azerbaijan 3 per country on 5 day TOT course
22-23 Oct	2-W010-3 GRSP	Sub Reg	Chisinau	Regional awareness	10 persons per country	KE1 , RPC	GRSP 5day Workshop p short input only from us to establish links / create expert working group in each country
27-28 Oct	2-W010-2 GRSP	Sub Reg	Tblisi?	Regional awareness	10 persons per country	KE1 , RPC	GRSP 5day Workshop . short input only from us to establish links / create expert working group in each country
30-31 Oct	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
28-31 Oct	2-W003	Nat	Tblisi	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2, STE2-2	Georgia national road safety action plan Workshop
3-4 Nov	2-W010-1 GRSP	Sub Reg	Almaty	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
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
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
2-5 Dec 14	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 workshop
15December 2014 – 14 January 2015							
15 January 2015 - 14 February 2015							
3-6 Feb 15	2-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
10-13 Feb 15	2-W007	Nat	Dushanbe	Road safety Action planning	1 country 40-50 pers	KE1 , KE2, RPC, STE1-2, STE2-2	Tajikistan national road safety action plan wkshop
15 February- 14 March 2015							
24-27Feb 15	2-W006	Nat	Bishkek	Road safety Action planning	1 country 40-50 pers	RPC, KE2, STE1-2, STE2-2	Kyrgyzstan national road safety action plan wkshop
10-13 Mar 15	2-W011	Reg	Kiev	EU ./ UNECE agreements + conventions	All 10 countries	KE1 + 4NKE s	Regional workshop on EU agreements and UNECE conventions
15 March- 14 April 2015							
22-28 Mar 15	2-W014	Reg	Belgrade	Study tour and training	10 countries 3 persons / country	KE1, KE2 , RPC STE3-1, STE3-2, STE3-3,STE3-4 STE3-5	Study tour and training of 3 highest level officials from each country to facilitate regional networking and expertise sharing
7-10Apr 15	2-W002	Nat	Baku	Road safety Action planning	1 country 40-50 pers	KE1, RPC, KE2, STE1-2,	Azerbaijan national road safety action plan wkshop
13-14Apr 15	2-W017-1	Nat	Kiev	Safety awareness raising / training	1 country Stakeholders academic , researcher s	STE3-1,STE3-2	Working group , academics and researcher training to institutionalize safety and introduce it into universities 1 day for working group 1 day for academics / researchers
15 April- 14 July 2015 (dates to be agreed with beneficiary countries)							
15Apr -14 July 2015	2-W017-2 to 2-W017-10	Nat	Sequence of 2 day visits to deliver 2 x1 day workshops dates to be decided	Safety awareness raising / training	1 country Stakeholders academic , researcher s	Experts chosen form pool of academics depending upon country needs	Working group , academics and researcher training to institutionalize safety and introduce it into universities 1 day for working group 1 day for academics / researchers
15Apr-14July 2015	2-W012-1 To 2-W012-10	Nat	Sequence of follow up visits to deliver 1-2 day	UNECE conventions workshops	1 country Relevant local persons dealing with UNECE	Experts chosen from pool of UNECE experts in project team depending upon	Relevant persons responsible for implementing UNECE conventions or training transport operators

			workshops as needed		conventions	country needs	
15Apr-14 July 2015	2-W013	Reg	2 day workshops Dates and venue to be decided	Data systems and data analyses	2 relevant persons from each of the 10 countries	Crash data experts in project team	Relevant persons responsible for police crash data systems and data analyses
15Apr – 14 July	2-W016	Reg	2 day workshops Dates and venue to be decided	Crash costs estimation	1 person from each of 10 countries	Team leader and regional project coordinator / economist	Economics researchers appointed to carry out costing research

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 Safege project team will 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.

Annex E: Overall Project Work Plan and Staff Schedule (prior to EU approval of manday changes) updated Feb 2015)

This annex presents the project workplan and staffing schedule based n the existing mandays and prior to any change that may occur as a result of the request for approval being prepared for EU Task manager.

WORK PLAN AND STAFF SCHEDULES ASSUMING EU APPROVAL (tentative and to be modified as required to meet project needs)

2014												2015												2016																																																																				
Calendar weeks	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
WORK PLAN - Activities and sub-activities																																																																																												
Inception phase (2 months) - COMPONENT A (Inception activities)																																																																																												
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 + liaison 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																																																																																												
Implementation phase (21 months)																																																																																												
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◆ Deliverable/Report
 Activity
 Intermittent activity within defined time
— Project start and end
— Calendar months
x Deliverable intermediate report
 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
	19
	8
	21
	100
	40
	30
	60
	15
	285
	40
	10
	20
	15
	40
	10
	20
	40
	15
	100
	100
	1000
	400
	400
	800

Annex F: Overall Project Work Plan and Staff Schedule (assuming EU approval of manday changes) updated Feb 2015)

Please note that at the half way stage (50% of project time completed) around 55% of the work has been completed but through effective cost control only around 30% of the Incidental budget has been spent to date. However the additional project demands resulting from (so far unsuccessful) efforts to engage Turkmenistan and need for intensive inputs to maintain quality control and to keep the project on track technically has meant that the key experts have consumed around 69% of their mandays.

In order to give an accurate projection of likely staffing inputs the mandays for KE1 have been increased 370 and those of KE2 have been increased to 275 . This will be done (as agreed in principle with EU Task manager) by converting some of the significant savings in the Incidental Budget .

This has been discussed and approved in principle by EU task manager pending receipt of an official request (under preparation and to be submitted shortly) once the IE expenditure to date has been checked and confirmed by the Safège Consortium. Since this report is being submitted before submission of the official request for approval, the revised manday figures have been included in the staffing chart in this annex.

WORK PLAN AND STAFF SCHEDULES ASSUMING EU APPROVAL (tentative and to be modified as required to meet project needs)

		2014												2015												2016
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
TRACECA ROAD SAFETY II																										
Road Safety Action Plan for the Neighbourhood East and Central Asia																										
Calendar weeks																										
Project weeks																										
WORK PLAN - Activities and sub-activities																										
Inception phase (2 months) - COMPONENT A (Inception activities)																										
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 + liaison 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 of a short Inception Report																										
Implementation phase (21 months)																										
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**Implementation of the regional road safety Action Plan for the
Neighbourhood
East and Central Asia
– TRACECA Road Safety II
EuropeAid/133698/C/SER/Multi
Project funded by EU**

Implemented by

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