



Eastern Partnership
ROAD SAFETY



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Eastern Partnership Road Safety Observatory

10th Western Balkans Road Safety Observatory Meeting

Emma MacLennan



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The Eastern Partnership Road Safety Observatory – Joint Declaration June 2019



- **Countries will work towards the creation of a regional data observatory**
- National Data Coordinators
- Four-year time frame
- Sharing best practice
- **Aim: Improving road safety data quality**



Our overall objective

The Observatory should be a regional resource:

- to advance the reduction of road traffic deaths and injuries
- to help create a solid body of evidence-based approaches
- to support policy development.



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The Eastern Partnership Road Safety Observatory – Technical Secretariat

ISET POLICY
INSTITUTE
International School of Economics at TSU

Technical
Secretariat
(based in
Georgia)

east



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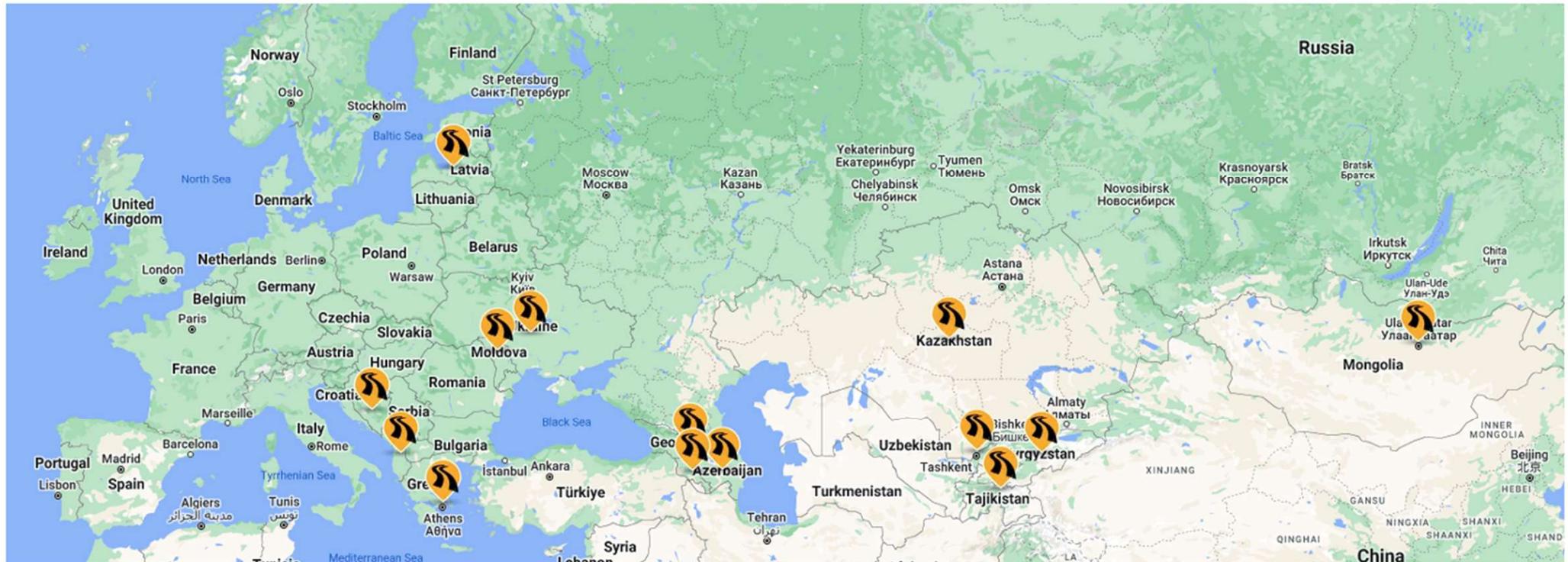
ISET POLICY INSTITUTE

International School of Economics at TSU

- Key areas of expertise are Macroeconomic Policy, Energy & Environment, Private Sector Development, and Inclusive growth.
- ISET maintains a portfolio of regular indices and analytical publications.



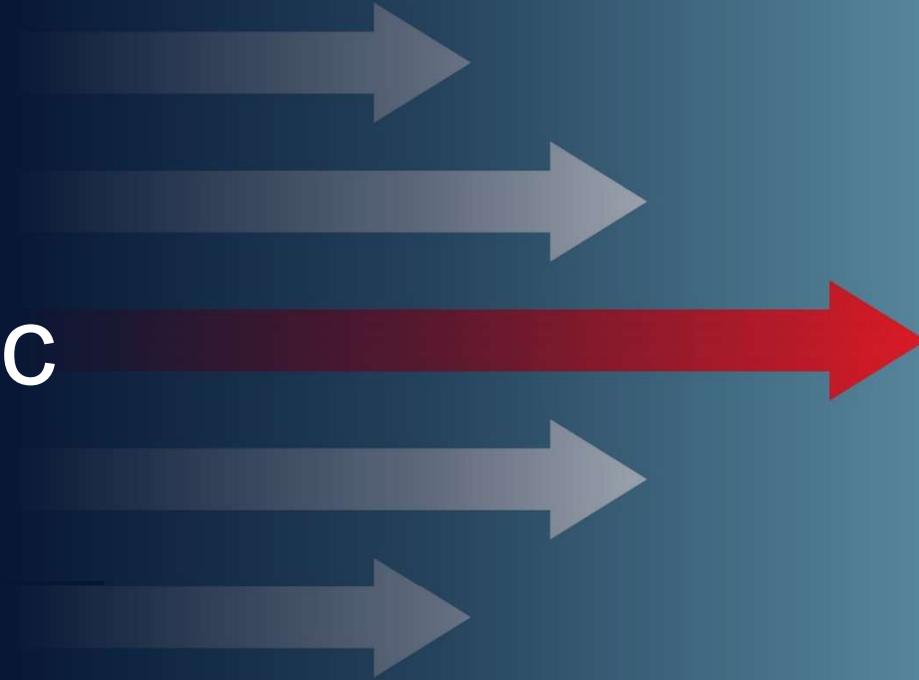
east A partnership of road safety organisations and experts





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Five strategic
objectives





Strategic objective 1

Improving capacity for developing and implementing national road safety strategies and actions plans, as well as in collecting, managing and using data.

Strategic objective 2

Data collection across the region allows better comparison based upon **CADaS** and **MiniCADaS** standards and can underpin regional initiatives.





Strategic Objective 3

Data collection methods and technologies improve the timeliness, accuracy, completeness and relevance of data for policy-making.

Strategic objective 4

Road safety data and good practice is communicated to a wide audience to encourage a Safe System Approach and stimulate action to address common challenges.





Strategic Objective 5

Strengthen and develop local capacity on crash data management and analysis, particularly in Georgia's host institutions.



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Current priorities

- National strategies
- Data gaps and definitions
- Focus on common concerns

Legislation



National Road Safety Strategies

- Armenia – awaiting approval?
- Azerbaijan – expired 2023
- Georgia – strategy ends 2025
- Moldova – expected soon
- Ukraine – strategy expired 2024



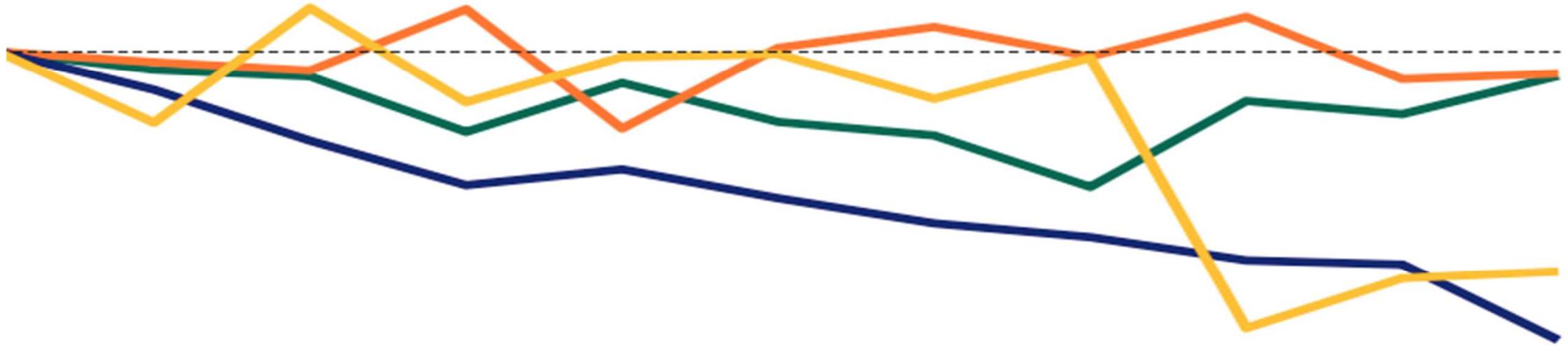
Data gaps and definitions

- Each country has gaps in the number of 'Mini-CADaS' data variables collected
- Some data variables are not recorded separately but are grouped with other information
- There are differences in definition – for example functional classification of roads

Common issues with data



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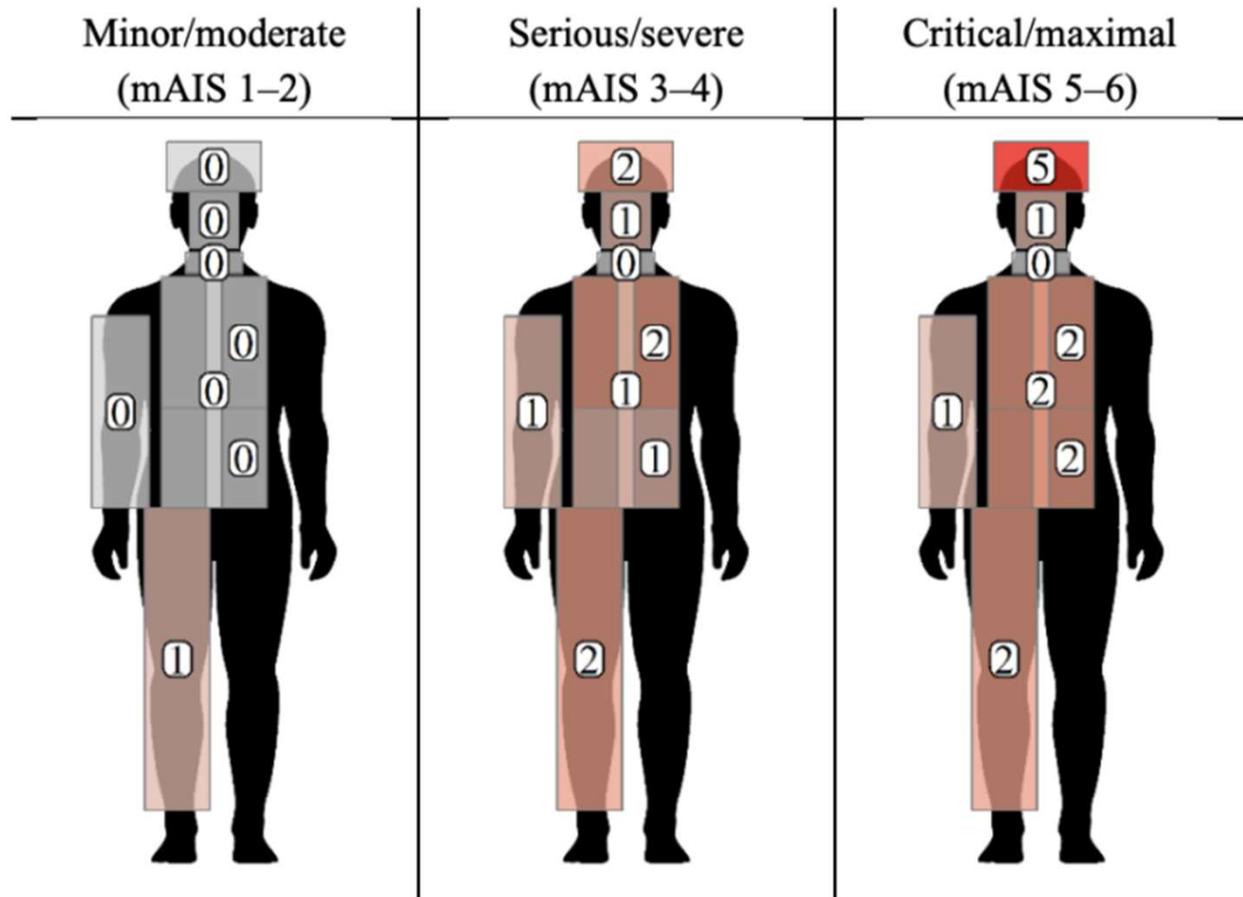




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MAIS – Maximum Abbreviated Injury Scale

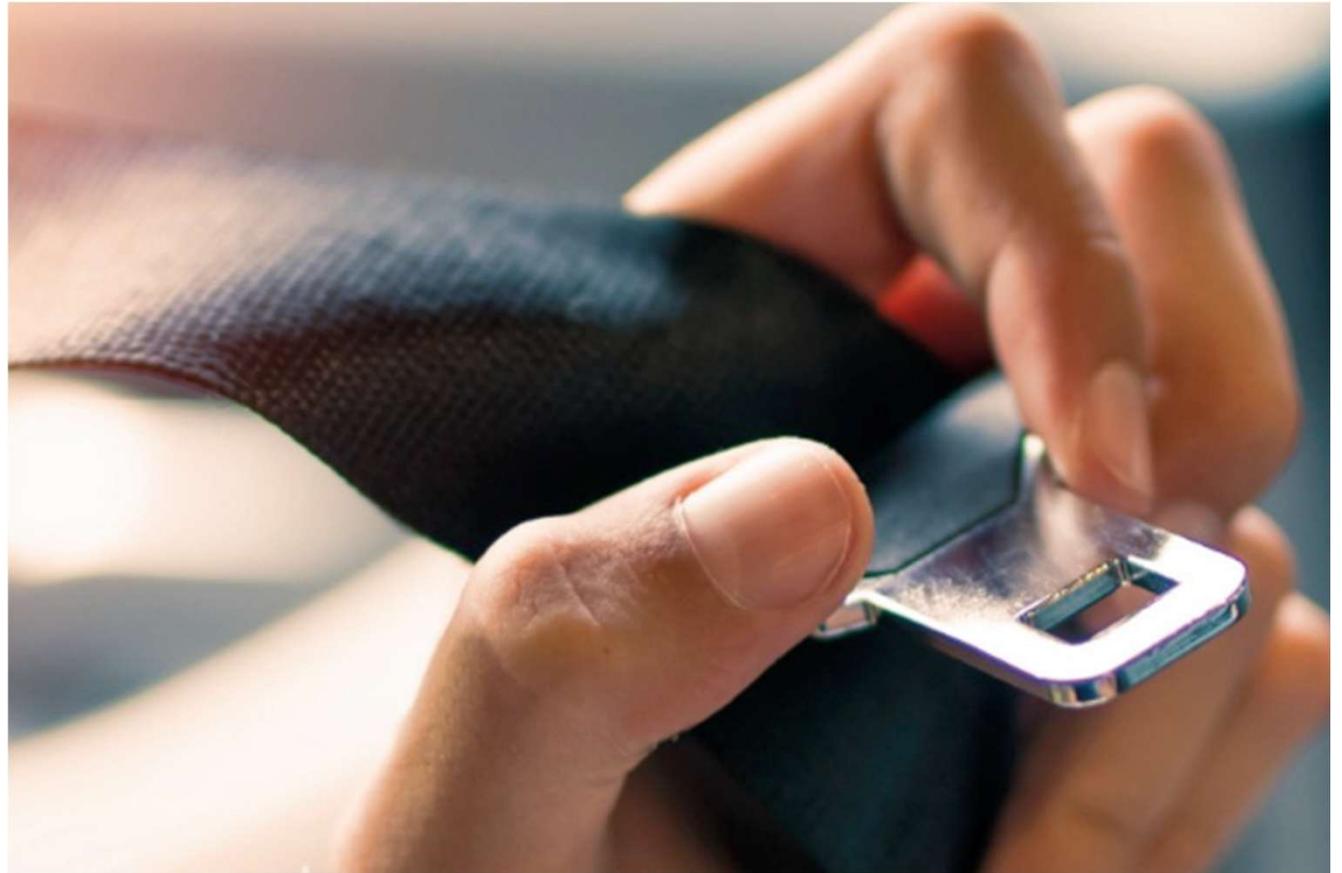
Coordination
with Health
and EMS
Data





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Key behaviour risk data



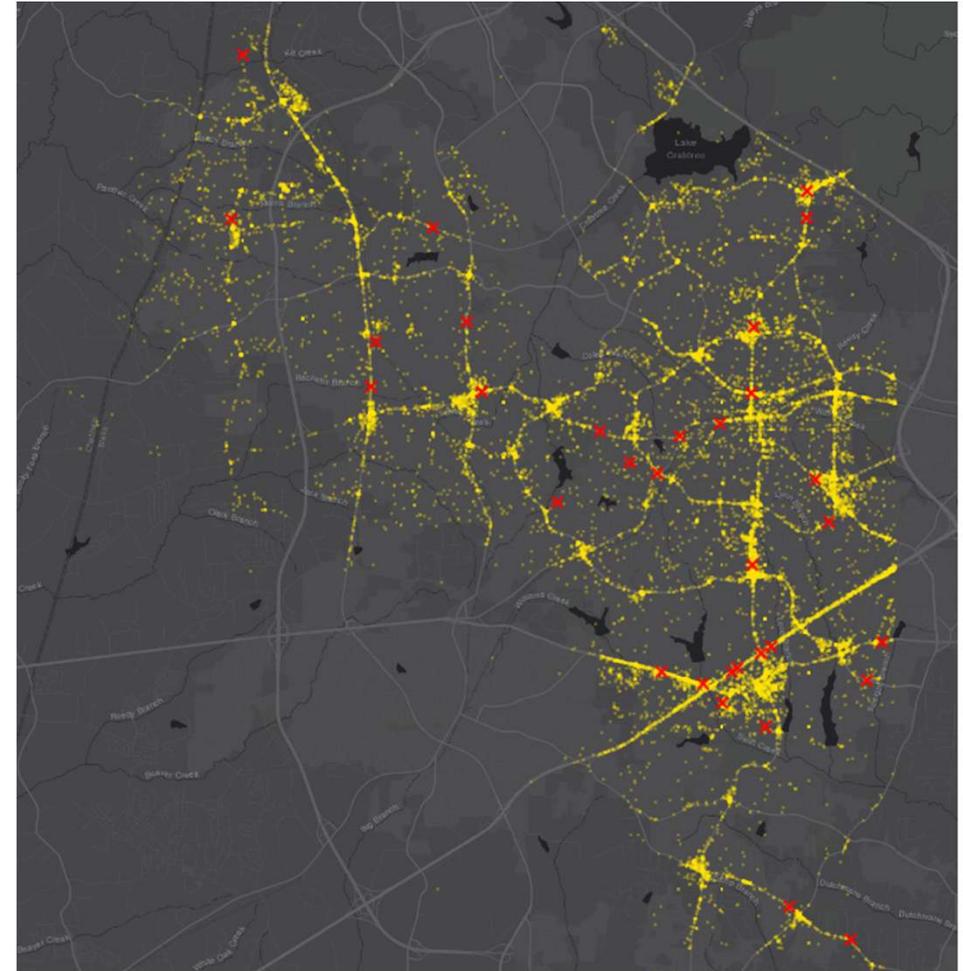
Police crash reporting is not enough.

In the UK, seat belt status in 49% of deaths was recorded as 'unknown' in 2019



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Improving crash location data and visualisation





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Road Crash investigation





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Using data for local risk management and crash prevention



Illustration: Erik T. Johnson, The New Yorker



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Digital and
technical tools
for improving
data collection
and
visualisation



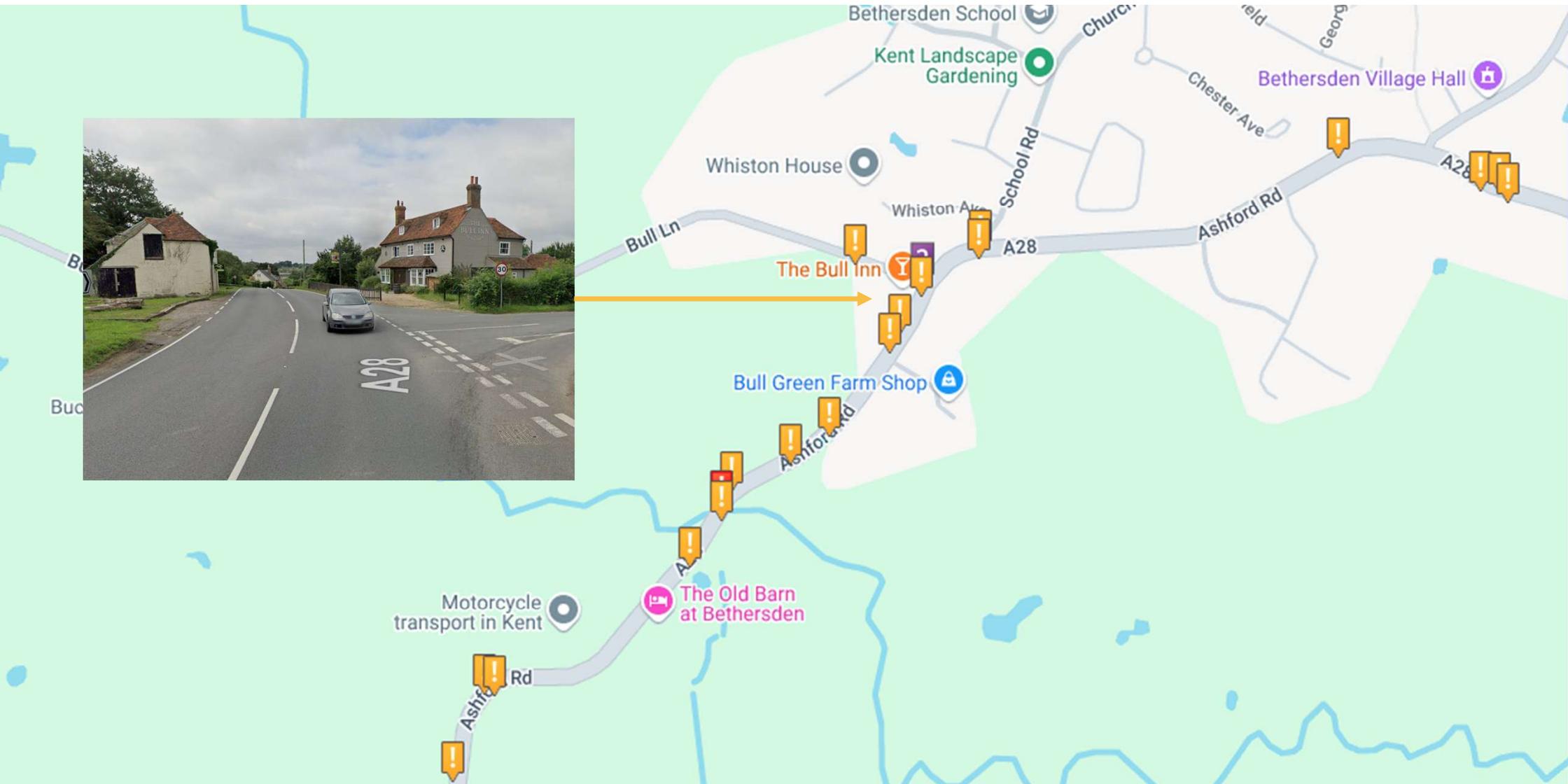


Sharing best practices and working with stakeholders



Why sharing data is important for good policy responses....





A local example - What caused these crashes?

Young people drinking and driving after closing time

This pattern was seen in the data collected and recorded by police



HAPPY HOUR

2 for 1

8PM *until* **CLOSE**



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Thank you

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