

ROAD SAFETY

Capitalizing on EU knowledge and expertise*

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* With acknowledgement to Mariya Ivchenko, IRSC for some of the analyses

Overview

1. EU should share its world class safety expertise to help NEAR countries
2. Understanding the real Problem?
3. How can Road safety help deliver EU NEAR Objectives?
4. Quick wins and while building sustainability?

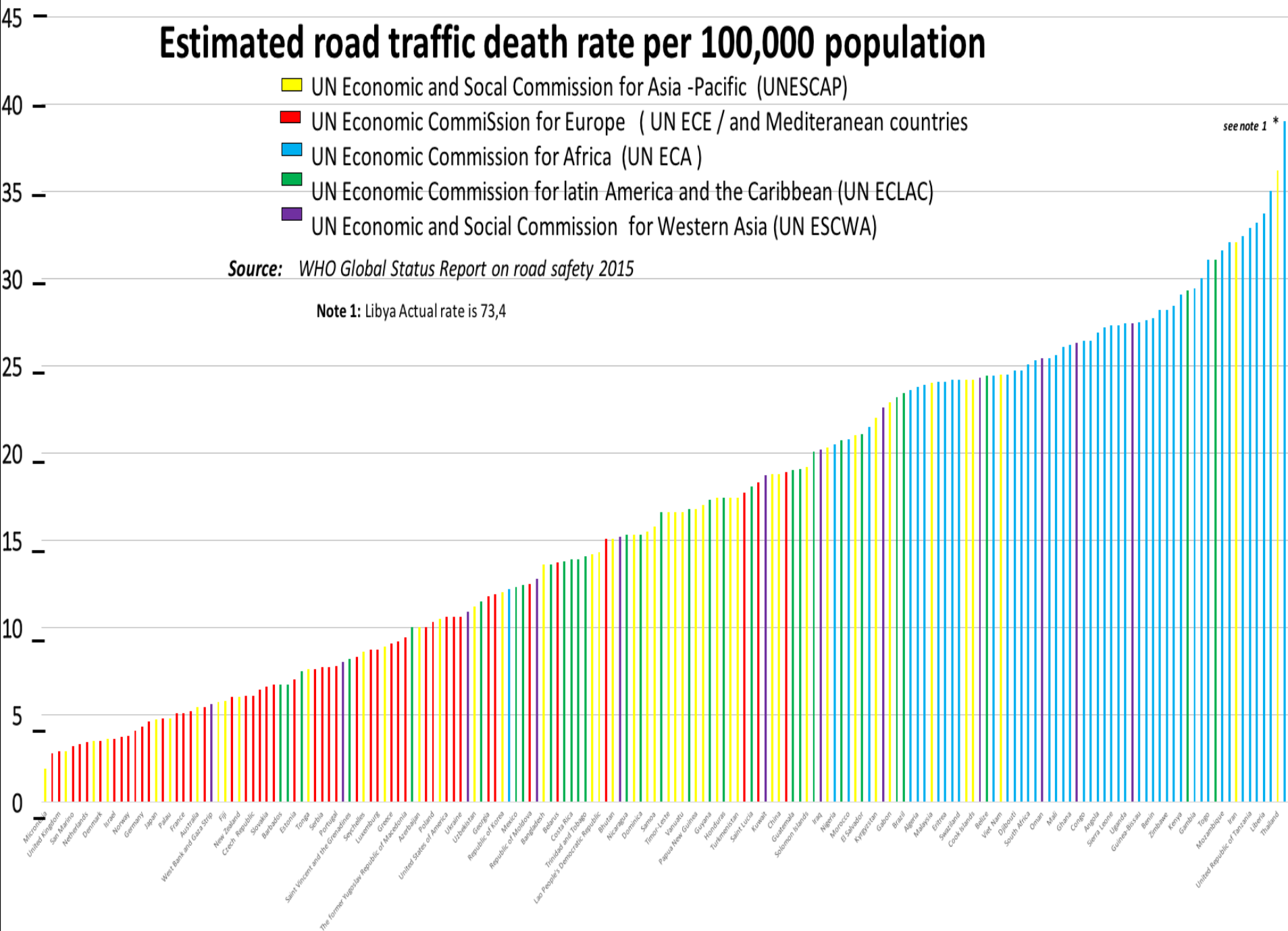
Estimated road traffic death rate per 100,000 population

- UN Economic and Social Commission for Asia -Pacific (UNESCAP)
- UN Economic Commission for Europe (UN ECE / and Mediteranean countries)
- UN Economic Commission for Africa (UN ECA)
- UN Economic Commission for latin America and the Caribbean (UN ECLAC)
- UN Economic and Social Commission for Western Asia (UN ESCWA)

Source: WHO Global Status Report on road safety 2015

Note 1: Libya Actual rate is 73,4

see note 1 *



Can others replicate the EU experience? Experience of others shows that they can!

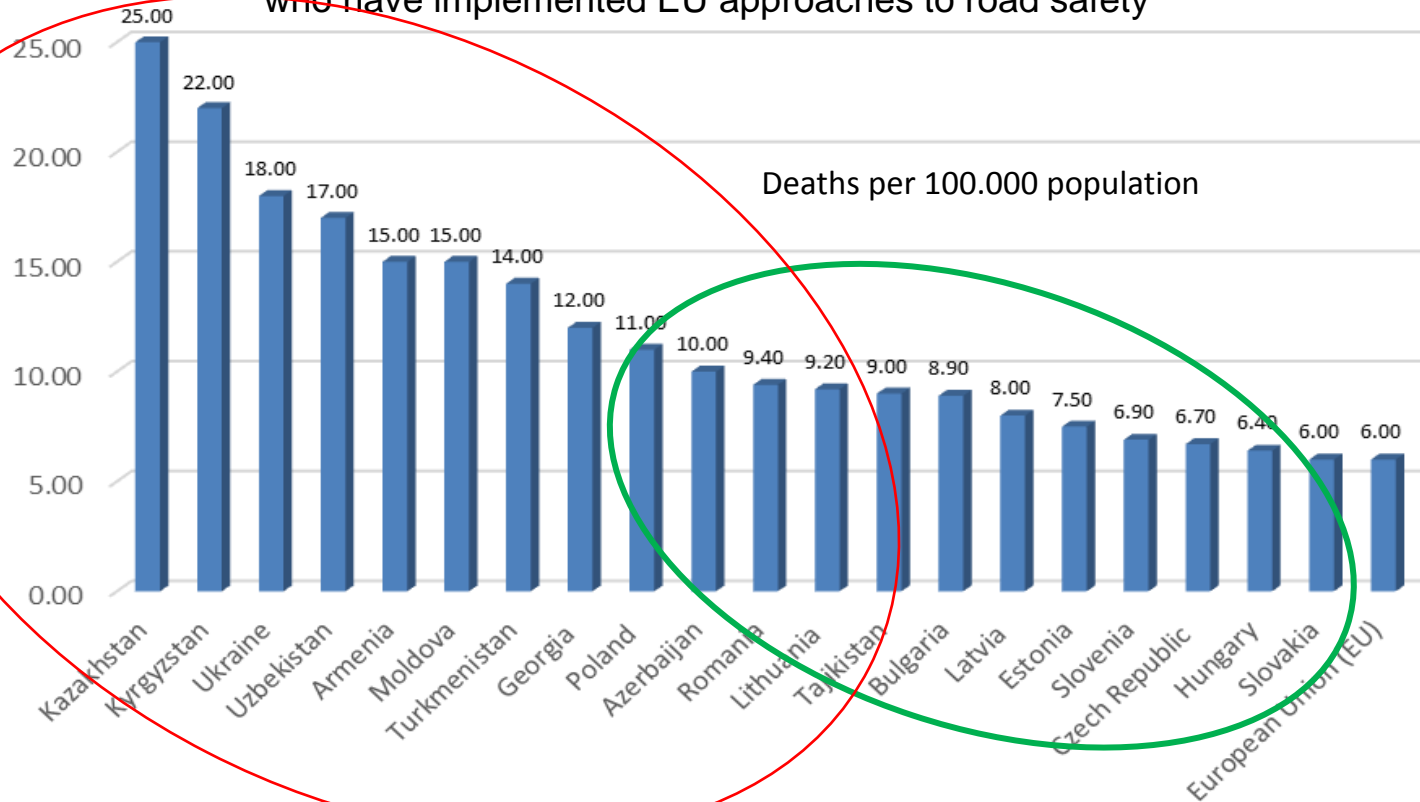
Country	Road deaths		%Change 2001-2011	Deaths /100.000 population	
	2001	2011		2001	2011
Bulgaria	1011	755	-34.9	12.4	8.9
Czech Republic	1334	802	-47.0	13.0	6.7
Estonia	199	101	-49.2	14.6	7.5
Hungary	1239	638	-48.5	12.1	6.4
Latvia	558	179	-67.9	23.6	8.0
Lithuania	706	297	-57.9	20.2	9.2
Poland	5534	4189	-24.3	14.5	11.0
Romania	2461	2018	-18.0	10.9	9.4
Slovakia	814	324	-47.2	11.6	6.0
Slovenia	278	141	-49.2	14.0	6.9
Serbia	1275	728	-42.9%	16.99	10.06
European Union (EU)	54302	30108	-44.6	11.3	6.0

Serbia 2001- 2014 by adopting EU approaches reduced deaths by 57%

We have the vaccines and proven solutions . We just need to apply them!

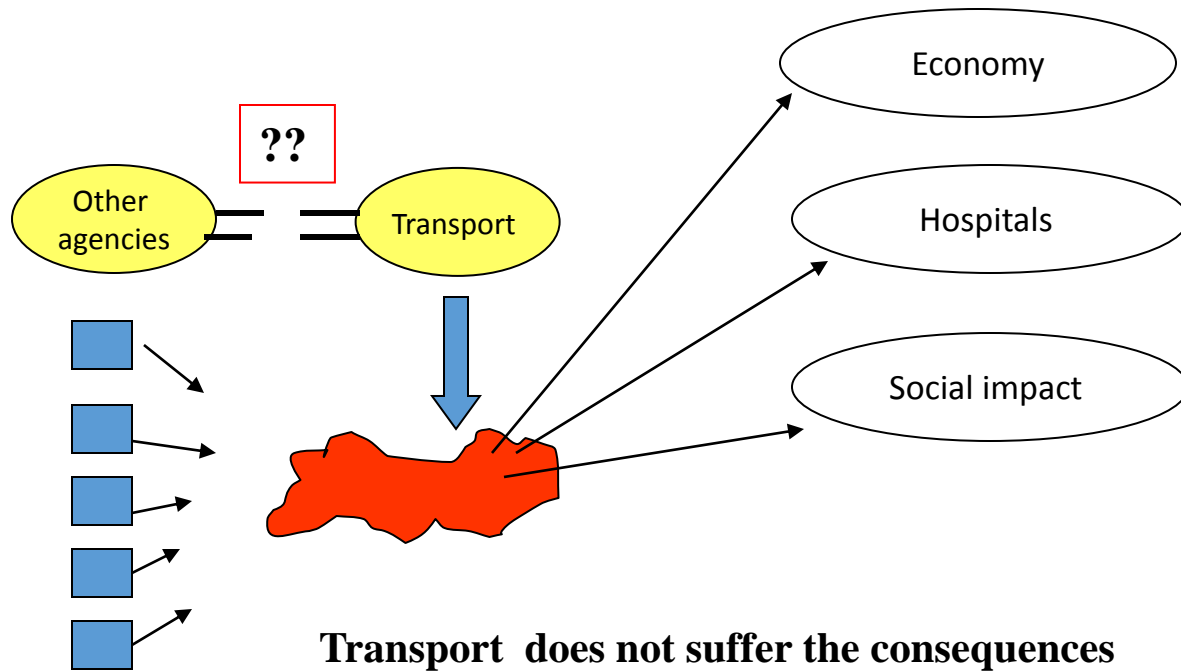


Comparison of TRACECA countries against other ex soviet countries who have implemented EU approaches to road safety

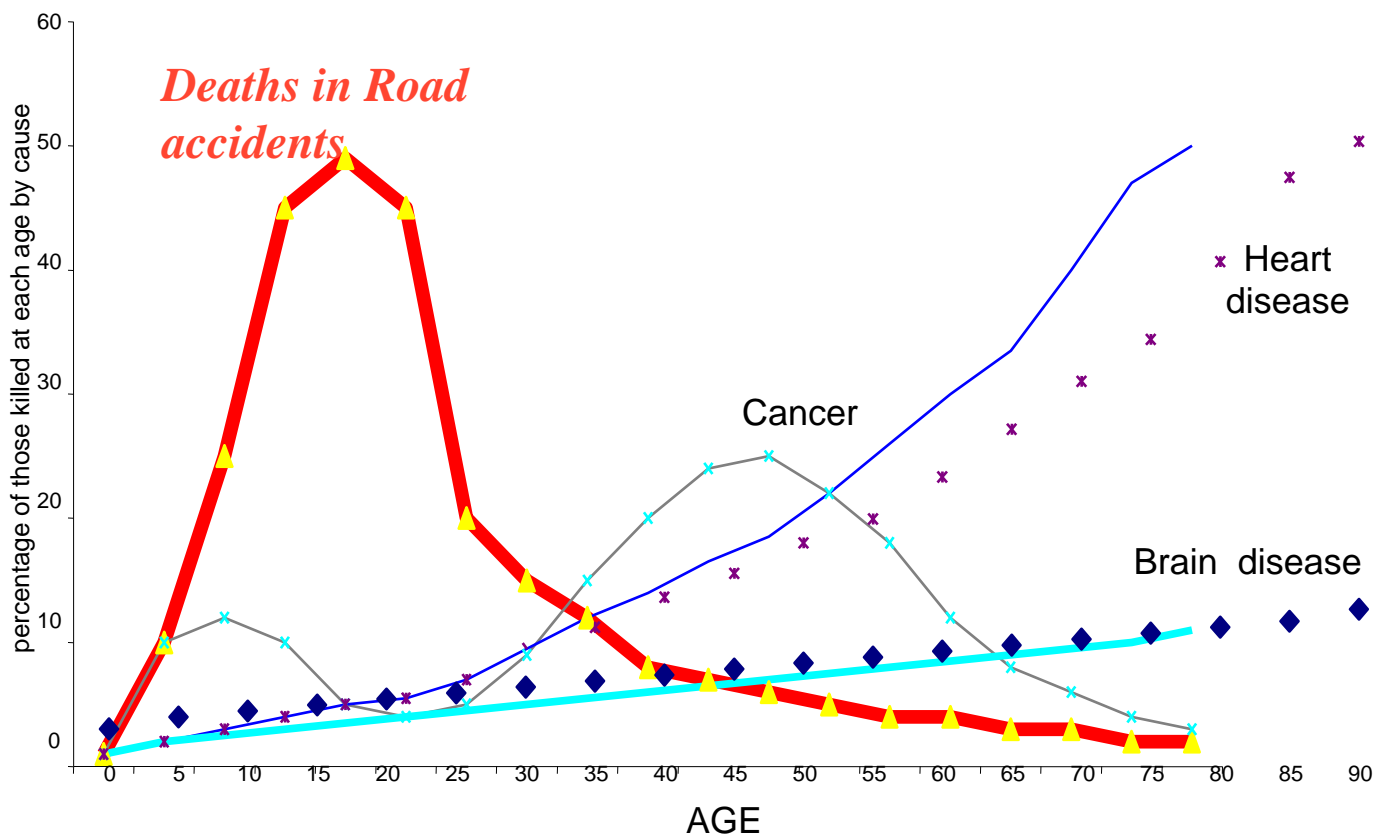


Understanding the problem

- Happens on transport network and many other agencies are involved but effects/impacts/losses occur elsewhere



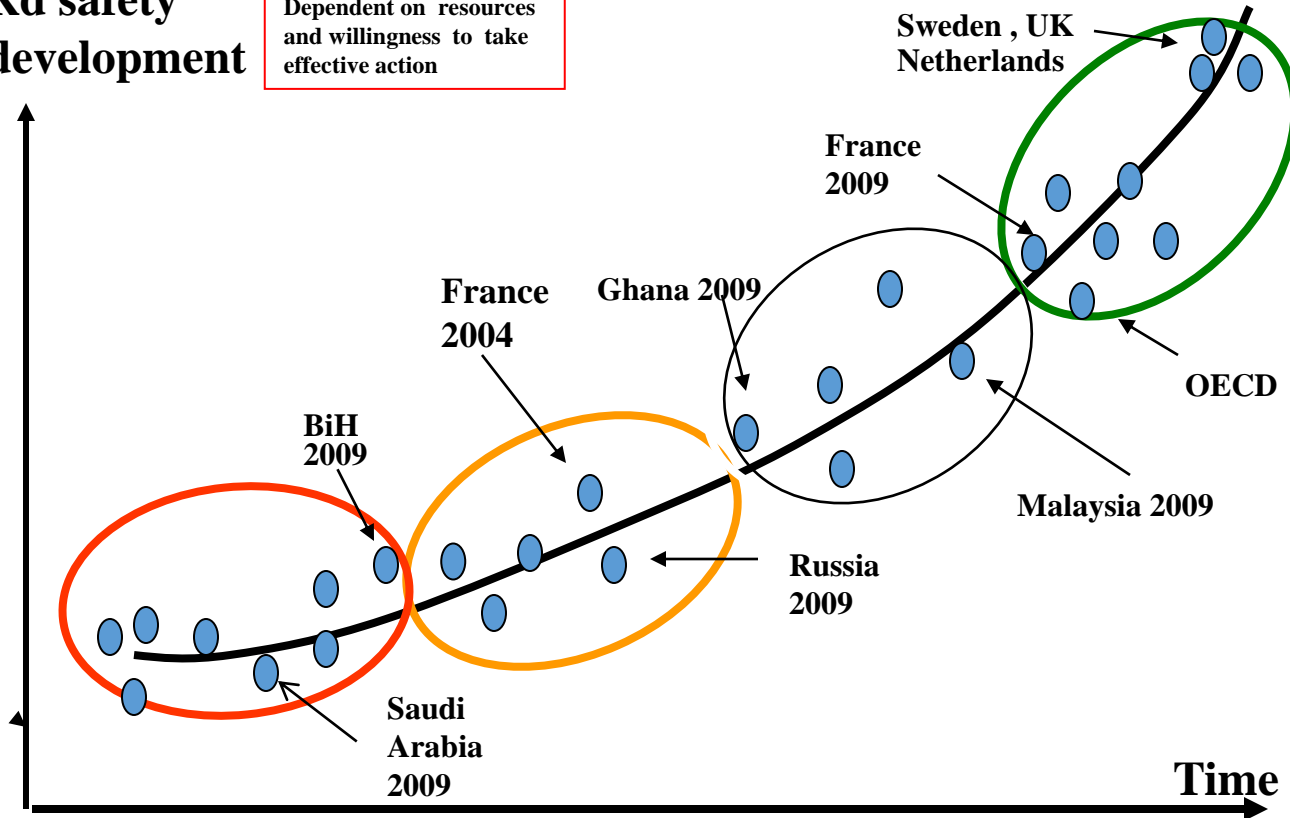
Global Causes of death by age



Road safety Development

Rd safety development

Dependent on resources and willingness to take effective action



Deaths and injuries in Eastern Partnership countries

Eastern Neighbourhood countries	Population (WHO/CIA Factbook)	Police reported deaths in 2014	Police reported injuries in 2014	Estimated road traffic fatalities using WHO Corrections*	Deaths per 100,000 population after data correction
Armenia	2,976,566	297	4,479	513	17.23
Azerbaijan	9,413,420	1,124	2,676	1,461	15.52
Belarus*	9,356,678	894		1,282	13.70
Georgia	4,340,895	511	8,536	511	11.77
Moldova	3,487,204	324	3,080	469	13.44
Ukraine	42,617,345	4,464	32,352	4,464	10.08
Regional data	72,192,108	7,614	51,123	8,700	12.05

* From WHO Global status of road safety report , 2015

SOCIO ECONOMIC LOSSES DUE TO ROAD CRASHES

Eastern Neighbourhood countries	2014 GDP per capita (World Bank Data) (US\$)	2014 GDP Total (million US\$)	Estimated annual cost of KSI crashes (million US\$)	Crash Cost as a % of GDP	ODA of DAC-EU members, 2014 (million US\$)	Losses/ODA
Armenia	\$3,874	\$11,530	\$403	3.5%	59.95	6.72
Azerbaijan	\$7,887	\$74,239	\$3,103	4.2%	38.85	79.86
Belarus*	\$8,040	\$75,228	\$2,516	3.3%	55.31	45.48
Georgia	\$4,435	\$19,253	\$793	4.1%	31.55	25.14
Moldova	\$2,239	\$7,808	\$254	3.3%	65.38	3.88
Ukraine	\$3,083	\$131,368	\$4,816	3.7%	266.82	18.05
Regional data		\$319,425	\$11,884	3.7%	517.86	22.95

Why should EU do more to address the road safety problem in NEAR countries ?

1. Objectives of transport connectivity
 1. **Sustainable economic development**
 2. **Increase market opportunities for companies in EU and NEAR to trade and contribute to growth and sustainable development**
 3. **Shift to more environmentally friendly transport modes**
 4. **Making different transport modes safer and more secure**
2. Road safety is a **poverty, health , social and economic development** issue –all key objectives of development assistance lending and grants .
Improving road safety supports aid additionality
3. Leveraging additional resources (through savings that can be generated)
Increases **effectiveness of the aid provided** as such savings can then be used by governments for social and economic programmes supplementing and supporting the aid funded programmes
4. Road safety targets now included in two of the sustainable development goals (SDGs) so aid agencies have to address road safety

Quick Wins ?

- **Sub region**
 - 1 Speed reduction
 - 2 Seatbelt wearing
 - 3 Blackspot improvement programmes at each level of roads authority (say identify / improve 25 worst locations in each country state roads and 3 main cities ?)
- **Country specific /**
- Armenia ,Azerbaijan ,Belarus, Georgia,Moldova ,Ukraine

“Support to the countries will be channelled as much as possible through regional projects (peer-to peer knowledge transfer, alignment of investments to increase network efficiency, etc.), whereas bilateral projects are typically national projects which serve to complement the efforts on a regional level (i.e. are tailor made to the particular needs of country, allowing the projects to go 'deeper'). These complementary national projects are undeniably important to induce and support the necessary legal and institutional reforms”

Sustainability ?

- 1 Capacity building in role model countries and in country in local languages
Universities
engineers at state provincial and municipal level
managers in each pillar
etc
- 2 Institutionalizing road safety in each country
Management structures - national + municipal
funding mechanisms
- 3 Guidelines and manuals on implementation and monitoring

Costs ?

quick wins

speed reduction

euro 5 million/ country

seatbelt campaigns / enforcement

euro 5 million/ country

Blackspot improvements

euro 30 million / country

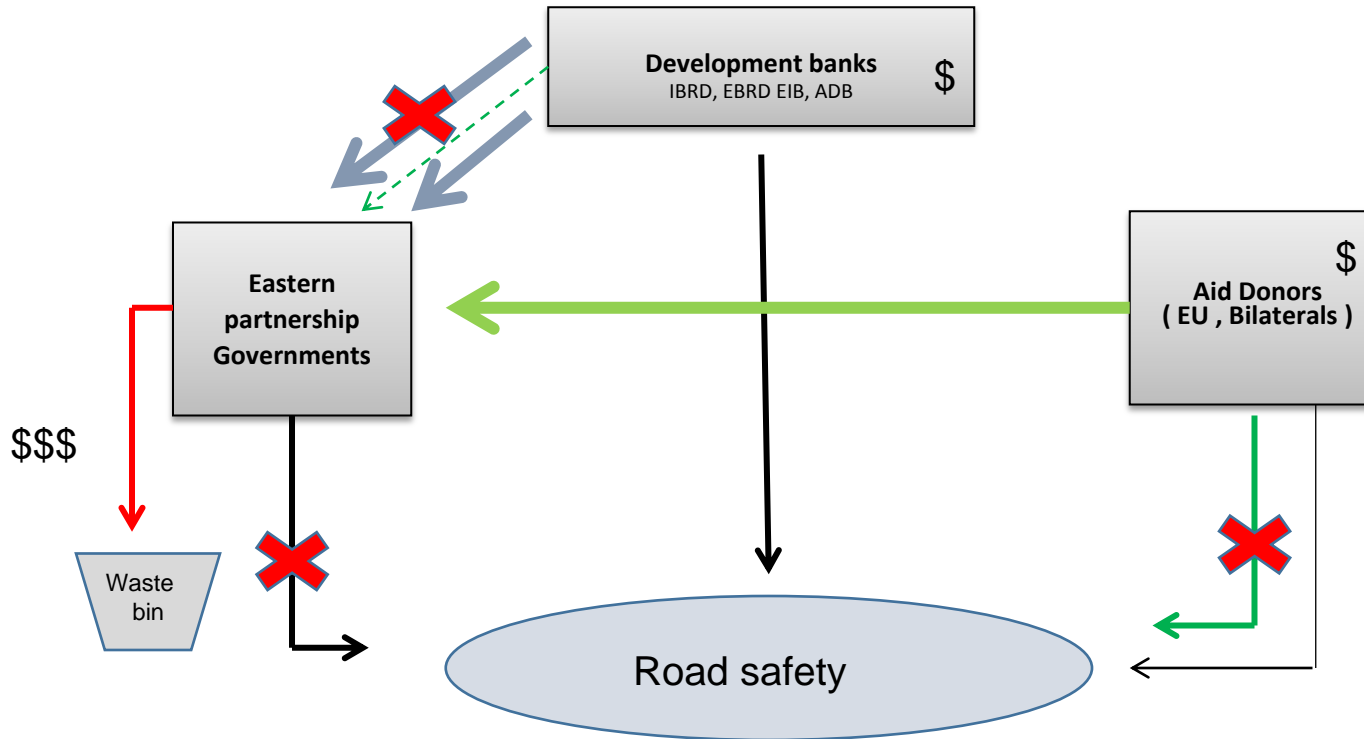
Sustainability

capacity building activities

euro 3 million / country

Annual losses 3-5 % GDP/ YEAR totalling nearly \$12 billions/ year

The underlying problem in funding road safety in low and middle income countries like Eastern Partnership countries Can we find a solution ?



Payment by results
results based Disbursement

Thank you for listening !

For more information

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(a **not for profit** organisation sharing expertise and experience with LMICs)

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