

# Eastern Partnership-2020 road safety enforcement benchmarking study

2<sup>nd</sup> Western Balkans Regional  
Road Safety Observatory meeting



**EaP** | Eastern  
Partnership

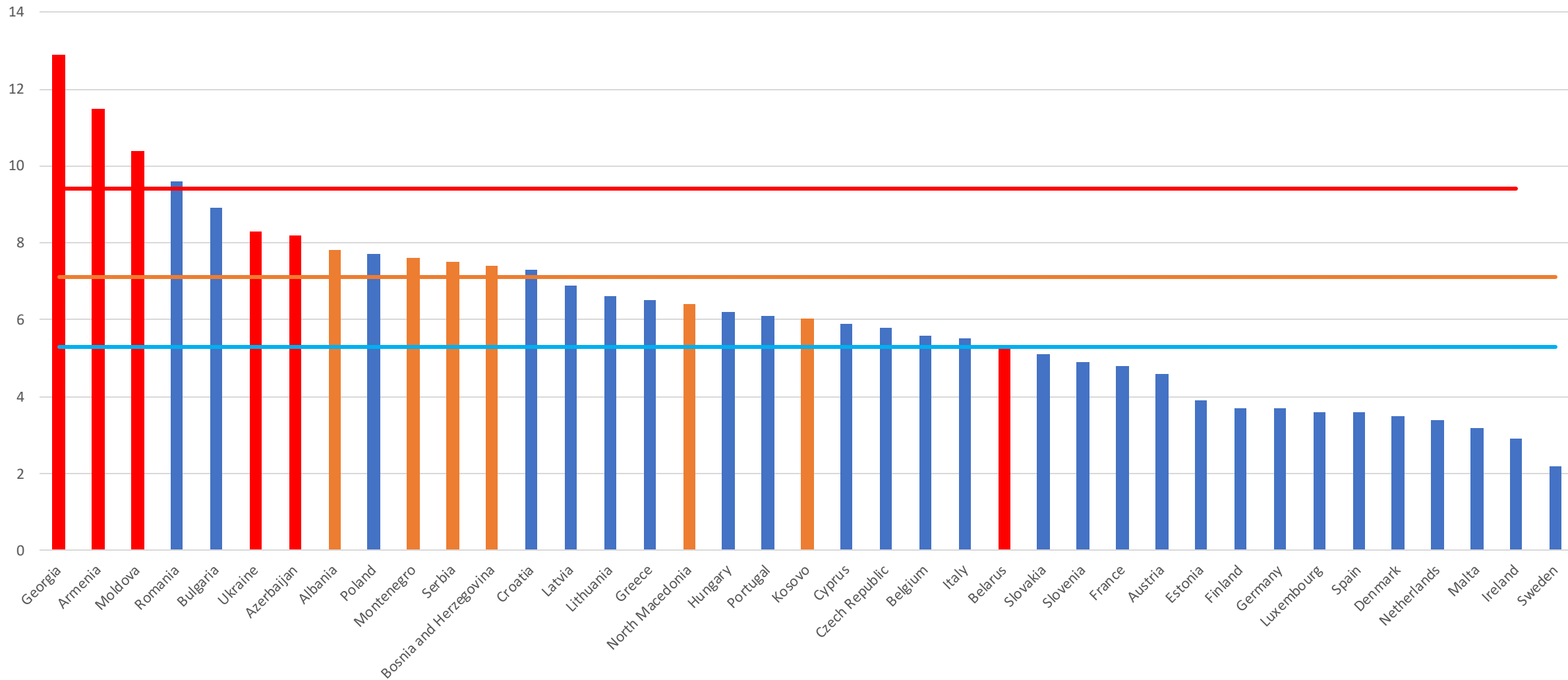


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# Burden of road crash fatalities, Road Crash fatalities, Western Balkans versus Eastern Partnership vs EU27, 2019

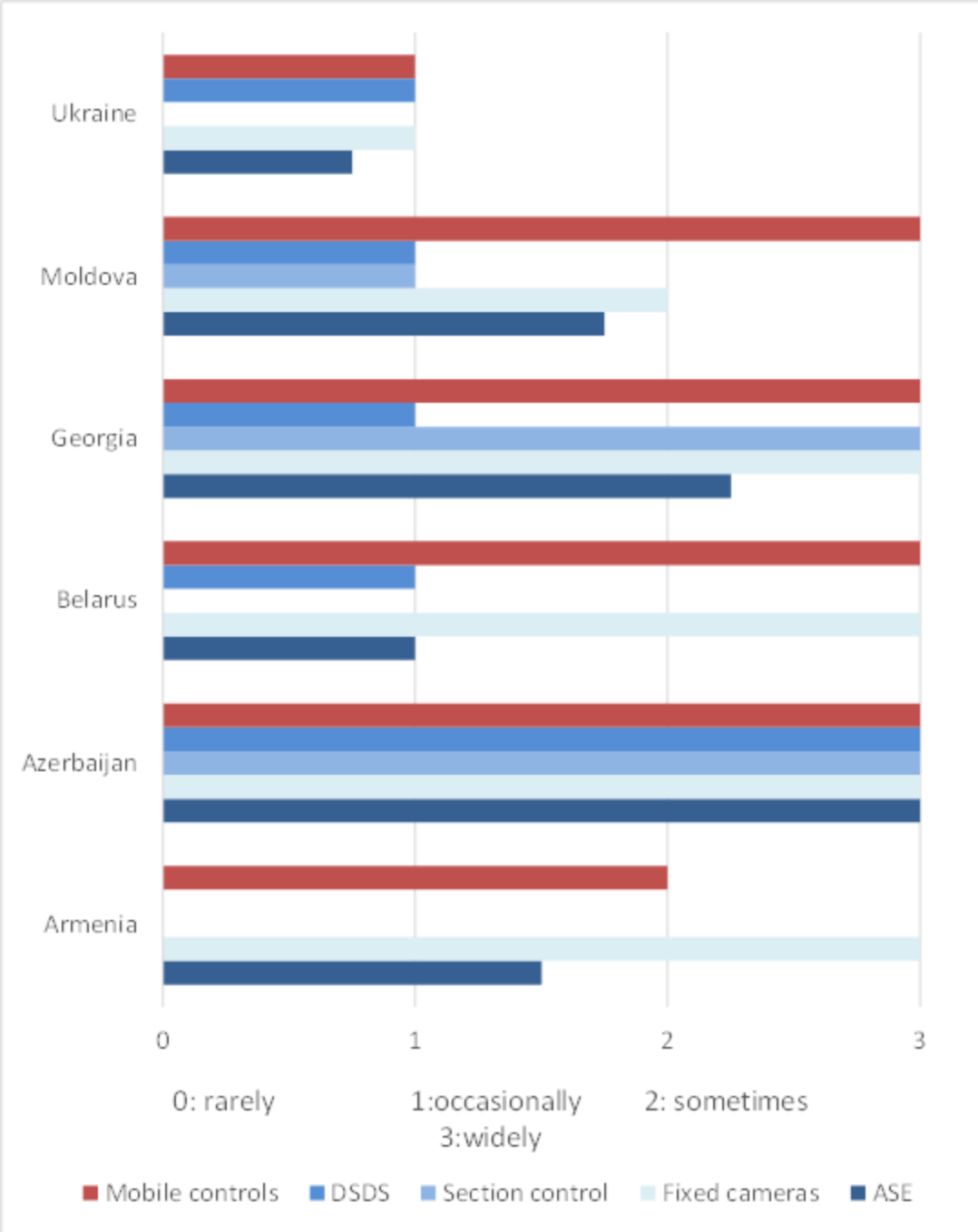


# Objectives & data

This study aimed to provide updated information and data in order to **support improvements in speed enforcement, seatbelts use and other traffic laws in the EaP countries.**

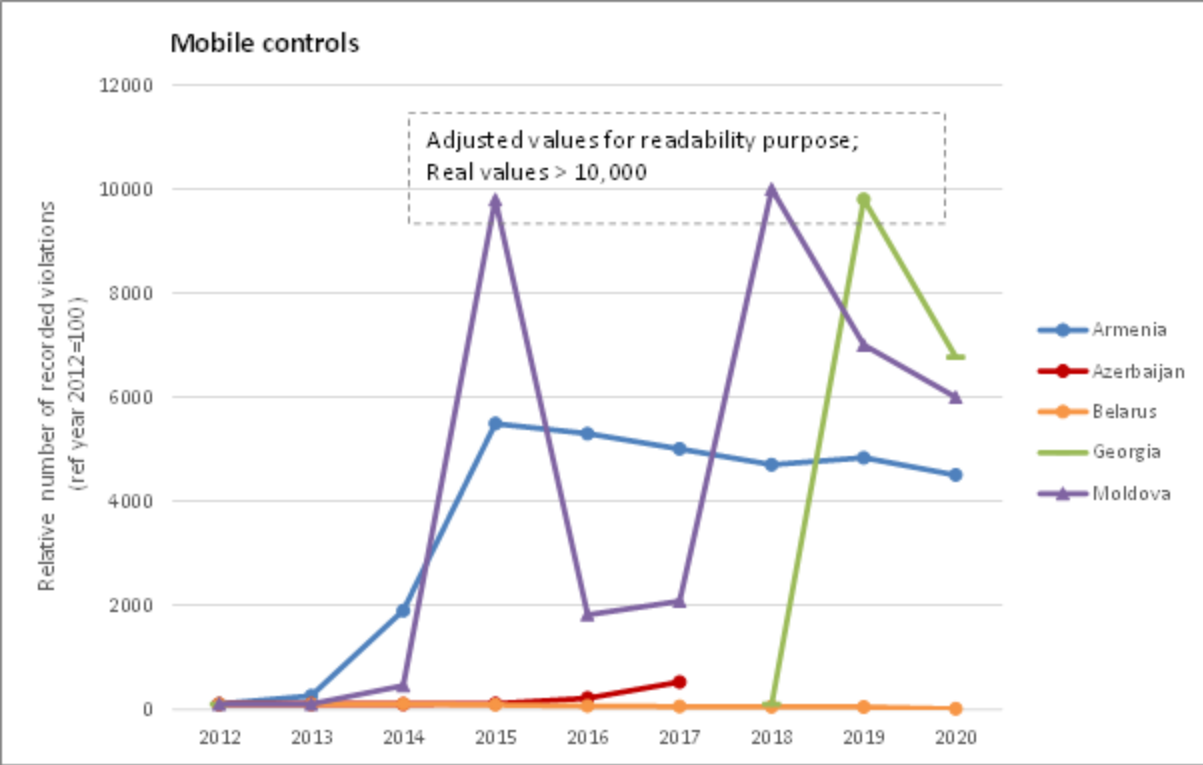
Data was collected through a series of surveys between 2017-2020

# legislation and measures

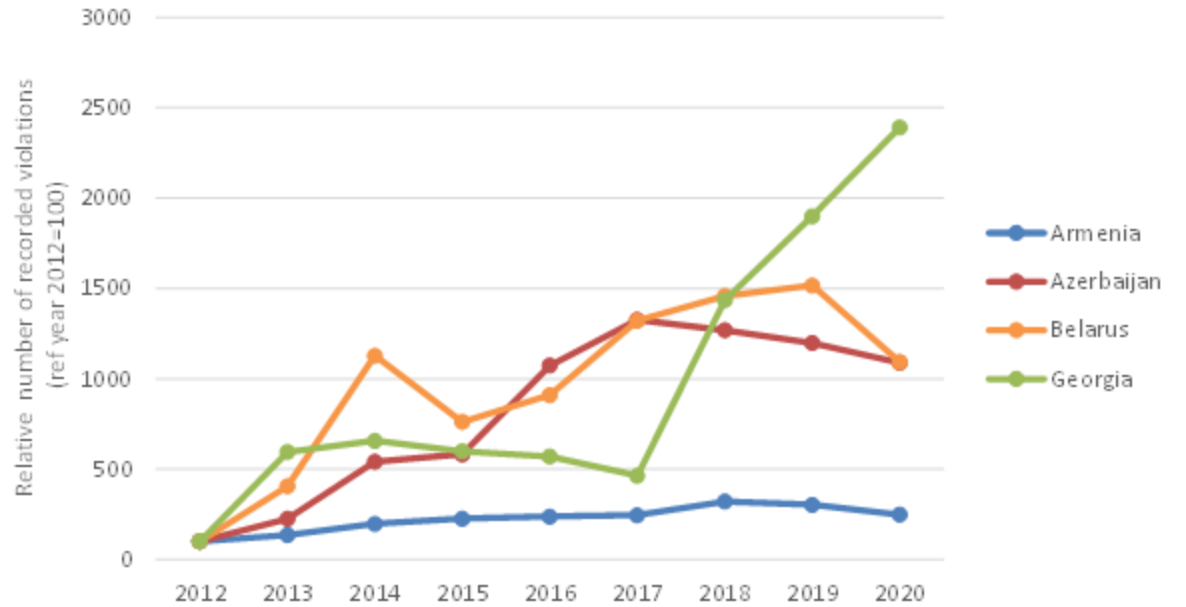


# Enforcement KPIs (1/3)

Years 2012-2020 (reference year



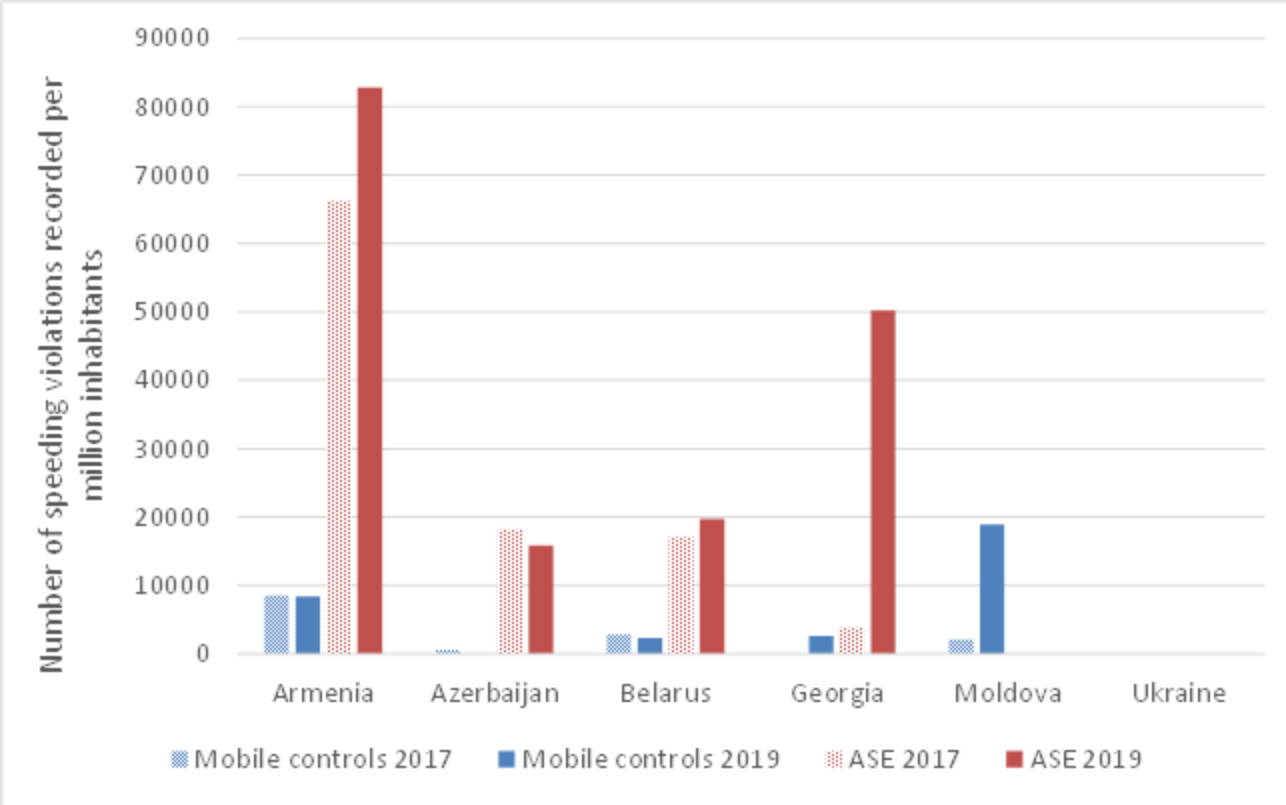
# ASE



## Enforcement KPIs (2/3)

Violations 2012-2020 (reference year 2012=100)  
Enforcement

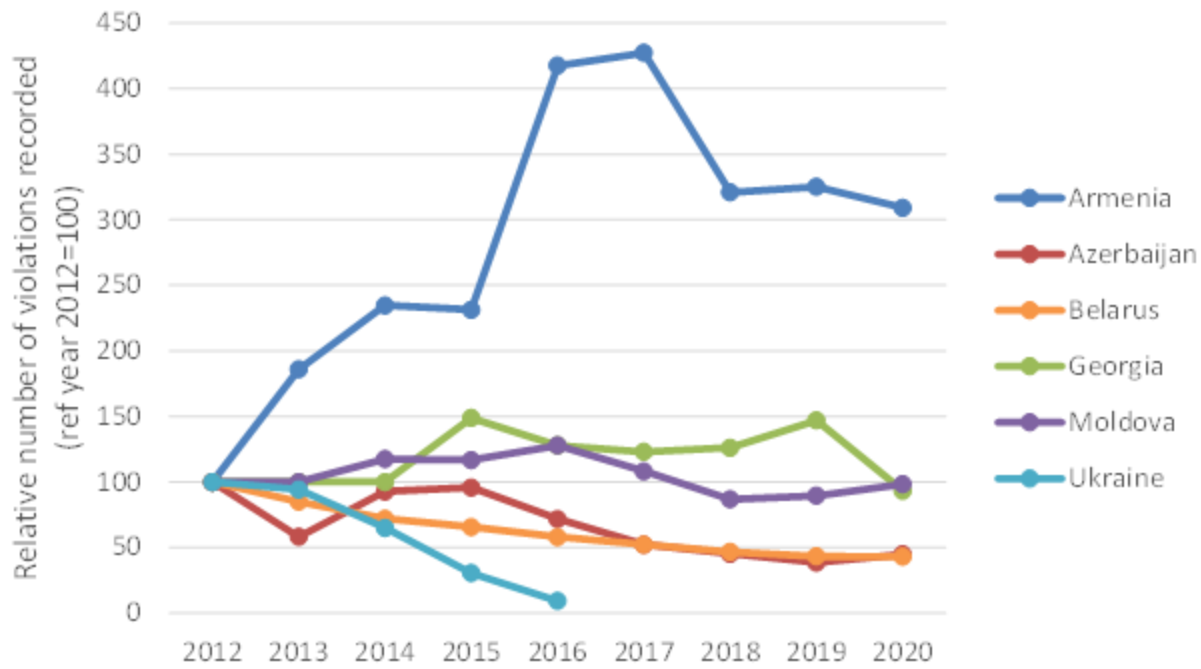
## Measurement KPIs (3/3)



highest number of violations per population.

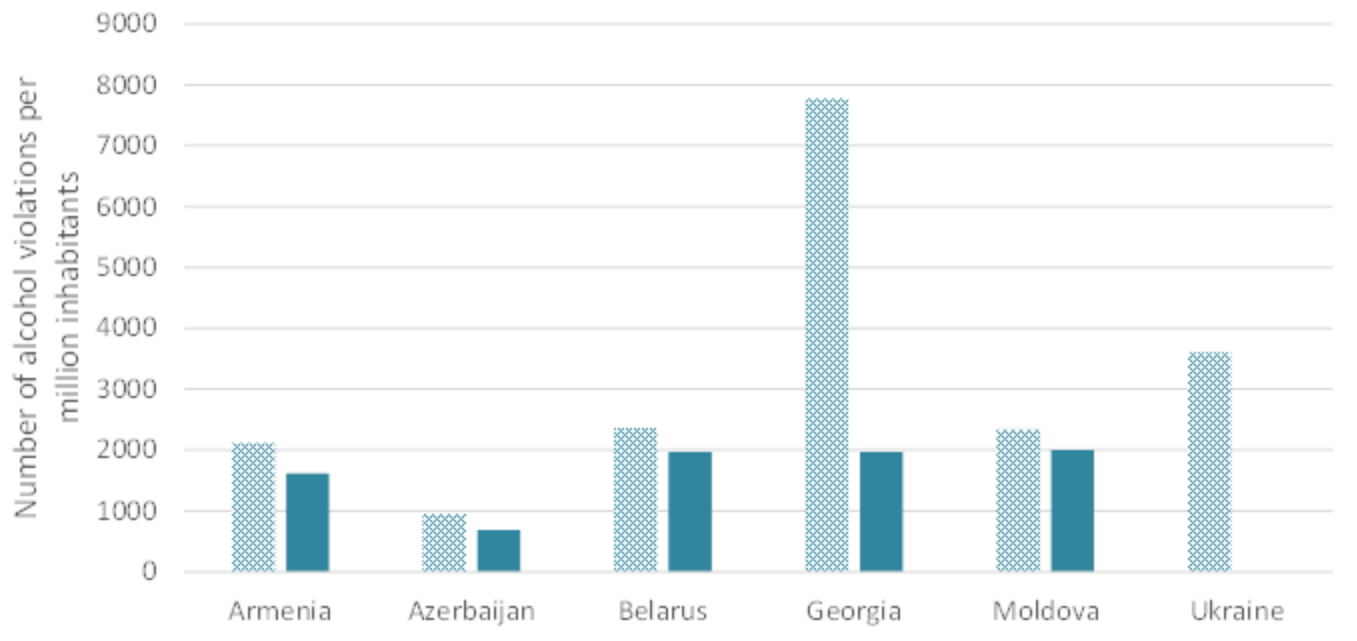
- ✓ Data reflect actual lower violation rates? Or simply lower intensity of enforcement activity?

## ement KPIs (1/2)



- ✓ In Georgia, the number of violations fluctuates.
- ✓ Ukraine and Belarus show a constantly decreasing trend in the number of recorded alcohol violations.
- ✓ *Are declines due to loosening of enforcement controls, or to actual change of behaviour of drivers?*
- ✓ *No change or decrease in 2020, due to Covid-19?*





## ent KPIs (2/2)

**on inhabitants, 2017 & 2019**

was observed in Georgia, followed by

except much lower in Azerbaijan

# Restraint systems - Legislation and measures

## Seat belt and helmet laws (compulsory use)

- ✓ Helmet wearing made compulsory for bicyclists in Armenia
- ✓ Updated information on CRS regulations in Georgia

	Seat Belt front seats	Seat Belt rear seats	Helmet motorcycle drivers	Helmet bicyclists	Child Restraint Systems (CRS)
Armenia	✓	✓	✓	✓	✗
Azerbaijan	✓	✓	✓	✓	✓
Belarus	✓	?	✓	✗	✓
Georgia	✓	✗	✓	✗	✓
Moldova	✓	✓	✓	✓	✓
Ukraine	✓	✓	✓	✗	✓

*Data on use of restraint systems (seat-belt, helmet wearing etc.) available only in Azerbaijan*

# Country 'diagnosis' & recommendations

# Armenia

## Good practice elements

- ✓ Presence of National Strategy and Action Plan for road safety
- ✓ Enforcement activity taking into account road crash trends and statistics (although in a non-systematic way)
- ✓ Extensive ASE scheme in place, including fixed cameras and section control
- ✓ Traffic calming and 30-zones in urban areas
- ✓ Some training programmes in place for Police Officers
- ✓ Demerit Point System introduced since 2019
- ✓ Continuation of systematic traffic enforcement, steady number of traffic violations recorded for key offenses (speeding and alcohol)
- ✓ Use of the 30-days definition of traffic fatality

## Elements needing improvement

- ? No systematic coordination on traffic enforcement
- ? No formal enforcement programmes, no specific targets and monitoring/evaluation procedures
- ? Lack of data on **the number of drivers controlled per type of violation.**
- ? Lack of data on the **amount collected from traffic fines**
- ? Lack of data on **alcohol-impaired drivers involved in traffic crashes.**
- ? An increase in the number of fatalities over the last 3 years, despite indications of decrease in traffic violations

# Azerbaijan

## Good practice elements

- ✓ A shared responsibility on enforcement between national and municipal authorities, clearly assigned coordinator.
- ✓ Formal enforcement programme with 6-months action plans
- ✓ Systematic coordination of enforcement with road safety campaigns and other awareness raising actions.
- ✓ Systematic training programmes for Police Officers
- ✓ Planning of enforcement activity based on monitoring of road crashes and traffic violations recorded
- ✓ Extensive ASE in place, both in interurban and urban roads; DSDS also in place.
- ✓ Demerit Point System in place
- ✓ Data available on seatbelt and helmet wearing rates
- ✓ Road safety outcomes (fatalities and injuries) due to violations are available – but their quality is unknown
- ✓ Impressive overall reduction in the number of traffic fatalities between 2012-2020

## Elements needing improvement

- ? Limited implementation of 30-zones and engineering traffic calming schemes
- ? Unknown whether the Demerit Point System is systematically updated.
- ? Lack of data on **the number of drivers controlled per type of traffic violation**
- ? **The amount of funding collected from speeding fines is not in accordance with the large increase in violations recorded**
- ? Data on the **amount of funding collected through traffic fines need cross-checking**
- ? The 30-days definition of fatality is not adopted in the country

# Georgia

## Good practice elements

- ✓ Inter-sectoral coordination for road safety (including vertical coordination i.e. from national to local authorities)
- ✓ Road safety Action plan with specific monitoring indicators
- ✓ Dedicated training of Police Officers, and periodic retraining
- ✓ Complete equipment of patrolling units for enforcing all key violations
- ✓ Extensive ASE scheme, including section control
- ✓ 30-zones extensively implemented around schools and in residential areas
- ✓ Regular enforcement of key drugs, and recording of violations.
- ✓ Demerit Point System in place
- ✓ There is indication of effective collection of traffic fines
- ✓ A steadily decreasing trend in traffic fatalities, with 25% reduction between 2012 and 2020.

## Elements needing improvement

- ? Lack of targets and monitoring/evaluation procedures dedicated to traffic law enforcement activity
- ? Seat belt use not compulsory for rear seats
- ? Lack of **data on the number of drivers controlled for key traffic offenses**
- ? The 30-days definition of fatality is not implemented in Georgia.

# Moldova

## Good practice elements

- ✓ Intersectoral coordination for road safety in general, and enforcement in particular
- ✓ A formal alcohol enforcement programme in place
- ✓ Some surveys on road user attitudes and behaviour have been implemented by NGOs
- ✓ Specific indicators are monitored for evaluating enforcement activity; trends of enforcement, violations and road safety outcomes have been correlated (although at a rough level)
- ✓ A 30 km/h speed limit for trucks on specific road sections
- ✓ Demerit point system in place
- ✓ Successful collection of traffic fines

## Elements needing improvement

- ? Specific enforcement activities are defined, however without any quantitative target
- ? Training of Police officers is considered insufficient, especially as regards the use of new technologies
- ? Mobile speed enforcement equipment appears insufficient
- ? Section control systems are installed but remain non operational
- ? 30-zones and traffic calming are rarely implemented
- ? Unknown whether Demerit Point System is systematically updated
- ? Data regarding **speed and alcohol-related crashes need checking and validation**

# Ukraine

## Good practice elements

- ✓ Two formal programmes are the backbone of the enforcement activities: Transport Strategy-2020 and Road Safety Strategy-2024
- ✓ Multi-sectoral coordination
- ✓ Dedicated and on-going training for Police officers
- ✓ Road safety is monitored by the Police on the basis of specific indicators
- ✓ 30-zones (20-zones) are legally foreseen for residential and pedestrian areas
- ✓ Low BAC limit
- ✓ Accurate recording of seat belt / helmet violations and relevant amount of funding collected through fines

## Elements needing improvement

- ? Low density of ASE systems (speed cameras).
- ? Traffic calming engineering measures are occasionally implemented
- ? Demerit Point System in place but not operational
- ? Lack of accurate and complete **data on the number of drivers controlled and the violations recorded for basic violations (speed, alcohol)**
- ? Lack of **sufficient data on the amount collected from traffic fines for basic violations (speed, alcohol)**
- ? Lack of detailed time series **data on crashes, injuries and fatalities per type of violation involved**
- ? Stagnation of road safety improvement over the last 3 years.



Thank you for your attention!