Eastern Partnership-2020 road safety enforcement benchmarking study

2nd Western Balkans Regional Road Safety Observatory meeting

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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.
Types of speed enforcement
Relative number of speed violations 2012-2020 (reference year 2012=100)
Speeding Enforcement KPIs (2/3)

Relative number of speed violations 2012-2020 (reference year 2012=100)

- Armenia
- Azerbaijan
- Belarus
- Georgia

[Graph showing the relative number of speed violations for different countries from 2012 to 2020]
Speeding Enforcement KPIs (3/3)

Number of speed offenders recorded per million inhabitants, 2017 & 2019

- The highest numbers are observed in Armenia and Georgia.
- Armenia and Moldova have the highest number of violations per population.
- Data reflect actual lower violation rates? Or simply lower intensity of enforcement activity?

highest number of violations per population.

✓ Data reflect actual lower violation rates? Or simply lower intensity of enforcement activity?
- 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?
Number of alcohol offenders recorded per million inhabitants, 2017 & 2019

- In 2017, the highest rate of alcohol offenders was observed in Georgia, followed by Ukraine.
- In 2019, similar rate between most countries, 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

<table>
<thead>
<tr>
<th></th>
<th>Seat Belt front seats</th>
<th>Seat Belt rear seats</th>
<th>Helmet motorcycle drivers</th>
<th>Helmet bicyclists</th>
<th>Child Restraint Systems (CRS)</th>
</tr>
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<tbody>
<tr>
<td>Armenia</td>
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<td>Belarus</td>
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<td>Georgia</td>
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<td>Ukraine</td>
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*Data on use of restraint systems (seat-belt, helmet wearing etc.) available only in Azerbaijan*
Country ‘diagnosis’ & recommendations
### Armenia

<table>
<thead>
<tr>
<th>Good practice elements</th>
<th>Elements needing improvement</th>
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</thead>
<tbody>
<tr>
<td>✓ Presence of National Strategy and Action Plan for road safety</td>
<td>? No systematic coordination on traffic enforcement</td>
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<td>✓ Enforcement activity taking into account road crash trends and statistics (although in a non-systematic way)</td>
<td>? No formal enforcement programmes, no specific targets and monitoring/evaluation procedures</td>
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<td>✓ Extensive ASE scheme in place, including fixed cameras and section control</td>
<td>? Lack of data on the number of drivers controlled per type of violation.</td>
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<td>✓ Traffic calming and 30-zones in urban areas</td>
<td>? Lack of data on the amount collected from traffic fines</td>
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<td>✓ Some training programmes in place for Police Officers</td>
<td>? Lack of data on alcohol-impaired drivers involved in traffic crashes.</td>
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<tr>
<td>✓ Demerit Point System introduced since 2019</td>
<td>? An increase in the number of fatalities over the last 3 years, despite indications of decrease in traffic violations</td>
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<tr>
<td>✓ Continuation of systematic traffic enforcement, steady number of traffic violations recorded for key offenses (speeding and alcohol)</td>
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<td>✓ Use of the 30-days definition of traffic fatality</td>
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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!