



# Regional Road Safety Action Plan

Land Transport Safety and Security



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## FOREWORD

The European White Paper, Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, starts by stating that “the future prosperity of our continent will depend on the ability of all of its regions to remain fully and competitively integrated in the world economy.” One of the major obstacles to achieving this aim in the TRACECA region are road accidents which result in economic, financial and social loss which in turn reduces the efficiency of road transport.

Although all TRACECA member states are making considerable efforts to improve safety on the roads, the deaths and serious injuries still remain unacceptably high. This Regional Road Safety Action Plan has been developed to assist the member states to identify and rectify activities where more effort is needed if a significant reduction in road deaths and injuries are to be achieved.

The process has involved the participation of the member states in assessing their own progress across a large number of activities that are known to improve road safety throughout the world. As such, the ratings are an indication of where each country considers it needs further support to improve road safety, whether from their own internal resources or from international donors and experts.

From the Assessment Ratings carried out in each participating state, it can be seen that there are two main obstacles to further improvements:

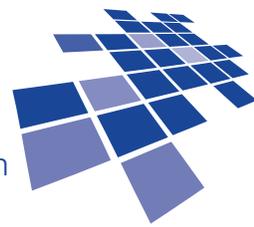
- Financial investment in road infrastructure to make roads safer; and
- Social investment in people to change society's attitude to road safety.

Without society as a whole accepting the need to change attitudes to road transport, all the efforts of Governments, enforcement agencies and international donor agencies will not succeed in a long term sustainable way. For this reason, this Action Plan places emphasis on the need to involve civil society to improve road safety in a sustainable and efficient manner.

Although it would generally be beneficial to all member states if they are able to implement fully the activities proposed in the action plan, there may be reasons why member states prioritise their activities differently. As such, the Regional Road Safety Action Plan is a guidance plan containing recommendations for implementation, rather than a legal document requiring full compliance. The outcome desired by all will be safer roads for all road users, leading to improved efficiency in road transport throughout the TRACECA corridor.



PERMANENT SECRETARIAT OF THE  
INTERGOVERNMENTAL  
COMMISSION TRACECA



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## EXECUTIVE SUMMARY

**Improvement in road safety is an essential component for the development and regional integration of the TRACECA countries. For this reason, the countries have agreed to work together to develop solutions at both a regional and local level resulting in a Regional Road Safety Action Plan to promote the safety and security of all roads users.**

The Regional Road Safety Action Plan for TRACECA has been produced in the context of a global interest in road safety with the Global Decade of Action for Road Safety (2011 – 2020) and two EU policy frameworks aimed at improving road safety and a resource efficient road transport system within the EU and by extension towards neighbouring countries and beyond. Additionally, a number of international agreements have been developed by UNECE that are relevant for improving road safety. Considerable progress has already been made in the TRACECA member states acceding to these agreements, although in some countries the requirements of the conventions have not yet been fully implemented.

The Action Plan was developed out of 3 regional working groups where representatives from the member states came together to discuss the problems and potential solutions relating to road safety. A combined working group was then held in Brussels where the results of these regional meetings were presented and combined to serve as the basis for a Regional Road Safety Action Plan.

Six Action Areas were identified and a number of activities were described for each, based on the results of the working groups and international experiences of what initiatives are known to improve road safety. These activities are described in detail for each Action Area and the inputs that would be required to improve the ratings are identified.

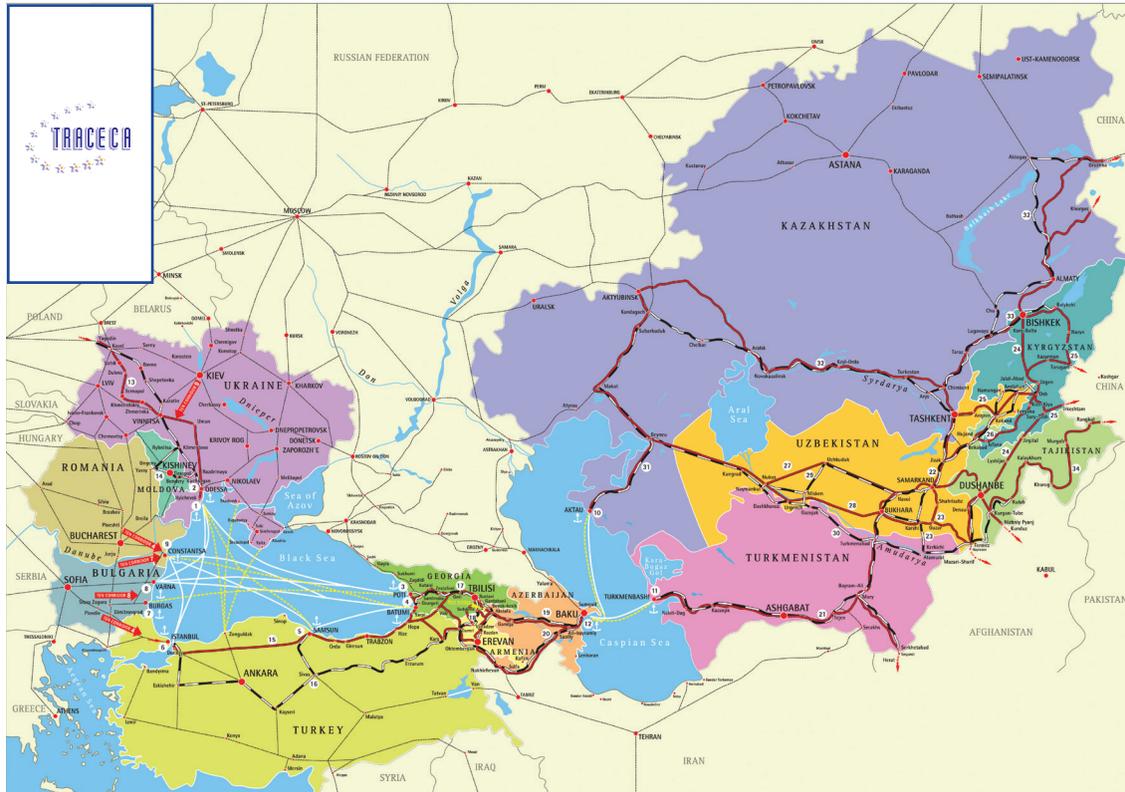
Subsequently, each country was asked to assess their country's performance for each of these activities on a scale of 1 to 5 and visits were made to get agreement and understanding between the consultant and the representatives of the Government. The Assessment Ratings clearly show that there are two main obstacles to further improvements:

- Financial investment in road infrastructure to make roads safer; and
- Social investment in people to change society's attitude to road safety.

A table was developed showing the Action Areas and the activities for each. The objective was to improve the performance for each activity by identifying the inputs that would be required. Using the assessment ratings, the countries that had scored 3 or less were identified as requiring priority intervention although this did not necessarily mean that the other countries would not need further assistance. A realistic time line was proposed for each input, so that all activities in each Action Area could be developed to a fully sustainable level within the five year period 2012 – 2016.

Finally, a series of technical assistance and financial inputs were suggested to assist the member states of TRACECA to improve their performance across all Action Areas.

## METHODOLOGY



### Background

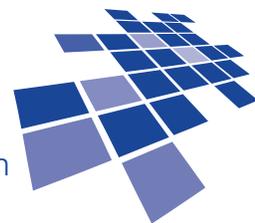
The TRACECA countries (Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Ukraine, and Uzbekistan) are gradually implementing the TRACECA Strategy for development of the Europe-Caucasus-Asia Transport Corridor. The main aim is to ensure that the TRACECA transport system has both social and environmental faces, and that it actively promotes the safety, security and protection of users, property, general public and environment that might be involved in or affected by this system. Improvement in road safety is an essential component for this development together with the regional integration of the TRACECA countries. For this reason, the countries have agreed to work together to develop solutions at both a regional and local level resulting in a Regional Road Safety Action Plan to promote the safety and security of all roads users.

Improvement of road safety within the TRACECA countries will benefit directly the people of the TRACECA countries, and will also have a positive effect on the attractiveness of TRACECA as a transport corridor of goods and passengers.

### Context

In the TRACECA region, there are three main sources of policies and frameworks that need to be considered in the development of a regional road safety action plan:

- The Global Plan for the Decade of Action for Road Safety, 2011 – 2020;
- EU Towards a European road safety area: policy orientations on road safety 2011 – 2020;
- EU White Paper: Roadmap to a Single Transport Area – Towards a competitive and resource efficient transport system.



Additionally the United Nations Economic Commission for Europe (UNECE) has developed a number of international agreements that aim to improve road safety:

- European Agreement on international carriage of dangerous goods by road (ADR) 1957;
- Vehicles Regulations Agreement 1958;
- Convention on Road Traffic 1968;
- Convention on Road Signs and Signals 1968;
- European Agreement concerning work of crews of vehicles in international road transport (AETR) 1970;
- European Agreement on main international traffic arteries (AGR) 1975;
- Agreement on uniform conditions for periodical technical inspections of wheeled vehicles and reciprocal recognition 1997.

Details of these are included in Appendix A, followed by a list of the Conventions that have been acceded to by each country. However, in discussions on the ratings assessments, it became obvious that several countries had not yet fully implemented all of the requirements.

## Preparation of Action Plan

The methodology to undertake the task of establishing a regional road safety action plan took account of the need for both a regional document and a local version of the plan for each member country of TRACECA. It also took account of the Decade of Action for Road Safety and the various EU policies referenced in Appendix A.

Six Action Areas have been defined:

- Institutional Improvements;
- Safer Infrastructure;
- Safer Vehicles;
- Safer Road Users;
- Medical Care for Crash Victims;
- Changing Attitudes to Road Safety.

Whilst the first five reflect the core issues used in other policy documents, a sixth Action Area has been added, namely changing attitudes to road safety because unless societies change their attitudes, any activity to improve road safety may not be sustainable.

For each Action Area, activities have been defined. These activities are known from experience in other countries to have an impact in improving road safety. Ideally, all TRACECA member countries should strive to implement all the activities but it would not be realistic to expect this in even the medium term because of economic and social factors.

The first Action Area has been split into regional and local. The presence of the Permanent Secretariat covering the TRACECA area allows for a number of activities to be undertaken at a regional level, benefitting all member states. Other institutional issues though are specific to the individual countries depending on their own progress in implementing institutional changes to improve road safety.

Account has also been taken of the different progress between countries in implementing activities to improve road safety. Hence, each country has made an assessment of their current status with respect to implementation of each of the relevant activities. Visits were subsequently made to each country to establish understanding and agreement on their assessment. This has been used to identify where further technical, financial and political inputs will be required to improve the ratings.

The ratings were defined as follows:

1. No activity;
2. Some activity, mainly voluntary and / or ad hoc;
3. Activity in progress;
4. Further improvements being implemented;
5. Activity sustainable.

Appendix B shows the assessment ratings for these activities for each member state. This rating has enabled the specific activities to be identified where further improvement is both desired and necessary, whether it be by the Government with their own resources or with assistance from international agencies and financing institutions.

In chapters 1 to 6, the additional inputs to raise the assessment ratings have been defined. These have been used to identify the programme of inputs required in each country.

Using the assessment ratings as indicators of where improvements are needed, a table of actions has been used to identify the Objectives, Outputs, Inputs, Time Line, Applicable country and Assumptions for each activity. This is the basis for the Action Plan, as it proposes deadlines and identifies the assumptions made in identifying the inputs required.

The establishment of realistic and statistically based targets will depend on the establishment of a scientific basis for the collection of road crash data. This however, should not stop countries setting their own realistic targets as an encouragement to tackle the problem of unacceptably high road crash victims. As the database is established and road crash data are collected systematically, it should be possible to set regional targets for reductions in accidents and in the severity of accidents.

## Structure of the Action Plan

The objective of the Regional Road Safety Action Plan is to ensure that the TRACECA transport system has social, economic and environmental faces, and that it actively promotes the safety, security and protection of users, property, general public and environment that might be involved in or affected by this system.

This document fulfils this objective. It is structured as follows:

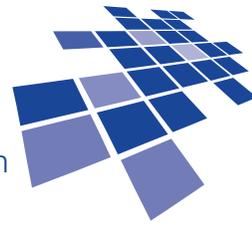
**Chapter 1 to 6** present the actions of this plan. 6 types of actions are proposed:

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

**Chapter 7** presents the current assessment ratings for road safety in the TRACECA countries.

**Chapter 8** identifies the interventions required to improve and monitor the assessment ratings.

**Chapter 9** presents the conclusions and summarises the main components of the Action Plan.



## 1. INSTITUTIONAL ISSUES



### A. Accede to and ratify the following UNECE agreements and fully implement their provisions:

#### 1.1 European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957

The European Agreement concerning the International Carriage of Dangerous Goods by Road, commonly known as ADR (from the French abbreviation Accord européen relatif au transport international des marchandises Dangereuses par Route), governs transnational transport of hazardous materials.

The agreement itself is brief and simple, and its most important article is article 2. This states that with the exception of certain exceptionally dangerous materials, hazardous materials may in general be transported internationally in wheeled vehicles, provided that two sets of conditions are met:

**Annex A** regulates the merchandise involved, notably their packaging and labels.

**Annex B** regulates the construction, equipment and use of vehicles for the transport of hazardous materials.

In order for countries to fully implement this convention they should:

- Accede to the Agreement and ratify the Agreement;
- Have legislation conforming to ADR on packaging and labelling of dangerous goods;
- Have legislation conforming to ADR on construction equipment and operation of the vehicle carrying dangerous goods;
- Have a specialised department for transport of dangerous goods (TDG);
- Have upgraded training of professional drivers (including certification);

- Issue Certificates of Approval for transport vehicles;
- Have upgraded training of enforcement officials;
- Have a national safety policy for TDG;
- Apply routing of dangerous goods to prevent TDG in densely populated areas;
- Require Dangerous Goods Safety Advisors in companies transporting dangerous goods;
- Regularly attend the UN/ECE Working Party 15 on the TDG in Geneva.

## 1.2 Vehicles Regulations Agreement 1958

Formally titled “Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions”. This forms a legal framework whereby participating countries agree a common set of UNECE Regulations for type approval of vehicles and components. When an item is type approved for a regulation by one participating country, then the approval is accepted by all other participating countries.

In order for countries to fully implement this convention they should:

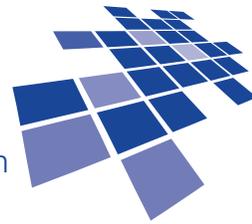
- Accede to the Agreement and ratify the Agreement;
- Have procedures for type approval of vehicles;
- Have included the Vehicle Regulations into national legislation;
- Regularly attend the UNECE Working Party 29 on Vehicles Regulations in Geneva.

## 1.3 Convention on Road Traffic 1968

The Vienna Convention on Road Traffic is an international treaty designed to facilitate international road traffic and to increase road safety by standardising the uniform traffic rules among the contracting parties. This convention was agreed upon at the United Nations Economic and Social Council’s Conference on Road Traffic (October 7, 1968 - November 8, 1968) and done in Vienna on 8 November 1968. It came into force on 21 May 1977. This conference also produced the Vienna Convention on Road Signs and Signals.

In order for countries to fully implement this convention they should:

- Accede to the Agreement and ratify the Agreement;
- Provide road safety education on a systematic and continuous basis, particularly in schools at all levels;
- Have Domestic legislation laying down minimum requirements concerning the curriculum and the qualifications of the personnel responsible for providing driving instruction;
- Have Domestic legislation laying down requirements for obtaining a driving permit. In particular, it shall specify the minimum age for holding a permit, the medical conditions to be fulfilled and the conditions for passing the theoretical and practical exams;
- Have National legislation regulating the contents and procedure of both theoretical and practical exams for obtaining a driving license;
- Regularly attend the UNECE Working Party 1 on Road Traffic Safety in Geneva.



## 1.4 Convention on Road Signs and Signals 1968

The Vienna Convention on Road Signs and Signals is an international treaty designed to increase road safety and aid international road traffic by standardising the signing system for road traffic (road signs, traffic lights and road markings) in use internationally.

This convention was agreed upon by the United Nations Economic and Social Council at the UNESCO Conference on Road Traffic in Vienna 7 October 1968 to 8 November 1968, was done in Vienna on 8 November 1968 and came into force 6 June 1978. This conference also produced the Vienna Convention on Road Traffic, which complements this legislation by standardising international traffic laws (see above).

In order for countries to fully implement this convention they should:

- Accede to the Agreement and ratify the Agreement;
- Regularly attend the UNECE Working Party 1 on Road Traffic Safety in Geneva

## 1.5 European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970

The European Agreement concerning the work of Crews of Vehicles engaged in International Road Transport (AETR), of 1st July 1970 is commonly referred to as 'AETR Agreement'. It aims at improving road safety and regulating drivers' hours' rules for working and rest times. The scope of AETR Agreement applies in the territory of each Contracting Party to all international road transport performed by any vehicle registered in any Contracting Party. Generally speaking AETR applies to international road transport done by vehicles used for the carriage of goods that exceed 3.5 tonnes and vehicles used for the carriage of passengers that can carry more than 9 persons, including the driver.

In order for countries to fully implement this convention they should:

- Accede to the Agreement and ratify the Agreement;
- Issue Tachograph cards;
- Approve a security policy at national level;
- Approve workshops to install and maintain the digital tachographs ;
- Equip and train control officers;
- Regularly attend the UNECE Working Party on Road Transport in Geneva.

## 1.6 European Agreement on main international traffic arteries (AGR) 1975

The AGR provides the legal framework for the construction and development of a coherent international road network, the E-road network. The Agreement identifies the E-roads, or arteries that channel major international traffic flows throughout the UNECE region and establishes the minimum uniform technical conditions those roads should respect as well as a distinguishing number for each E-road. In addition to the major road-traffic arteries in Western, Central, Eastern and South-eastern Europe, the AGR now includes main international roads in the Caucasus and Central Asia.

In order for countries to fully implement this convention they should;

- Accede to the Agreement and ratify the Agreement;
- Provide rest areas at appropriate intervals on E-roads; a sign indicating the approach to a rest area should also indicate the distance to the next rest or service area;

- Adapt Service areas both to the site and to its users (tourists, road hauliers, etc.) and away from interchanges and provide a minimum of services such as parking, telephone, fuel and toilets with easy access for physically disabled persons;
- Provide these areas at appropriate intervals, taking into account, among other things, the volume of traffic; a sign indicating the approach to a service area should also indicate the distance to the next service area;
- Separate all traffic and parking areas from the carriageway(s) of the E-road;
- Regularly attend the UNECE Working Party on Road Transport in Geneva.

### **1.7 Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997**

The 1997 Agreement provides the legal framework and procedures for the adoption of uniform rules for carrying out technical inspections of vehicles in use and for the reciprocal recognition of the certificates of such inspections. 11 countries are Parties to the 1997 Agreement, which entered into force on 27 January 2001. 17 countries are signatories pending ratification. In order for countries to fully implement this convention they should:

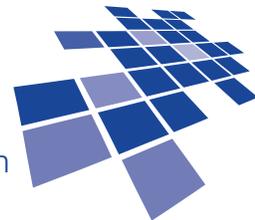
- Accede to the Agreement and ratify the Agreement;
- Establish rules for periodical technical inspections of wheeled vehicles registered or taken into service in their territory;
- Regularly attend the UNECE Working Party 29 in Geneva.

## **B. Countries should also:**

### **1.8 Establish a multi-disciplinary department/agency/group responsible for road safety**

Road safety is a multidimensional social problem involving many government agencies, so the state should play a leading role in initiating, organizing, and coordinating the national assault on road safety problems in the country. All activities of the ministries involved in road safety (e.g. health, transport, police, education, etc.) should be complementary and coordination also has to be developed with regional and local organizations so that road safety work is undertaken at all levels.

In order for countries to improve their rating the Governments should give a high level of political commitment to reducing road accidents. A team or agency should be established, with members from relevant Ministries, Emergency Services, CSOs and other interested parties.



## **1.9 Establish a national strategy for road safety**

The strategy should take into account the needs of all road users, including vulnerable road users, it should also anticipate the development of the country in respect to the road infrastructure, car industry, if any, and vehicle marketing. The road safety strategy needs to set ambitious, but realistic targets for at least five or ten years. Once the road safety strategy has been prepared, a national action plan, scheduling specific actions, responsible parties and specific resource allocation, should be developed.

## **1.10 Establish realistic and long term targets for road accident reductions**

The purpose of setting a casualty reduction target is generally accepted to be a provision of a common goal for those involved in road safety. They need to feel that the goal is achievable. However, the target should also be demanding in order to avoid complacency and to focus efforts on the most effective measures.

## **1.11 Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term**

This action area seeks to ensure that road safety funding mechanisms are established, sufficient and sustainable. At the same time, a rational framework for resource allocation allows the making of a strong business case for road safety investments based on cost-effectiveness and cost benefit analyses. To achieve more ambitious performance targets, new funding sources and mechanisms may need to be established.

## **1.12 Establish a mandatory road user insurance scheme**

Having an appropriate road user insurance scheme can be a means for providing funding for road safety initiatives as well as for repair to vehicles and to finance rehabilitation services for crash victims. It is also a useful tool for monitoring crash and casualty statistics.

## **1.13 Establish requirements for the issuing of drivers' licences based on international best practice**

The requirements for obtaining a driver's licence should be compatible with recognised international practice. This should be a combination of training and examination requirements for novice drivers.

## **1.14 Establish a common system for road accident data collection, storage and analysis (based on an already recognised international system)**

A common system for data collection would have various advantages. It removes the need for each individual country to create and implement collection forms, computer software, etc. as the region would have these systems ready. These could then be implemented relatively quickly when the individual countries decide to make changes. This could also facilitate training the personnel who collect the accident data.

### **1.15 Establish a common system for monitoring and evaluating the outcome of a number of defined measures, e.g. average speed related to speed limits, seat belt wearing rates, alcohol-related accident rates**

A regional approach to monitoring would also reduce the amount of work to be done by individual countries regarding the establishment of monitoring systems and procedures. One system should be available for all countries to use, when they make the decision individually to do so.

### **1.16 Review and improve the road signage systems, particularly for main corridor routes with respect to all categories of signs, both vertical and horizontal**

It should be very clear to all drivers, but particularly those transporting freight, what route they are on and in which direction they are travelling. This reduces driver stress and wasted time following the wrong route because of a lack of information. International standards exist and it should be a TRACECA priority to ensure that drivers are given the correct information throughout the region.

### **1.17 Implement road safety audit principles and practices in the design and construction of all new roads, of whatever category**

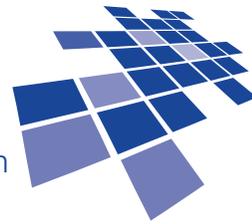
A regional road safety audit procedure would make it easier for individual countries to establish their own systems regarding the audit of new roads. A regional road safety audit manual should be created, both for new construction and with guidelines for auditing existing roads.

### **1.18 Establish shared access across all TRACECA countries to examples of best practice**

Regular contact should be made with all TRACECA member countries to ensure that continuing development is being made. Also, information on best practice should be made available through the TRACECA website and through the establishment of a regional Working Group on Road Safety. Where relevant, shared resources such as in education and for media use should be developed.

### **1.19 Develop a harmonised approach to penalties for serious road traffic offences throughout the region and mutual recognition of any sanctions applied to driving licences**

A regional approach to traffic law would reinforce driver perception of the offences, as the same penalties and sanctions would apply throughout the region.



## 2. SAFER INFRASTRUCTURE

### 2.1 Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works

Road safety audits (RSAs) are a proactive approach to improving road safety. An RSA is an examination of a future or existing road, in which an independent, qualified auditor reports on safety issues. It is a way for a country to improve safety and communicate to the public how it is proactively working towards crash reduction. The step-by-step procedure of an RSA can be performed during any or all stages of a project, including planning, preliminary design, detailed design, traffic control planning, construction, pre-opening, and on existing roads.

Systematically auditing the existing road network identifies potential road safety risks as an input to a programme of remedial and preventative measures.



### 2.2 Implement a programme of analysis and treatment of “black spots” to be determined from analysis of road accident data

Black Spot programmes are a vital element in the strategy for improved road safety. They provide funding to target road locations with either a history of crashes or a heightened risk of crashes occurring. Targeted safety improvements funded under Black Spot programmes have been shown to significantly reduce crashes and the trauma they cause in the wider community.

### **2.3 Implement a programme to define routes for freight / through traffic, avoiding residential areas**

Freight routes should be suitable for large vehicles to move and manoeuvre in a safe and timely manner, to make best use of the time that drivers can spend at the wheel. They should also avoid areas of high population density and particularly areas that have high numbers of schools, shops and other pedestrian generators. These can be created using a number of measures, varying in scale from major by-pass projects down to simple signing schemes.

### **2.4 Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads**

This enables Central government to be aware of progress throughout the country and would assist in the monitoring of progress of the National Road Safety Strategy.

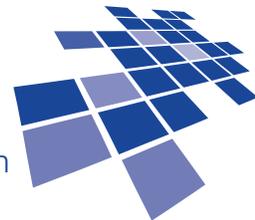
### **2.5 Implement a programme to provide safe and secure off-road parking for trucks**

Driver tiredness poses a significant risk to road safety - and several studies have indicated that this problem is experienced daily by truck drivers. More safe and clean truck stops are needed, constructed with appropriate lighting, facilities and security so that drivers can sleep in relative safety. These facilities and their signing should conform to international standards of best practice.

### **2.6 Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance**

While there are many contributing factors to road crashes, road infrastructure plays a crucial role. Better engineered roads can prevent crashes and minimise their severity. Professional training is required at all levels, academically and vocationally, to enable engineers to design and audit schemes that conform with international best practice.





### 3. SAFER VEHICLES



#### **3.1 Ensure that all vehicles are tested regularly to check they conform to safety standards**

Regular testing ensures that vehicles that do not meet specific safety requirements are repaired or removed from use, leading to a safer fleet within the country.

#### **3.2 Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements**

There should be a high level of regulation of vehicles that are used in the transportation of dangerous goods for clear safety reasons, both to comply with the ADR agreement and for the prevention of potentially large scale problems in the event of crashes.

#### **3.3 Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all manufactured and imported vehicles**

All manufactured and imported vehicles should comply with the relevant national regulations in place for domestic vehicle testing.

## 4. SAFER ROAD USERS

Having traffic legislation is not sufficient if the travelling public only comply with the law if there is a high chance of being caught. Enforcement is more than catching offenders, it also includes appropriate and consistent punishment.

### 4.1 Seat Belts (front and rear)

Seat belt legislation can be incomplete and only cover front seat wearers. It should however include both front and rear seats. The fitting of seat belts in older cars and vans can be difficult and it may be necessary to have a period within which all cars and vans should have functioning seats belts. The key word is functioning, as in many vehicles, especially where rear seat belts are not required by law, the seat belts are disabled in some way.

Even where there is legislation requiring the wearing of seat belts, if the public are not convinced of the safety reasons then compliance is likely to be low.

Enforcement should concentrate on getting compliance rather than penalising those not wearing.

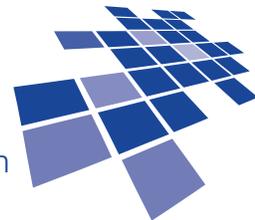


### 4.2 Child restraints

The need for proper child safety seats, to include more than just babies is well proven. However, even when there is legislation requiring child restraint, it is not always sufficient. Further, compliance is often not good because the parents are unaware of the safety reasons for protecting their children in the car.

### 4.3 Mobile phone use

The use of mobile phones whilst driving poses a considerable safety risk. Again, the public is often unaware of the risk and will continue to use mobile phones as the risk of being caught is usually low. Even the use of hands free devices does not completely eliminate the risk because of the potential distraction to the driver caused by the conversation.



#### 4.4 Speed

With modern cars, the ambience within the car can reduce awareness of the speed, particularly in urban areas. Where there are pedestrians particularly at risk, engineering measures are likely to be required to physically reduce the speed of traffic rather than rely on police enforcement

#### 4.5 Drink

Despite legislation against driving whilst under the influence of alcohol in most countries in the world this continues to be a significant contributor to death and serious injuries on the roads. To reduce the incidence of driving whilst under the influence of alcohol, a dual approach is required; enforcement and punishment of offenders; and publicity campaigns to encourage a more responsible attitude in the public.

#### 4.6 Drugs

Similarly to drink, driving under the influence of drugs requires both enforcement and public awareness of the issues related to safety.

#### 4.7 Motorcycle helmets

The wearing of motorcycle helmets can easily be enforced in urban areas where it is easy to spot a rider not wearing a helmet. In rural areas however, it would seem to be easier to offend without being caught. Again a dual approach of enforcement and raising public awareness of the reason for helmet wearing is required.

#### 4.8 Inform the public about traffic law through public awareness campaigns and the driver training process

In order for countries to improve their rating they should firstly introduce limited public awareness campaigns on a local scale. Then have a targeted, national campaign (TV, Poster, Newspaper) followed by the production of several national campaigns for different road users. Finally, this should lead to a programme of regular National campaigns with guaranteed funding.

#### 4.9 Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)

Police should be correctly equipped, trained and resourced to maximise their potential to reduce traffic offences.

#### 4.10 Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers

Large firms and Governments should lead the way in setting examples to the general travelling public by instructing their drivers to obey all traffic laws, particularly for high visibility issues such as seat belt and mobile phone use.

## 5. MEDICAL CARE FOR CRASH VICTIMS



### 5.1 Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)

Countries should have a comprehensive training programme in place for paramedics and ambulance drivers. Traffic police should also be trained in administering first aid. First aid training should be available for the general public to take if required.

### 5.2 Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved

Accident and emergency departments in hospitals should be appropriately staffed, equipped and periodically trained.

### 5.3 Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma

There should be appropriately trained staff to deal with patients and relatives for the amount of time required following the immediate emergency. These will include physical and psychological therapists and counsellors to assist with the injured and bereaved.

### 5.4 Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved

As part of the insurance system, professionals should be available to complete detailed investigations, along with the Police, to establish the circumstances of the crash and determine whether compensation payments should be made, and by whom.

### 5.5 Develop and implement the use of “One Call” emergency number

There should be just one memorable number for all of the emergency services, to reduce confusion and to speed up the response to emergencies.



## 6. CHANGING ATTITUDES TO ROAD SAFETY

### 6.1 Develop partnerships between Government and Civil Society Organisations

Examples of these partnerships already exist in the TRACECA region. This practice should be rolled out for each country, with Road Safety CSOs actively encouraged. Best practice should be shared as part of the work of the TRACECA Regional Working Group (proposed as part of this Action Plan).

### 6.2 Provide road safety education in schools on a systematic and continuous basis

In order for countries to improve their rating they should initially have local, voluntary lessons, progressing to lessons taught to one tier or age group. This would be followed by all school age groups taught about Road Safety and ultimately to having Road safety as part of the National Curriculum.

### 6.3 Develop driver rectification courses as alternatives to other judicial penalties.

Driver rectification courses should be self financing and reflect the offence of which the driver is guilty. The introduction of pilot schemes should be encouraged to test the concept and acceptance of this type of scheme by the general public. If successful, this could then lead to national provision of the courses.

### 6.4 Encourage the recognition of good road behaviour, particularly corporate responsibility and the society's leaders at all levels

Road safety can only be improved if all members of the public make a determined effort to improve their own road behaviour, whether it is as a pedestrian respecting the provision of safe road crossing facilities or a driver ensuring they and all passengers are properly restrained in the vehicle or a driver keeping to the posted speed limits and giving respect to other road users. Long term sustainable improvements to road safety will only result if the public accept the behavioural changes required by the preceding activities.

To facilitate this, award schemes can be introduced to encourage good driving behaviour. This would work particularly well with freight companies, who are able to monitor driver performance, but schemes could also be introduced for the general public. This could also include a no-claims discount scheme for vehicle insurance.

## 7. EXISTING RATING ASSESSMENT FOR TRACECA COUNTRIES

For each of the proposed Action Areas, a number of activities have been defined. These were selected on the basis of being known potential contributors to improvements in road safety. Various sources were used to identify these activities, including the Decade of Action for Road Safety, the EU policy and framework documents and most importantly the working groups that were held regionally. It is not suggested that the list is exhaustive and for the Action Plan they are presented as a guide to ways in which improvements might be achieved. Clearly, the contribution made will depend on a number of factors such as existing legislation, cultural attitudes, climatic conditions, topography etc.

Thus, it is not intended that an assessment should be used in any sense in a comparative way. There may be many reasons why certain activities have not been undertaken in a country so far. The assessments are therefore a guide to where inputs will be needed if the region and the individual states are to see improvements in their road safety record.

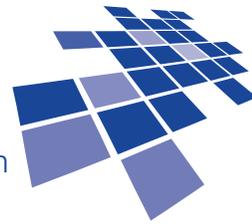
In carrying out the assessment, the consultants discussed with representatives of each country the rating for all the activities. Appendix B presents the agreed assessments for each country.

Generally it can be seen that inputs are going to be needed from the Governments of the member states (with and without technical support), International Agencies providing technical assistance to facilitate inputs such as changes to the laws, training and education and International Funding Institutions for investment to upgrade road infrastructure. However, most importantly, the culture of the countries themselves will have to change to be more road safety conscious if any lasting improvements are going to be achieved.

Table 7.1 shows the overall average ratings for the six Action Areas. It can be seen that Safer Infrastructure and Changing attitudes to road safety are the two lowest, indicating there is a need for more financial investment in roads and social investment in people.

**Table 7.1. Summary of Action Area Assessment Ratings for the TRACECA Region**

ACTION AREA RATINGS - SUMMARY		TOTALS
1	Institutional Issues	70%
2	Safer Infrastructure	60%
3	Safer Vehicles	79%
4	Safer Road Users	76%
5	Medical Care for Crash Victims	70%
6	Changing Attitudes to Road Safety	60%
	<b>Overall</b>	<b>70%</b>



## 8. INTERVENTIONS REQUIRED

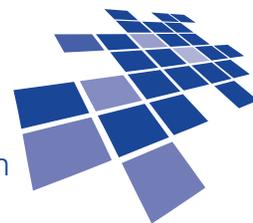
Table 8.1 has been used to summarise the key features of activities to be implemented in TRACECA countries to make improvements in road safety. This table shows the link between the six Action Areas and the process for each of the activities that were identified as being significant contributors for improving road safety from inputs to outputs to objectives. In each activity, the objective is that it should be complete and sustainable. The table suggests a period of 3 to 5 years to reach the objectives mentioned in it.

The identification of countries for which the inputs would be required has been based on the results of the Assessment Ratings; where a rating of 3 or less indicates that priority should be given to these activities in the listed countries. A rating of 4 or 5 does not necessarily mean that further assistance or improvement is not needed but for the countries with this level of progress for the particular activity, it implies that they are already moving towards a sustainable activity and may not need much further assistance.

Clearly, this Action Plan is based on subjective assessments although in most cases rigorous discussions were held with each country to get agreement on the ratings. As such it is an Action Plan where the priority for progress for each activity has been identified. It is not suggested that if every country fully complies with the proposed Action Areas that there will be no further need for improvement. On the contrary, road accidents will still occur, but if there are significant improvements in each of the Action Areas, the number and severity should be reduced considerably.

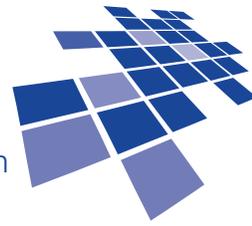
Table 8.1: Interventions required

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Institutional Improvements</b>	Compliance with the following UNECE Agreements / Conventions:					
	1.1. ADR 1957		1. Accede to the agreements	1. 2012		
	1.2. Vehicles Regulations Agreement 1958		2. Translation into the local language	2. 2012		
	1.3. Convention on Road Traffic 1968	1. Accession, ratification and implementation of all components	3. Review existing legislation and draft new laws and bylaws are drafted according to the UNECE agreements and circulated within the Government	3. 2013	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Turkey Ukraine Uzbekistan	Political commitment Legal and thematic experience in the country
	1.4. Convention on Road Signs and Signals 1968		4. Ratify and publish legislation and inform relevant parts of society	4. 2015		
	1.5. AETR 1970		5. Training and capacity development of technical and enforcement staff	5. 2013 onwards		
	1.6. AGR 1975		6. Have regular checks	6. 2015 onwards		
	1.7. Agreement on technical inspections 1997		7. Attend UNECE Working parties in Geneva	7. 2012 onwards		



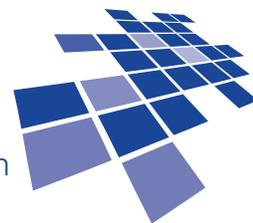
GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Institutional Improvements (continued)</b>	1.8. Established multidisciplinary Road Safety agency	<ul style="list-style-type: none"> <li>1. Charter produced</li> <li>2. Staff employed</li> <li>3. Funds available</li> </ul>	<ul style="list-style-type: none"> <li>1. Definition of role</li> <li>2. Capacity building</li> <li>3. Make the agency financially sustainable</li> </ul>	2012 - 2014	Azerbaijan Kazakhstan Romania Ukraine	Political commitment
	1.9. Implementation of National Road Safety Strategy	1. National Road Safety strategy approved by Government/ Parliament	1. Develop and publically discuss National Road Safety Strategy	2012 - 2014	Kazakhstan Kyrgyzstan Romania Tajikistan	Political commitment Sufficient budget resources
	1.10. Realistic and long term targets for road accident reduction available	1. At least 5 year detailed National Strategy approved by the Government / Parliament	1. Develop and publically discuss National Strategy	2012 - 2014	Azerbaijan Kazakhstan Kyrgyzstan Moldova Romania Ukraine Uzbekistan	Political commitment Sufficient budget resources

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Institutional Improvements (continued)</b>	1.11. Long term sustainability of road safety development	<ol style="list-style-type: none"> <li>1. Allocated state budget for funding road safety activities</li> <li>2. Diversified funding of road safety activities available</li> </ol>	<ol style="list-style-type: none"> <li>1. State budget approved by the Government and Parliament</li> <li>2. Develop diversified financial resources with the Government</li> </ol>	2012 - 2014	<p>Armenia Azerbaijan Bulgaria Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Turkey Ukraine</p>	<p>Political commitment</p> <p>Sufficient budget resources</p>
	1.12. Establish a mandatory road user insurance scheme	<ol style="list-style-type: none"> <li>1. Insurance companies enabled to issue policies</li> <li>2. Enforcement and penalties in place for non-compliance</li> </ol>	<ol style="list-style-type: none"> <li>1. Ensure support of public and financial institutions</li> <li>2. Establish legislation</li> </ol>	2012 - 2015	<p>Georgia Kyrgyzstan Romania</p>	<p>Political and social commitment</p>
	1.13. Establish requirements for the issuing of driving licences based on international best practice	<ol style="list-style-type: none"> <li>1. Centralised issue and recording of driving licenses</li> </ol>	<ol style="list-style-type: none"> <li>1. Ensure appropriate practical and theoretical training and suitable examination procedures</li> </ol>	2012 - 2014	<p>Georgia Moldova Turkey</p>	<p>Political commitment</p>



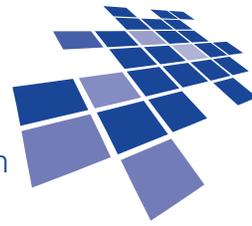
GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Institutional Improvements (continued)</b>	1.14. Data collection and evaluation is unified in the region	1. A common system for road accident data collection, storage and analysis	1. Install professional software and hardware 2. Training and capacity development	2012 - 2013	Regional	Good regional cooperation
	1.15. A common system is established for monitoring and evaluating the outcome of a number of defined measures	1. Defined set of measures to be monitored	1. Establish Regional Working Group	2012 - 2013	Regional	Good regional cooperation
	1.16. Reviewed and improved road signing systems	1. Programme of improvements of the continuity and quality of signing in member countries	1. Make a study of the existing signing standards in member countries	2012 - 2013	Regional	Good regional cooperation

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Institutional Improvements (continued)</b>	1.17. Implemented road safety audit principles and practices in the design and construction of the existing and new roads	1. Approved road safety audit manual	1. Hold discussions on regional level among interested parties 2. Develop policies related to the accreditation or licensing of auditors 3. Selection of a road safety audit manual from internationally available best practice	2012 - 2013	Regional	Good regional cooperation
	1.18. Best practice in road safety shared throughout region	1. Information and resources available to any TRACECA country.	1. Establish Regional Working Group for road safety within TRACECA Secretariat	2012 - 2013	Regional	Good regional cooperation
	1.19. Harmonized driving penalties in the region	1. Available analysis of the existing penalty system in member countries 2. Established common data exchange on penalties 3. Established common data exchange on traffic violations and their penalties	1. Make a study of the existing penalty system in member countries 2. Hold discussions on regional level among interested parties 3. Adopt / approve the memos/legal acts data exchange on penalties 4. Adopt / approve the memos / legal acts on data exchange on traffic violations and mutually recognise sanctions applied 5. Make software and hardware available in all countries with unified access	2012 - 2014	Regional	Good regional cooperation



GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Safer infrastructure</b>	2.1. Implementation of road safety audit/assessment	1. Assessment and / or road safety audit of all major roads and a programme of remedial works in the plan of the Government for the following year/s	1. Discuss and approve legal basis for road safety audit	2012 - 2013	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Romania Turkey Ukraine	Political commitment  Sufficient budget resources
	2.2. Black spot treatment	1. Programme of black spot treatments approved	1. List of crash black spots drawn up and assessed	2012 - 2013	Azerbaijan Georgia Kazakhstan Moldova Romania	Political commitment  Sufficient budget resources
	2.3. Implementation of the program to define routes for freight avoiding residential areas	1. Legislative acts signed and approved	1. Determine legal basis for defining routes for freight	2012 - 2013	Armenia Azerbaijan Bulgaria Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Turkey Ukraine Uzbekistan	Political commitment  Sufficient budget resources

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Safer infrastructure (continued)</b>	2.4. Cost effective measures by local road authorities	1. Local authorities required to report on scheme costs and savings	1. Determine casualty and crash costs	2012 -2013	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Turkey Ukraine Uzbekistan	Political commitment  Sufficient budget resources
	2.5. Availability of safe and secure off-road parking for trucks	1. Programme of parking area provision approved	1. Survey existing provision of parking areas	2012 - 2013	Armenia Azerbaijan Bulgaria Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Turkey Ukraine Uzbekistan	Political commitment  Sufficient budget resources
	2.6. Building the capacity of engineers and technical staff	1. Suitably trained staff available within each country	1. Source training from both TRACECA countries and externally 2. Include Road Safety in the courses of relevant qualifications	2012 - 2016	Armenia Azerbaijan Bulgaria Georgia Kazakhstan Kyrgyzstan Romania Ukraine	Political and academic commitment  Sufficient budget resources



GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Safer vehicles</b>	3.1. Vehicles regularly checked for technical requirements	2. Vehicles checked regularly	1. Ratify international convention 2. Certify suitable workshops and staff	2012 - 2013	Armenia Georgia Kazakhstan Ukraine	Legislation is approved in given time frame
	3.2. Internationally recognized vehicle safety regulations applied to imported vehicles	1. Imported vehicles comply with international standards	1. Ensure staff involved in import checks apply the standards	2012 - 2013	Armenia	Legislation is approved in given time frame
	3.3. Vehicles used to transport dangerous goods meeting the standards of all technical requirements	1. ADR approved vehicles	1. Test TDG vehicles to ADR specifications	2012 - 2014	Armenia Georgia Kazakhstan Kyrgyzstan Moldova Ukraine	Legislation is approved in given time frame

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Safer road users	4.1 - 7. Legislation to cover: seat belts, motorcycle helmets, child restraints, mobile phone use, speed, drink, drugs are in place and enforced	<ol style="list-style-type: none"> <li>1. Missing legislation identified</li> <li>2. Available legislation and legislative acts, where necessary</li> <li>3. Legislation enforced</li> </ol>	<ol style="list-style-type: none"> <li>1. Survey compliance with existing legislation</li> <li>2. Draft and approve the missing legislation</li> <li>3. Substantially increase enforcement</li> </ol>	2012 - 2013	<p>Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Moldova Tajikistan Turkey Ukraine Uzbekistan</p>	<p>Legislation is approved in given time frame</p> <p>Suitable level of enforcement</p>
	4.8. Improved public awareness	<ol style="list-style-type: none"> <li>1. Media covers road safety issues regularly</li> <li>2. CSOs involved in advocating road safety</li> <li>3. School curriculum includes road safety subject</li> </ol>	<ol style="list-style-type: none"> <li>1. Devote 10%-15% of media time to Road Safety</li> <li>2. Make special funds available for CSOs to run the public awareness/education campaigns</li> <li>3. Produce educational material for schools / children</li> </ol>	2012 - 2016	<p>Armenia Kyrgyzstan Romania Ukraine</p>	<p>Support of media, CSOs and education establishments</p> <p>Priority given for road funding for safety by donors and Government</p>



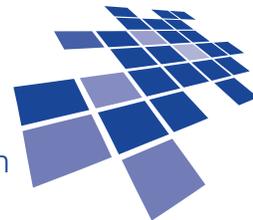
GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Safer road users (continued)	4.9. Well equipped and trained Road Police on road safety and enforcement	1. Capacity building of Road Police 2. Funds made available to strengthen the capacity	1. Have a specific chapter in the National Strategy devoted to capacity building of Road Police	2012 - 2016	Armenia Kazakhstan Kyrgyzstan Ukraine	Political and Police commitment Sufficient budget resources
	4.10. Public and private institutions practicing internal policies of road safety behaviour	1. Policies introduced and drivers are signed up for it/ it is the part of the job contract	1. Develop and approve a general RS policy on professional driver behaviour 2. Have 40% of public and private institutions signed up under the RS policy	2012 - 2016	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Moldova Tajikistan Turkey Ukraine Uzbekistan	Political and private sector commitment

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
<b>Improved medical care for crash victims</b>	5.1. Medical care for crash victims is practiced	1. Pre-hospital and hospital care system established and appropriate rehabilitation and support to injured patients provided	<ol style="list-style-type: none"> <li>1. Draft and approve appropriate legislation</li> <li>2. Develop a comprehensive and regular training program for paramedics, ambulance drivers and traffic police</li> </ol>	2012 - 2016	Kyrgyzstan Moldova Ukraine Uzbekistan	<p>Funds available within the state budget</p> <p>Political and Emergency services commitment</p>
	5.2. Appropriate hospital trauma care and capacity building	1. Suitably trained and equipped staff	<ol style="list-style-type: none"> <li>1. Make first aid training available for general public through public seminars several times a year</li> <li>2. Equip and staff at least 70% of hospitals' accident and emergency departments</li> </ol>	2012 - 2016	Armenia Azerbaijan Kyrgyzstan Tajikistan Ukraine	<p>Funds available within the state budget</p> <p>Political and Emergency services commitment</p>
	5.3. Appropriate rehabilitation and support for victims	1. Suitable therapy available	1. Designate and train physical and psychological therapists and counsellors to deal with the injured and bereaved.	2012 - 2016	Armenia Bulgaria Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Ukraine	<p>Funds available within the state budget</p> <p>Political and healthcare professionals commitment</p>



GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Improved medical care for crash victims (continued)	5.4. Fair settlements and justice for injured and bereaved	1. Accidents are professionally investigated	1. Put an appropriate insurance system in place, which provides access for professionals along with police to conduct investigation	2012 - 2016	Armenia Georgia Moldova Romania Tajikistan Turkey Ukraine	Political and social commitment
	5.5. Fully used "one call" emergency number	1. Reduction of confusion and speeded up response to emergencies	1. Draft and approve appropriate legislation 2. Train the operators regularly. 3. Have the necessary equipment in place for the full operation of the "one call" emergency number	2012 - 2013	Armenia Moldova Tajikistan Turkey Ukraine	Political commitment

GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Changing attitudes to road safety	6.1. Partnerships between Government and Civil Society Organisations developed	1. CSOs are involved in decision making related to road safety at local and national levels	1. Have at least one CSO as a member of a decision making body for road safety at local and national level	2012 – 2013	Kazakhstan Kyrgyzstan Tajikistan Ukraine	Positive response by public in general Commitment to road safety by Government Commitment of donors / investors in road safety
	6.2. Road safety lessons are conducted regularly in schools	1. Road safety is part of the National Curriculum	1. Design and approve road safety materials for all age groups of schools 2. Approve an education policy, which includes the road safety as part of curriculum	2012 - 2016	Armenia Bulgaria Kyrgyzstan Moldova Romania Ukraine Uzbekistan	Political and educational commitment



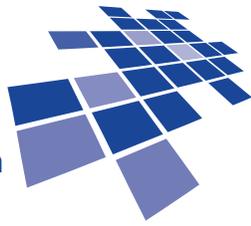
GOAL	OBJECTIVES	OUTPUTS	INPUTS	TIMELINE	APPLICABLE COUNTRIES	ASSUMPTIONS
Changing attitudes to road safety (continued)	6.3. Driver rectification courses implemented	1. Introduction of the rectification courses for drivers as alternatives to other judicial penalties	1. Have driver rectification courses at local and national level	2012 - 2016	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Turkey Ukraine Uzbekistan	Political, legal and social commitment
	6.4. Good road behaviour is recognised and promoted	1. Good drivers, cyclists, pedestrians are rewarded	1. Have ongoing monitoring of the performance of drivers, cyclists and pedestrians to encourage good driving behaviour.	2012 - 2016	Armenia Azerbaijan Georgia Kazakhstan Kyrgyzstan Moldova Romania Tajikistan Ukraine	Political and social commitment

## 9. RECOMMENDATIONS

This chapter presents the recommendations for the TRACECA Countries at a regional and national level. The main basis for these recommendations is the collection of country ratings (presented in Chapter 7 and Appendix B). From these country ratings it is clear that Safer Infrastructure and Changing Attitudes to Road Safety are the action areas that need the most urgent attention (priority 1). Safer Vehicles and Medical Care for Crash Victims were regarded as having the lowest priority (priority 3), while Institutional Issues and Safer Road Users are considered of medium priority (priority 2). Table 9.1 presents a number of activities to be undertaken in the countries. Some of these activities can be undertaken at a regional (TRACECA) level.

Table 9.1 Activities for which technical and financial support are needed

Action Area	Activity	Priority
Institutional Issues	Technical assistance with accession, ratification and implementation of UNECE Agreements	2
	Technical assistance with developing a Safety Policy for transport of dangerous goods	2
	Technical assistance for the development of a Centralised Database for the collection of road safety statistics	2
	Training enforcement officials in the application of ADR and AETR	2
Safer Infrastructure	Funding of projects to improve existing infrastructure according to modern road safety standards	1
	Training of responsible staff in Road Assessment and Road Safety Audits	1
	Technical assistance with the development of a network of safe and secure parking areas within the TRACECA Region	1
Safer Vehicles	Technical Assistance with the organisation of a system for technical inspection of vehicles	3
Safer Road Users	Capacity development of enforcement officials	2
Medical Care for Crash Victims	Technical assistance with the review of needs for improved medical care for crash victims	3
	Training of Medical Care Staff	3
Changing Attitudes to Road Safety	Technical assistance with the production of road safety campaigns	1
	Technical Assistance with development of Road Safety Training at primary school level	1
	Technical assistance with the improvement of driving training	1



## APPENDIX A

### APPLICABLE POLICIES, FRAMEWORKS AND CONVENTIONS



## 1. The Global Plan for the Decade of Action for Road Safety

The Global Plan for the Decade of Action for Road Safety 2011 – 2020 was launched in May 2011 and is based on the concept of 5 Pillars:

1. Road safety management;
2. Safer roads and mobility;
3. Safer vehicles;
4. Safer road users;
5. Post-crash response.

Each “Pillar” has a number of activities attached to it. The UN recommends that this Global Plan will be the basis for “the development of national and local plans of action, while simultaneously providing a framework to allow coordinated activities at regional and global levels”. Hence it is important for the development of the TRACECA Regional Action Plan for Road Safety that due recognition is given to the proposals in the Global Plan.

## 2. EU: Towards a European road safety area: policy orientations on road safety 2011 – 2020

The EU has also defined its own policy guidelines for actions to improve road safety. Whilst primarily designed for the EU member states it is important for the TRACECA member states to take account of these policy guidelines as they point towards the way the EU will be looking in the future with respect to its desire for “a more uniform level of road safety within the EU”, especially as these policies are pushed out towards the neighbour countries, several of which are also within the TRACECA member states.

The EU framework identified 3 areas for which actions should be taken as a priority:

- A structured and coherent cooperation framework drawing on best practice;
- A strategy for injuries and first aid for road crash victims;
- Improvement of the safety of vulnerable road users.

To address these priorities, the EU has defined 7 Objectives as the basis for action in the next 10 years as follows:

1. Improve education and training for all road users;
2. Increase enforcement of road rules;
3. Safer road infrastructure;
4. Safer vehicles;
5. Promote the use of modern technology to increase road safety;
6. Improve emergency and post injuries services;
7. Protect vulnerable road users.

## 3. EU White Paper: Roadmap to a Single Transport Area – Towards a competitive and resource efficient transport system

The White Paper sets out the EU’s aspirations for a competitive and resource efficient transport system throughout the EU. However, it also believes its proposals should be extended to the immediate neighbours (of which are several TRACECA countries) and ultimately to the rest of the



world. To the extent that the EU provides support to other countries, it is clear that this support will reflect the EU's own internal policies. Indeed, the paper states that "Flexible strategies will be adopted to ensure the EU's role as a standard setter in the transport field." Hence this White Paper has to be considered as part of the background context for the TRACECA regional road safety action plan.

Although the White Paper focuses on competitive and resource efficient transport, it recognises that road accidents are a barrier to improved efficiency. Indeed, one initiative is "Acting on Transport Safety: saving thousands of lives" with a "towards a 'zero vision' on road safety". The actions proposed for this are:

- Harmonise and deploy road safety technology, including improved road worthiness tests;
- Develop a comprehensive strategy of action for road injuries and emergency services including common definitions and classification of injuries and fatalities with a view to adopting an injuries reduction target;
- Focus on training and education of all road users;
- Pay attention to all vulnerable road users through safer infrastructure and vehicle technologies.

Thus road safety is clearly seen as an integral part of the EU's transport policy for the coming years and puts road safety into a broader social and economic context.

#### **4. European Agreement on international carriage of dangerous goods by road (ADR) 1957**

ADR sets out the requirements for classifying, packaging, labelling and certifying dangerous goods. These requirements are set out in Annex A to ADR. Vehicles carrying dangerous goods must comply with the provisions of Annex B to ADR, which includes vehicle and tank specifications and other operational requirements. The drivers of all vehicles (including those with a gross vehicle weight of 3.5 tonnes or less) carrying dangerous goods must have an ADR training certificate. For enforcement and emergency officials training is essential to be able to inspect vehicle loads and react properly in accidents involving the transport of dangerous goods. Municipal authorities are recommended to implement a routing scheme for transport of dangerous goods on their territory, to prevent accidents in highly populated neighbourhoods. National governments are recommended to draw up a national safety policy for general transport of dangerous goods, including the principle of preventing the storage and transport of dangerous goods in and through densely populated areas.

#### **5. Vehicles Regulations Agreement 1958**

The 1958 Agreement operates on the principles of type approval and reciprocal recognition. Any country that accedes to the 1958 Agreement has authority to test and approve any manufacturer's design of a regulated product, regardless of the country in which that component was produced. Each individual design from each individual manufacturer is counted as one individual type'. Once any acceding country grants a type approval, every other acceding country is obliged to honour that type approval and regard that vehicle or item of motor vehicle equipment as legal for import, sale and use. Items approved as meeting an ECE Regulation are marked with an E and a number, within in a circle. The number indicates which country approved the item, and other surrounding letters and digits indicate the precise version of the regulation met and the type approval number, respectively.

## 6. Convention on Road Traffic 1968

This Convention aims at facilitating international road traffic and at increasing road safety through the adoption of uniform road traffic rules. It sets up commonly agreed rules on all factors influencing international road traffic and its safety, including the driver and the vehicle. Contracting Parties will take the necessary measures to ensure that road safety education be provided on a systematic and continuous basis, particularly in schools at all levels. It forbids the use of telephones while driving. As from March 2011, the Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skills; the persons authorized to check if drivers have the necessary knowledge and skills must have appropriate qualifications; the contents and procedure of both theoretical and practical exams are regulated by national legislation. Finally domestic legislation must lay down requirements for obtaining a driving permit. In particular, it shall specify the minimum age for holding a permit, the medical conditions to be fulfilled and the conditions for passing the theoretical and practical exams.

## 7. Convention on Road Signs and Signals 1968

This Convention sets up a set of commonly agreed road signs and signals. It classifies road signs in three categories: warning, regulatory and informative, and provides for each of them definitions and physical appearance, including dimensions, shapes and colours, graphic symbols and norms for ensuring their visibility and legibility. Where this Convention prescribes a sign, symbol or marking for signifying a certain rule or conveying certain information to road-users, the Contracting Parties undertake not to use any other sign, symbol or marking for signifying that rule or conveying that information. Contracting Parties shall as well limit the number of types of sign or marking they adopt to what is strictly necessary. The Contracting Parties undertake that it shall be prohibited to install any board, notice, marking or device which might be confused with signs or other traffic control devices, might render them less visible or effective, or might dazzle road-users or distract their attention in a way prejudicial to traffic safety.

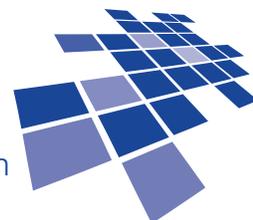
## 8. European Agreement concerning work of crews of vehicles in international road transport (AETR) 1970

The main objective of this agreement is to improve road safety by regulating the working and rest hours of professional drivers in international transport.. This agreement applies to all international transportations made by vehicles with an average weight of more than 3.5 tons and vehicles used for passenger transportation that can carry more than 9 persons, including the driver. The AETR agreement makes the application of digital tachographs obligatory for all contracting parties.

The implementation of this Agreement needs serious decisions from Party States on the:

- Approval of Digital Tachograph cards;
- Issuing of Digital Tachograph cards;
- Approving of Workshops; and
- Training of persons responsible for the enforcement.

But the main aim of this Agreement is NOT the implementation of the digital tachograph itself, but the application of the rules for driving times and rest periods for professional drivers. Enforcement officials need to be trained to know these rules and understand their application in practice.



## 9. European Agreement on main international traffic arteries (AGR) 1975

This Agreement provides the international legal and technical framework for the development of a coherent international road network in the UN/ECE region. The AGR defines the E road network, consisting of the arteries channelling major international road traffic flows in Europe, and the infrastructure parameters (safety included) to which those arteries should conform. The AGR stipulates the inclusion in the E network of rest and service areas. Rest areas should be provided at appropriate intervals; a sign indicating the approach to a rest area should also indicate the distance to the next rest or service area. Service areas adapted both to the site and to its users (tourists, road hauliers, etc.) and away from interchanges shall provide a minimum of services such as parking, telephone, fuel and toilets with easy access for physically disabled persons. These areas should be provided at appropriate intervals, taking into account, among other things, the volume of traffic; a sign indicating the approach to a service area should also indicate the distance to the next service area. All traffic and parking areas shall be separated from the carriageway(s) of the E-road.

In addition to the above AGR requirements it is recommended to add specific requirements to rest and service areas that will improve the security of the users. This will also add to a better compliance of the provisions of the AETR Agreement, as professional drivers are enabled to take their rest periods on a regular basis and in safe and secure parking areas.

## 10. Agreement on uniform conditions for periodical technical inspections of wheeled vehicles and reciprocal recognition 1997

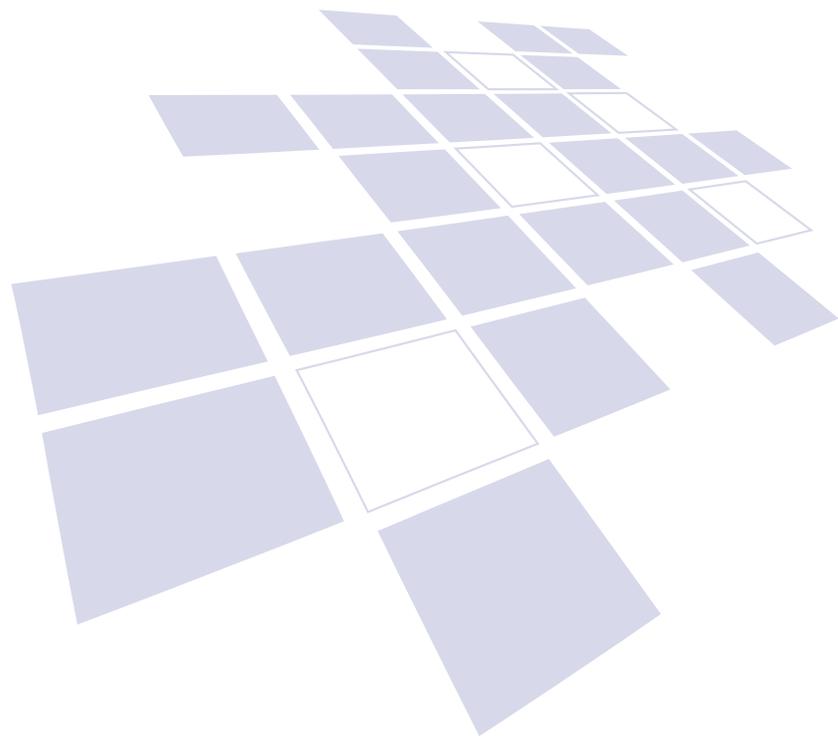
The objectives of this Convention are to achieve greater uniformity in the rules governing road traffic and to ensure a higher level of safety and protection of the environment. To reach these objectives it is necessary to define in this Convention, uniform conditions on Periodical Technical Inspections of wheeled vehicles and harmonise as far as possible the frequency of tests and the compulsory items to be tested.

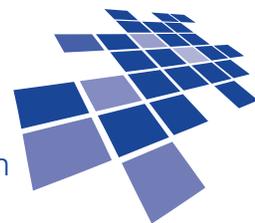
**Table A1: Accession progress as of September 2011**

	Armenia	Azerbaijan	Bulgaria	Georgia	Kazakhstan	Kyrgyzstan	Moldova	Romania	Tajikistan	Turkey	Ukraine	Uzbekistan
European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957		✓	✓		✓		✓	✓		✓	✓	
Vehicles Regulations Agreement 1958		✓	✓		✓			✓		✓	✓	
Convention on Road Traffic 1968	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Convention on Road Signs and Signals 1968			✓	✓	✓	✓		✓	✓		✓	✓
European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	✓	✓	✓	✓	✓		✓	✓		✓	✓	✓
European Agreement on main international traffic arteries (AGR) 1975	✓	✓	✓	✓	✓		✓	✓		✓	✓	
Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997			✓	✓	✓			✓			✓	

## APPENDIX B

### EXISTING ASSESSMENT RATINGS, BY COUNTRY





## ARMENIA

<b>1</b>	<b>INSTITUTIONAL ISSUES</b>	
	Sign the following UN conventions and fully implement their provisions:	
1.1	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	3
1.2	Vehicles Regulations Agreement 1958	1
1.3	Convention on Road Traffic 1968	5
1.4	Convention on Road Signs and Signals 1968	5
1.5	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	4
1.6	European Agreement on main international traffic arteries (AGR) 1975	5
1.7	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	2
1.8	Establish a multi-disciplinary department/agency/group responsible for road safety	4
1.9	Establish a national strategy for road safety	5
1.10	Establish realistic and long term targets for road accident reductions	5
1.11	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	3
1.12	Establish a mandatory road user insurance scheme	5
1.13	Establish requirements for the issuing of drivers' licences based on international best practice	5
	<b>Total</b>	<b>52</b>
<b>2</b>	<b>SAFER INFRASTRUCTURE</b>	
2.1	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	3
2.2	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	4
2.3	Implement a programme to define routes for freight / through traffic, avoiding residential areas	1
2.4	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	3
2.5	Implement a programme to provide safe and secure off-road parking for trucks	2
2.6	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	3
	<b>Total</b>	<b>16</b>
<b>3</b>	<b>SAFER VEHICLES</b>	
3.1	Ensure that all vehicles are tested regularly to check they conform to safety standards	3
3.2	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	3
3.3	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	1
	<b>Total</b>	<b>7</b>

ARMENIA		
<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
4.1	Seat Belts (front and rear)	4
4.2	Child restraints	4
4.3	Mobile phone use	4
4.4	Speed	4
4.5	Drink	4
4.6	Drugs	3
4.7	Motorcycle helmets	3
4.8	Inform the public about traffic law through public awareness campaigns and the driver training process	2
4.9	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	3
4.10	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	3
<b>Total</b>		<b>34</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
5.1	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	4
5.2	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	3
5.3	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	2
5.4	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	3
5.5	Develop and implement the use of "One Call" emergency number	3
<b>Total</b>		<b>15</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
6.1	Develop partnerships between Government and Road Safety CSOs	5
6.2	Provide road safety education in schools on a systematic and continuous basis	3
6.3	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	1
6.4	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	2
<b>Total</b>		<b>11</b>
<b>COMBINED TOTAL</b>		<b>135</b>
Overall percentage rating		66%

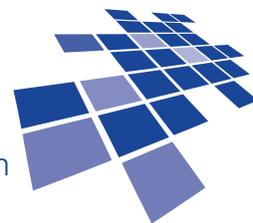


## AZERBAIJAN

<b>1</b>	<b>INSTITUTIONAL ISSUES</b>	
	Sign the following UN conventions and fully implement their provisions:	
1.1	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	4
1.2	Vehicles Regulations Agreement 1958	2
1.3	Convention on Road Traffic 1968	4
1.4	Convention on Road Signs and Signals 1968	2
1.5	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	4
1.6	European Agreement on main international traffic arteries (AGR) 1975	4
1.7	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	2
1.8	Establish a multi-disciplinary department/agency/group responsible for road safety	2
1.9	Establish a national strategy for road safety	4
1.10	Establish realistic and long term targets for road accident reductions	2
1.11	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	2
1.12	Establish a mandatory road user insurance scheme	4
1.13	Establish requirements for the issuing of drivers' licences based on international best practice	4
	<b>Total</b>	<b>40</b>
<b>2</b>	<b>SAFER INFRASTRUCTURE</b>	
2.1	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	2
2.2	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	3
2.3	Implement a programme to define routes for freight / through traffic, avoiding residential areas	2
2.4	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	3
2.5	Implement a programme to provide safe and secure off-road parking for trucks	2
2.6	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	3
	<b>Total</b>	<b>15</b>
<b>3</b>	<b>SAFER VEHICLES</b>	
3.1	Ensure that all vehicles are tested regularly to check they conform to safety standards	4
3.2	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	4
3.3	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	4
	<b>Total</b>	<b>12</b>

## AZERBAIJAN

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
<b>4.1</b>	Seat Belts (front and rear)	4
<b>4.2</b>	Child restraints	4
<b>4.3</b>	Mobile phone use	4
<b>4.4</b>	Speed	4
<b>4.5</b>	Drink	5
<b>4.6</b>	Drugs	5
<b>4.7</b>	Motorcycle helmets	3
<b>4.8</b>	Inform the public about traffic law through public awareness campaigns and the driver training process	4
<b>4.9</b>	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	4
<b>4.10</b>	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	3
	<b>Total</b>	<b>40</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
<b>5.1</b>	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	4
<b>5.2</b>	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	3
<b>5.3</b>	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	4
<b>5.4</b>	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	4
<b>5.5</b>	Develop and implement the use of "One Call" emergency number	4
	<b>Total</b>	<b>19</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
<b>6.1</b>	Develop partnerships between Government and Road Safety CSOs	4
<b>6.2</b>	Provide road safety education in schools on a systematic and continuous basis	4
<b>6.3</b>	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	2
<b>6.4</b>	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	3
	<b>Total</b>	<b>13</b>
	<b>COMBINED TOTAL</b>	<b>139</b>
	Overall percentage rating	68%

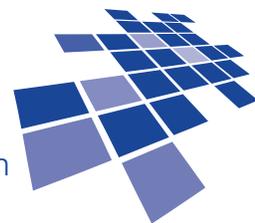


## BULGARIA

<b>1 INSTITUTIONAL ISSUES</b>		
	Sign the following UN conventions and fully implement their provisions:	
1.1	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	5
1.2	Vehicles Regulations Agreement 1958	5
1.3	Convention on Road Traffic 1968	5
1.4	Convention on Road Signs and Signals 1968	5
1.5	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	5
1.6	European Agreement on main international traffic arteries (AGR) 1975	4
1.7	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	5
1.8	Establish a multi-disciplinary department/agency/group responsible for road safety	5
1.9	Establish a national strategy for road safety	5
1.10	Establish realistic and long term targets for road accident reductions	4
1.11	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	3
1.12	Establish a mandatory road user insurance scheme	5
1.13	Establish requirements for the issuing of drivers' licences based on international best practice	5
<b>Total</b>		<b>61</b>
<b>2 SAFER INFRASTRUCTURE</b>		
2.1	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	4
2.2	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	4
2.3	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
2.4	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	4
2.5	Implement a programme to provide safe and secure off-road parking for trucks	3
2.6	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	3
<b>Total</b>		<b>21</b>
<b>3 SAFER VEHICLES</b>		
3.1	Ensure that all vehicles are tested regularly to check they conform to safety standards	5
3.2	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	5
3.3	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	5
<b>Total</b>		<b>15</b>

## BULGARIA

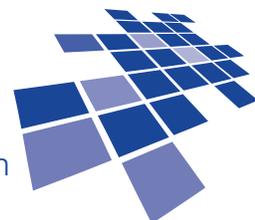
<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
4.1	Seat Belts (front and rear)	4
4.2	Child restraints	5
4.3	Mobile phone use	4
4.4	Speed	4
4.5	Drink	5
4.6	Drugs	5
4.7	Motorcycle helmets	5
4.8	Inform the public about traffic law through public awareness campaigns and the driver training process	4
4.9	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	4
4.10	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	4
	<b>Total</b>	<b>44</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
5.1	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	4
5.2	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	5
5.3	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	1
5.4	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	4
5.5	Develop and implement the use of "One Call" emergency number	5
	<b>Total</b>	<b>19</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
6.1	Develop partnerships between Government and Road Safety CSOs	4
6.2	Provide road safety education in schools on a systematic and continuous basis	3
6.3	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	5
6.4	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	4
	<b>Total</b>	<b>16</b>
	<b>COMBINED TOTAL</b>	<b>176</b>
	Overall percentage rating	86%



## GEORGIA

<b>1</b>	<b>INSTITUTIONAL ISSUES</b>	
	Sign the following UN conventions and fully implement their provisions:	
1.1	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	2
1.2	Vehicles Regulations Agreement 1958	1
1.3	Convention on Road Traffic 1968	4
1.4	Convention on Road Signs and Signals 1968	4
1.5	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	3
1.6	European Agreement on main international traffic arteries (AGR) 1975	3
1.7	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	2
1.8	Establish a multi-disciplinary department/agency/group responsible for road safety	5
1.9	Establish a national strategy for road safety	4
1.10	Establish realistic and long term targets for road accident reductions	4
1.11	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	3
1.12	Establish a mandatory road user insurance scheme	2
1.13	Establish requirements for the issuing of drivers' licences based on international best practice	3
	<b>Total</b>	<b>40</b>
<b>2</b>	<b>SAFER INFRASTRUCTURE</b>	
2.1	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	3
2.2	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	3
2.3	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
2.4	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	2
2.5	Implement a programme to provide safe and secure off-road parking for trucks	3
2.6	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	2
	<b>Total</b>	<b>16</b>
<b>3</b>	<b>SAFER VEHICLES</b>	
3.1	Ensure that all vehicles are tested regularly to check they conform to safety standards	3
3.2	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	4
3.3	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	2
	<b>Total</b>	<b>9</b>

GEORGIA		
<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
4.1	Seat Belts (front and rear)	3
4.2	Child restraints	2
4.3	Mobile phone use	5
4.4	Speed	5
4.5	Drink	5
4.6	Drugs	5
4.7	Motorcycle helmets	5
4.8	Inform the public about traffic law through public awareness campaigns and the driver training process	4
4.9	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	4
4.10	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	2
<b>Total</b>		<b>40</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
5.1	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	4
5.2	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	4
5.3	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	3
5.4	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	3
5.5	Develop and implement the use of "One Call" emergency number	4
<b>Total</b>		<b>18</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
6.1	Develop partnerships between Government and Road Safety CSOs	4
6.2	Provide road safety education in schools on a systematic and continuous basis	4
6.3	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	2
6.4	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	2
<b>Total</b>		<b>12</b>
<b>COMBINED TOTAL</b>		<b>135</b>
Overall percentage rating		66%

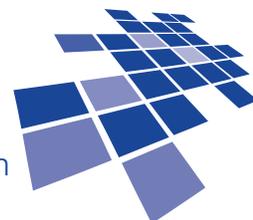


## KAZAKHSTAN

<b>1</b>	<b>INSTITUTIONAL ISSUES</b>	
	Sign the following UN conventions and fully implement their provisions:	
<b>1.1</b>	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	4
<b>1.2</b>	Vehicles Regulations Agreement 1958	3
<b>1.3</b>	Convention on Road Traffic 1968	4
<b>1.4</b>	Convention on Road Signs and Signals 1968	4
<b>1.5</b>	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	3
<b>1.6</b>	European Agreement on main international traffic arteries (AGR) 1975	3
<b>1.7</b>	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	3
<b>1.8</b>	Establish a multi-disciplinary department/agency/group responsible for road safety	2
<b>1.9</b>	Establish a national strategy for road safety	2
<b>1.10</b>	Establish realistic and long term targets for road accident reductions	3
<b>1.11</b>	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	2
<b>1.12</b>	Establish a mandatory road user insurance scheme	4
<b>1.13</b>	Establish requirements for the issuing of drivers' licences based on international best practice	4
	<b>Total</b>	<b>41</b>
<b>2</b>	<b>SAFER INFRASTRUCTURE</b>	
<b>2.1</b>	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	3
<b>2.2</b>	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	3
<b>2.3</b>	Implement a programme to define routes for freight / through traffic, avoiding residential areas	2
<b>2.4</b>	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	2
<b>2.5</b>	Implement a programme to provide safe and secure off-road parking for trucks	2
<b>2.6</b>	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	3
	<b>Total</b>	<b>15</b>
<b>3</b>	<b>SAFER VEHICLES</b>	
<b>3.1</b>	Ensure that all vehicles are tested regularly to check they conform to safety standards	3
<b>3.2</b>	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	5
<b>3.3</b>	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	3
	<b>Total</b>	<b>11</b>

## KAZAKHSTAN

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
4.1	Seat Belts (front and rear)	4
4.2	Child restraints	3
4.3	Mobile phone use	4
4.4	Speed	4
4.5	Drink	4
4.6	Drugs	4
4.7	Motorcycle helmets	3
4.8	Inform the public about traffic law through public awareness campaigns and the driver training process	4
4.9	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	3
4.10	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	2
	<b>Total</b>	<b>35</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
5.1	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	4
5.2	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	4
5.3	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	2
5.4	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	4
5.5	Develop and implement the use of "One Call" emergency number	5
	<b>Total</b>	<b>19</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
6.1	Develop partnerships between Government and Road Safety CSOs	3
6.2	Provide road safety education in schools on a systematic and continuous basis	4
6.3	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	1
6.4	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	2
	<b>Total</b>	<b>10</b>
	<b>COMBINED TOTAL</b>	<b>131</b>
	Overall percentage rating	64%



## KYRGYZSTAN

<b>1 INSTITUTIONAL ISSUES</b>		
	Sign the following UN conventions and fully implement their provisions:	
<b>1.1</b>	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	1
<b>1.2</b>	Vehicles Regulations Agreement 1958	1
<b>1.3</b>	Convention on Road Traffic 1968	3
<b>1.4</b>	Convention on Road Signs and Signals 1968	3
<b>1.5</b>	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	1
<b>1.6</b>	European Agreement on main international traffic arteries (AGR) 1975	1
<b>1.7</b>	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	1
<b>1.8</b>	Establish a multi-disciplinary department/agency/group responsible for road safety	4
<b>1.9</b>	Establish a national strategy for road safety	3
<b>1.10</b>	Establish realistic and long term targets for road accident reductions	3
<b>1.11</b>	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	1
<b>1.12</b>	Establish a mandatory road user insurance scheme	3
<b>1.13</b>	Establish requirements for the issuing of drivers' licences based on international best practice	4
<b>Total</b>		<b>29</b>
<b>2 SAFER INFRASTRUCTURE</b>		
<b>2.1</b>	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	3
<b>2.2</b>	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	4
<b>2.3</b>	Implement a programme to define routes for freight / through traffic, avoiding residential areas	1
<b>2.4</b>	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	1
<b>2.5</b>	Implement a programme to provide safe and secure off-road parking for trucks	3
<b>2.6</b>	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	3
<b>Total</b>		<b>15</b>
<b>3 SAFER VEHICLES</b>		
<b>3.1</b>	Ensure that all vehicles are tested regularly to check they conform to safety standards	4
<b>3.2</b>	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	4
<b>3.3</b>	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	3
<b>Total</b>		<b>11</b>

## KYRGYZSTAN

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
<b>4.1</b>	Seat Belts (front and rear)	3
<b>4.2</b>	Child restraints	1
<b>4.3</b>	Mobile phone use	3
<b>4.4</b>	Speed	3
<b>4.5</b>	Drink	4
<b>4.6</b>	Drugs	4
<b>4.7</b>	Motorcycle helmets	5
<b>4.8</b>	Inform the public about traffic law through public awareness campaigns and the driver training process	3
<b>4.9</b>	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	2
<b>4.10</b>	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	1
	<b>Total</b>	<b>29</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
<b>5.1</b>	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	3
<b>5.2</b>	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	3
<b>5.3</b>	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	2
<b>5.4</b>	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	4
<b>5.5</b>	Develop and implement the use of "One Call" emergency number	5
	<b>Total</b>	<b>17</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
<b>6.1</b>	Develop partnerships between Government and Road Safety CSOs	3
<b>6.2</b>	Provide road safety education in schools on a systematic and continuous basis	2
<b>6.3</b>	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	1
<b>6.4</b>	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	2
	<b>Total</b>	<b>8</b>
	<b>COMBINED TOTAL</b>	<b>109</b>
	Overall percentage rating	53%

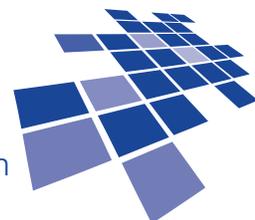


## MOLDOVA

<b>1 INSTITUTIONAL ISSUES</b>		
	Sign the following UN conventions and fully implement their provisions:	
<b>1.1</b>	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	4
<b>1.2</b>	Vehicles Regulations Agreement 1958	1
<b>1.3</b>	Convention on Road Traffic 1968	3
<b>1.4</b>	Convention on Road Signs and Signals 1968	1
<b>1.5</b>	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	4
<b>1.6</b>	European Agreement on main international traffic arteries (AGR) 1975	4
<b>1.7</b>	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	4
<b>1.8</b>	Establish a multi-disciplinary department/agency/group responsible for road safety	4
<b>1.9</b>	Establish a national strategy for road safety	5
<b>1.10</b>	Establish realistic and long term targets for road accident reductions	3
<b>1.11</b>	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	3
<b>1.12</b>	Establish a mandatory road user insurance scheme	4
<b>1.13</b>	Establish requirements for the issuing of drivers' licences based on international best practice	3
<b>Total</b>		<b>43</b>
<b>2 SAFER INFRASTRUCTURE</b>		
<b>2.1</b>	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	4
<b>2.2</b>	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	3
<b>2.3</b>	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
<b>2.4</b>	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	2
<b>2.5</b>	Implement a programme to provide safe and secure off-road parking for trucks	2
<b>2.6</b>	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	4
<b>Total</b>		<b>18</b>
<b>3 SAFER VEHICLES</b>		
<b>3.1</b>	Ensure that all vehicles are tested regularly to check they conform to safety standards	4
<b>3.2</b>	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	4
<b>3.3</b>	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	3
<b>Total</b>		<b>11</b>

## MOLDOVA

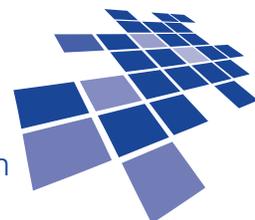
<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
4.1	Seat Belts (front and rear)	3
4.2	Child restraints	3
4.3	Mobile phone use	3
4.4	Speed	3
4.5	Drink	4
4.6	Drugs	4
4.7	Motorcycle helmets	3
4.8	Inform the public about traffic law through public awareness campaigns and the driver training process	4
4.9	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	4
4.10	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	3
	<b>Total</b>	<b>34</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
5.1	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	3
5.2	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	4
5.3	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	3
5.4	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	3
5.5	Develop and implement the use of "One Call" emergency number	3
	<b>Total</b>	<b>16</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
6.1	Develop partnerships between Government and Road Safety CSOs	4
6.2	Provide road safety education in schools on a systematic and continuous basis	3
6.3	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	3
6.4	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	3
	<b>Total</b>	<b>13</b>
	<b>COMBINED TOTAL</b>	<b>135</b>
	Overall percentage rating	66%



ROMANIA		
<b>1</b>	<b>INSTITUTIONAL ISSUES</b>	
	Sign the following UN conventions and fully implement their provisions:	
<b>1.1</b>	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	4
<b>1.2</b>	Vehicles Regulations Agreement 1958	5
<b>1.3</b>	Convention on Road Traffic 1968	5
<b>1.4</b>	Convention on Road Signs and Signals 1968	5
<b>1.5</b>	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	4
<b>1.6</b>	European Agreement on main international traffic arteries (AGR) 1975	4
<b>1.7</b>	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	3
<b>1.8</b>	Establish a multi-disciplinary department/agency/group responsible for road safety	3
<b>1.9</b>	Establish a national strategy for road safety	3
<b>1.10</b>	Establish realistic and long term targets for road accident reductions	3
<b>1.11</b>	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	2
<b>1.12</b>	Establish a mandatory road user insurance scheme	1
<b>1.13</b>	Establish requirements for the issuing of drivers' licences based on international best practice	5
<b>Total</b>		<b>47</b>
<b>2</b>	<b>SAFER INFRASTRUCTURE</b>	
<b>2.1</b>	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	3
<b>2.2</b>	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	3
<b>2.3</b>	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
<b>2.4</b>	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	3
<b>2.5</b>	Implement a programme to provide safe and secure off-road parking for trucks	2
<b>2.6</b>	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	3
<b>Total</b>		<b>17</b>
<b>3</b>	<b>SAFER VEHICLES</b>	
<b>3.1</b>	Ensure that all vehicles are tested regularly to check they conform to safety standards	5
<b>3.2</b>	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	5
<b>3.3</b>	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	5
<b>Total</b>		<b>15</b>

## ROMANIA

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
<b>4.1</b>	Seat Belts (front and rear)	5
<b>4.2</b>	Child restraints	4
<b>4.3</b>	Mobile phone use	5
<b>4.4</b>	Speed	5
<b>4.5</b>	Drink	5
<b>4.6</b>	Drugs	5
<b>4.7</b>	Motorcycle helmets	5
<b>4.8</b>	Inform the public about traffic law through public awareness campaigns and the driver training process	3
<b>4.9</b>	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	4
<b>4.10</b>	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	4
	<b>Total</b>	<b>45</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
<b>5.1</b>	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	5
<b>5.2</b>	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	5
<b>5.3</b>	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	2
<b>5.4</b>	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	2
<b>5.5</b>	Develop and implement the use of "One Call" emergency number	5
	<b>Total</b>	<b>19</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
<b>6.1</b>	Develop partnerships between Government and Road Safety CSOs	4
<b>6.2</b>	Provide road safety education in schools on a systematic and continuous basis	2
<b>6.3</b>	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	2
<b>6.4</b>	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	3
	<b>Total</b>	<b>11</b>
	<b>COMBINED TOTAL</b>	<b>154</b>
	Overall percentage rating	75%

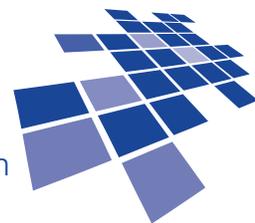


## TAJIKISTAN

1 INSTITUTIONAL ISSUES		
	Sign the following UN conventions and fully implement their provisions:	
1.1	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	3
1.2	Vehicles Regulations Agreement 1958	1
1.3	Convention on Road Traffic 1968	5
1.4	Convention on Road Signs and Signals 1968	5
1.5	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	3
1.6	European Agreement on main international traffic arteries (AGR) 1975	1
1.7	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	5
1.8	Establish a multi-disciplinary department/agency/group responsible for road safety	5
1.9	Establish a national strategy for road safety	2
1.10	Establish realistic and long term targets for road accident reductions	4
1.11	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	1
1.12	Establish a mandatory road user insurance scheme	5
1.13	Establish requirements for the issuing of drivers' licences based on international best practice	4
<b>Total</b>		<b>44</b>
2 SAFER INFRASTRUCTURE		
2.1	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	5
2.2	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	5
2.3	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
2.4	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	3
2.5	Implement a programme to provide safe and secure off-road parking for trucks	2
2.6	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	5
<b>Total</b>		<b>23</b>
3 SAFER VEHICLES		
3.1	Ensure that all vehicles are tested regularly to check they conform to safety standards	5
3.2	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	5
3.3	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	5
<b>Total</b>		<b>15</b>

## TAJIKISTAN

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
<b>4.1</b>	Seat Belts (front and rear)	3
<b>4.2</b>	Child restraints	1
<b>4.3</b>	Mobile phone use	3
<b>4.4</b>	Speed	4
<b>4.5</b>	Drink	5
<b>4.6</b>	Drugs	5
<b>4.7</b>	Motorcycle helmets	5
<b>4.8</b>	Inform the public about traffic law through public awareness campaigns and the driver training process	5
<b>4.9</b>	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	4
<b>4.10</b>	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	3
	<b>Total</b>	<b>38</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
<b>5.1</b>	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	4
<b>5.2</b>	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	3
<b>5.3</b>	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	2
<b>5.4</b>	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	3
<b>5.5</b>	Develop and implement the use of "One Call" emergency number	3
	<b>Total</b>	<b>15</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
<b>6.1</b>	Develop partnerships between Government and Road Safety CSOs	3
<b>6.2</b>	Provide road safety education in schools on a systematic and continuous basis	5
<b>6.3</b>	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	1
<b>6.4</b>	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	1
	<b>Total</b>	<b>10</b>
	<b>COMBINED TOTAL</b>	<b>145</b>
	Overall percentage rating	71%

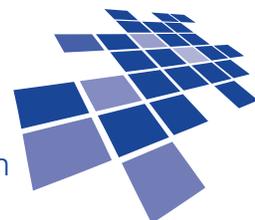


## TURKEY

TURKEY		
<b>1</b>	<b>INSTITUTIONAL ISSUES</b>	
	Sign the following UN conventions and fully implement their provisions:	
<b>1.1</b>	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	4
<b>1.2</b>	Vehicles Regulations Agreement 1958	4
<b>1.3</b>	Convention on Road Traffic 1968	3
<b>1.4</b>	Convention on Road Signs and Signals 1968	4
<b>1.5</b>	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	5
<b>1.6</b>	European Agreement on main international traffic arteries (AGR) 1975	5
<b>1.7</b>	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	4
<b>1.8</b>	Establish a multi-disciplinary department/agency/group responsible for road safety	5
<b>1.9</b>	Establish a national strategy for road safety	4
<b>1.10</b>	Establish realistic and long term targets for road accident reductions	4
<b>1.11</b>	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	3
<b>1.12</b>	Establish a mandatory road user insurance scheme	5
<b>1.13</b>	Establish requirements for the issuing of drivers' licences based on international best practice	3
<b>Total</b>		<b>53</b>
<b>2</b>	<b>SAFER INFRASTRUCTURE</b>	
<b>2.1</b>	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	3
<b>2.2</b>	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	5
<b>2.3</b>	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
<b>2.4</b>	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	1
<b>2.5</b>	Implement a programme to provide safe and secure off-road parking for trucks	3
<b>2.6</b>	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	5
<b>Total</b>		<b>20</b>
<b>3</b>	<b>SAFER VEHICLES</b>	
<b>3.1</b>	Ensure that all vehicles are tested regularly to check they conform to safety standards	5
<b>3.2</b>	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	4
<b>3.3</b>	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	4
<b>Total</b>		<b>13</b>

## TURKEY

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
<b>4.1</b>	Seat Belts (front and rear)	5
<b>4.2</b>	Child restraints	5
<b>4.3</b>	Mobile phone use	5
<b>4.4</b>	Speed	5
<b>4.5</b>	Drink	5
<b>4.6</b>	Drugs	3
<b>4.7</b>	Motorcycle helmets	5
<b>4.8</b>	Inform the public about traffic law through public awareness campaigns and the driver training process	5
<b>4.9</b>	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	4
<b>4.10</b>	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	3
<b>Total</b>		<b>45</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
<b>5.1</b>	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	5
<b>5.2</b>	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	5
<b>5.3</b>	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	5
<b>5.4</b>	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	2
<b>5.5</b>	Develop and implement the use of "One Call" emergency number	3
<b>Total</b>		<b>20</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
<b>6.1</b>	Develop partnerships between Government and Road Safety CSOs	5
<b>6.2</b>	Provide road safety education in schools on a systematic and continuous basis	5
<b>6.3</b>	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	3
<b>6.4</b>	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	4
<b>Total</b>		<b>17</b>
<b>COMBINED TOTAL</b>		<b>168</b>
Overall percentage rating		82%

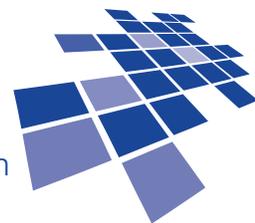


## UKRAINE

<b>1 INSTITUTIONAL ISSUES</b>		
	Sign the following UN conventions and fully implement their provisions:	
<b>1.1</b>	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	4
<b>1.2</b>	Vehicles Regulations Agreement 1958	4
<b>1.3</b>	Convention on Road Traffic 1968	4
<b>1.4</b>	Convention on Road Signs and Signals 1968	5
<b>1.5</b>	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	4
<b>1.6</b>	European Agreement on main international traffic arteries (AGR) 1975	5
<b>1.7</b>	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	5
<b>1.8</b>	Establish a multi-disciplinary department/agency/group responsible for road safety	3
<b>1.9</b>	Establish a national strategy for road safety	5
<b>1.10</b>	Establish realistic and long term targets for road accident reductions	3
<b>1.11</b>	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	2
<b>1.12</b>	Establish a mandatory road user insurance scheme	5
<b>1.13</b>	Establish requirements for the issuing of drivers' licences based on international best practice	4
<b>Total</b>		<b>53</b>
<b>2 SAFER INFRASTRUCTURE</b>		
<b>2.1</b>	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	3
<b>2.2</b>	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	4
<b>2.3</b>	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
<b>2.4</b>	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	2
<b>2.5</b>	Implement a programme to provide safe and secure off-road parking for trucks	3
<b>2.6</b>	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	3
<b>Total</b>		<b>18</b>
<b>3 SAFER VEHICLES</b>		
<b>3.1</b>	Ensure that all vehicles are tested regularly to check they conform to safety standards	2
<b>3.2</b>	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	5
<b>3.3</b>	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	3
<b>Total</b>		<b>10</b>

## UKRAINE

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
<b>4.1</b>	Seat Belts (front and rear)	3
<b>4.2</b>	Child restraints	3
<b>4.3</b>	Mobile phone use	3
<b>4.4</b>	Speed	4
<b>4.5</b>	Drink	4
<b>4.6</b>	Drugs	4
<b>4.7</b>	Motorcycle helmets	5
<b>4.8</b>	Inform the public about traffic law through public awareness campaigns and the driver training process	3
<b>4.9</b>	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	3
<b>4.10</b>	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	3
	<b>Total</b>	<b>35</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
<b>5.1</b>	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	3
<b>5.2</b>	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	3
<b>5.3</b>	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	3
<b>5.4</b>	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	3
<b>5.5</b>	Develop and implement the use of "One Call" emergency number	3
	<b>Total</b>	<b>15</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
<b>6.1</b>	Develop partnerships between Government and Road Safety CSOs	3
<b>6.2</b>	Provide road safety education in schools on a systematic and continuous basis	2
<b>6.3</b>	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	2
<b>6.4</b>	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	3
	<b>Total</b>	<b>10</b>
	<b>COMBINED TOTAL</b>	<b>141</b>
	Overall percentage rating	69%

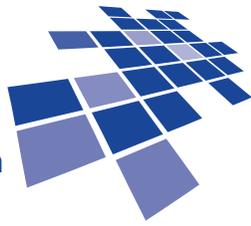


## UZBEKISTAN

<b>1</b>	<b>INSTITUTIONAL ISSUES</b>	
	Sign the following UN conventions and fully implement their provisions:	
<b>1.1</b>	European Agreement concerning the international carriage of dangerous goods by road (ADR) 1957	3
<b>1.2</b>	Vehicles Regulations Agreement 1958	1
<b>1.3</b>	Convention on Road Traffic 1968	4
<b>1.4</b>	Convention on Road Signs and Signals 1968	5
<b>1.5</b>	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) 1970	4
<b>1.6</b>	European Agreement on main international traffic arteries (AGR) 1975	2
<b>1.7</b>	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections 1997	2
<b>1.8</b>	Establish a multi-disciplinary department/agency/group responsible for road safety	5
<b>1.9</b>	Establish a national strategy for road safety	5
<b>1.10</b>	Establish realistic and long term targets for road accident reductions	1
<b>1.11</b>	Establish a road safety fund and/or other means to ensure finances are sufficient and sustainable to maintain improvements to road safety over the long term	4
<b>1.12</b>	Establish a mandatory road user insurance scheme	5
<b>1.13</b>	Establish requirements for the issuing of drivers' licences based on international best practice	5
<b>Total</b>		<b>46</b>
<b>2</b>	<b>SAFER INFRASTRUCTURE</b>	
<b>2.1</b>	Implement a programme of assessment / road safety audit of all major roads and a programme of remedial works	5
<b>2.2</b>	Implement a programme of analysis and treatment of "black spots" to be determined from analysis of road accident data	4
<b>2.3</b>	Implement a programme to define routes for freight / through traffic, avoiding residential areas	3
<b>2.4</b>	Require local road authorities to report annually on cost-effective measures taken to improve safety of their roads	3
<b>2.5</b>	Implement a programme to provide safe and secure off-road parking for trucks	3
<b>2.6</b>	Provide training for engineers and other technical staff in the road safety elements of design, construction and maintenance	5
<b>Total</b>		<b>23</b>
<b>3</b>	<b>SAFER VEHICLES</b>	
<b>3.1</b>	Ensure that all vehicles are tested regularly to check they conform to safety standards	5
<b>3.2</b>	Ensure that vehicles used to transport dangerous goods meet the standards with respect to all technical requirements	4
<b>3.3</b>	Ensure that motor vehicle safety regulations as recognised internationally are applied with respect to all locally manufactured and imported vehicles	4
<b>Total</b>		<b>13</b>

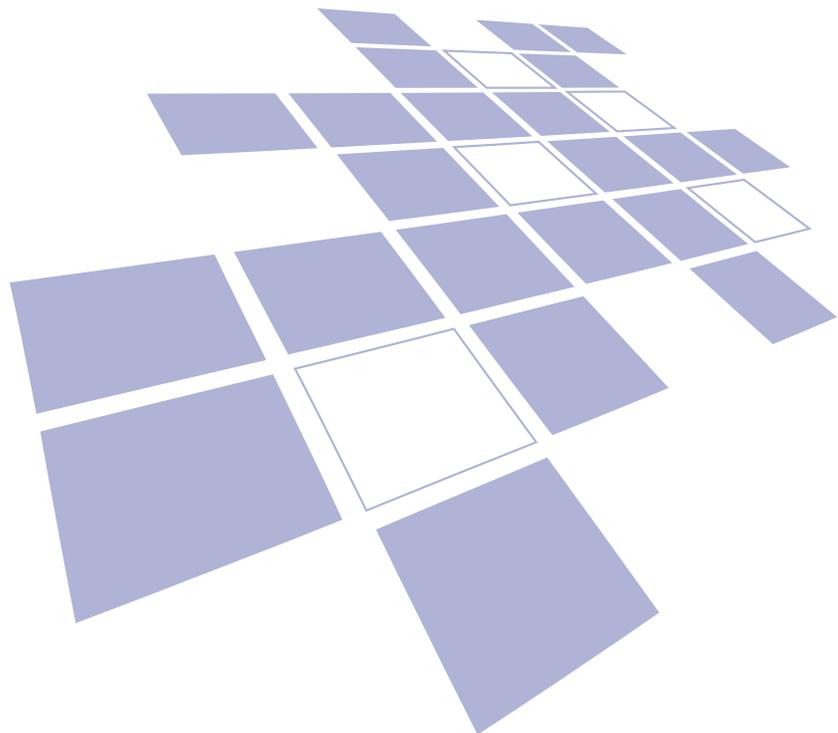
## UZBEKISTAN

<b>4</b>	<b>SAFER ROAD USERS</b>	
	Establish and enforce legislation to cover the following road safety risk factors:	
<b>4.1</b>	Seat Belts (front and rear)	3
<b>4.2</b>	Child restraints	1
<b>4.3</b>	Mobile phone use	4
<b>4.4</b>	Speed	4
<b>4.5</b>	Drink	5
<b>4.6</b>	Drugs	5
<b>4.7</b>	Motorcycle helmets	3
<b>4.8</b>	Inform the public about traffic law through public awareness campaigns and the driver training process	4
<b>4.9</b>	Develop capacity of police with respect to enforcing road traffic laws (including through the increased application of technology)	5
<b>4.10</b>	Encourage road transport operators and Government Ministries and Departments to adopt appropriate health and safety measures with respect to their drivers	2
	<b>Total</b>	<b>36</b>
<b>5</b>	<b>MEDICAL CARE FOR CRASH VICTIMS</b>	
<b>5.1</b>	Develop pre-hospital care systems and appropriate training for dealing with crashes at the scene (including First Aid)	2
<b>5.2</b>	Develop appropriate hospital trauma care systems and provide capacity building to all medical staff involved	4
<b>5.3</b>	Provide appropriate rehabilitation and support to injured patients and those bereaved to minimise physical and psychological trauma	4
<b>5.4</b>	Train accident investigation professionals to ensure fair settlements and justice for those injured and bereaved	4
<b>5.5</b>	Develop and implement the use of "One Call" emergency number	5
	<b>Total</b>	<b>19</b>
<b>6</b>	<b>CHANGING ATTITUDES TO ROAD SAFETY</b>	
<b>6.1</b>	Develop partnerships between Government and Road Safety CSOs	5
<b>6.2</b>	Provide road safety education in schools on a systematic and continuous basis	3
<b>6.3</b>	Develop driver rectification courses as alternatives to other judicial penalties. Such courses should be self financing and reflect the offence of which the driver is guilty	2
<b>6.4</b>	Encourage the recognition of good road behaviour, particularly corporate responsibility and society's leaders at all levels	4
	<b>Total</b>	<b>14</b>
	<b>COMBINED TOTAL</b>	<b>151</b>
	Overall percentage rating	74%



## APPENDIX C

### BIBLIOGRAPHY



## SUPPORTING DOCUMENTS

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UNECE: "European Agreement on main international traffic arteries (AGR)", 1975

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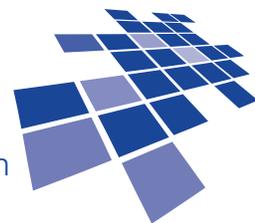
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1.8 On establishing a multi-disciplinary department/agency/group responsible for road safety:

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1.9 On establishing a national strategy for road safety:

[http://www.who.int/violence\\_injury\\_prevention/road\\_traffic/strategies/en/index.html](http://www.who.int/violence_injury_prevention/road_traffic/strategies/en/index.html)

1.11 On establishing a road safety fund:

[http://ec.europa.eu/transport/road\\_safety/specialist/knowledge/rsm/the\\_road\\_safety\\_management\\_system/funding\\_and\\_resource\\_allocation.htm](http://ec.europa.eu/transport/road_safety/specialist/knowledge/rsm/the_road_safety_management_system/funding_and_resource_allocation.htm)

1.13 On requirements for the issuing of drivers' licences:

[http://www.cieca.be/default\\_cd.asp?lng\\_iso=EN](http://www.cieca.be/default_cd.asp?lng_iso=EN)

2.5 On safe and secure parking for professional road transport:

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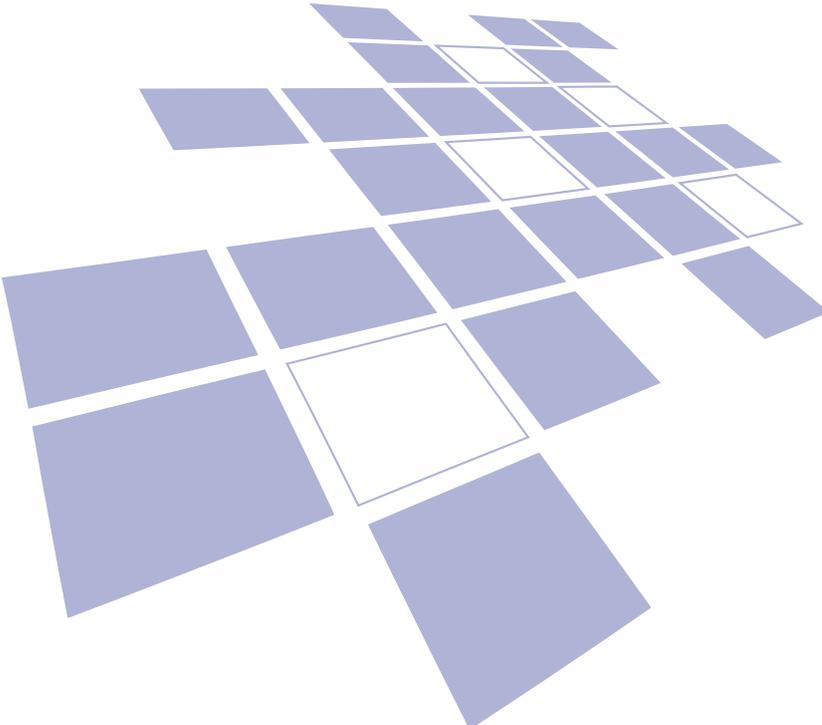
6.1 On development of partnerships between governments and road safety CSO's

<http://www.grsproadsafety.org/>



# APPENDIX D

## ABBREVIATIONS



<b>ADR</b>	European Agreement concerning the International Carriage of Dangerous Goods by Road Accord Européen relatif aux transport international des marchandises dangereuses par route
<b>AETR</b>	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (Accord Européen relatif au travail des équipages des véhicules effectuant des transports internationaux par route)
<b>AGR</b>	European Agreement on main international traffic arteries (Accord Européen sur les Grandes Routes de Trafic International)
<b>CSO</b>	Civil Society Organisation
<b>E-Road</b>	European Road belonging to the European Road Network defined by the AGR Agreement
<b>EU</b>	European Union
<b>RSA</b>	Road Safety Audit
<b>TDG</b>	Transport of Dangerous Goods
<b>TRACECA</b>	Transport Corridor Europe-Caucasus-Asia
<b>UN</b>	United Nations
<b>UNECE</b>	United Nations Economic Commission for Europe
<b>UNESC</b>	United Nations Economic and Social Council