Albania Road Safety Presentation

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Albania Road Safety Management

Overview

• Central Government of Albania main responsibility
• Local Government partial responsibility
• Albanian Road Safety Strategy
• The goal to reduce fatalities by 50% in long term
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Central level

• Ministry of Transport and Infrastructure and Ministry of Interior Affairs share the main responsibility

• The funding programs are provided by central and local government
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Central level

Ministry of Transport and Infrastructure:

• Proposes the legislation
• Issues by-law and regulations
• National program and accident data analysis
• Monitors the activity of agencies such as: Albanian Road Authority and General Directorate of Road Transport Services and concessionaire of vehicle inspection (private company)
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Central level

• **Albanian Road Authority** builds and administers state roads

• **General Directorate of Transport Services** administers registration of vehicles and driving licenses
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Central level

Ministry of Interior Affairs

• Traffic Police enforcement body
  – Collection of accident data

• Traffic Police and Directorate of Road Safety form the technical secretariat of the Inter-Ministerial Committee

• Inter-Ministerial Committee approves National Road Safety Action
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Local level

• 12 prefectures subdivided in counties and municipalities
• Local infrastructure development
• Public transport etc.
• Road safety initiatives
Albania Road Safety Data
Albania Road Safety Data

Number of road user seriously or fatally injured, by years and mode

*Source:* Ministry of Transportation and Infrastructure, authors' calculations
Albania Road Safety Data

- 449 casualties among motorcyclists
- 17.1% of all road users casualties
- Fatalities 41 persons and share 15.5% of all road users fatalities.
Note 1: The category *Others* include: Buses/Minibuses, Road tractors/Agricultural tractors, Trailers.

Note 2: The decrease showed in 2011-2012 is due to massive deregistration on these years as a result of fiscal amnesty.
Vehicle Data

- In 2014 registered 490 899 road vehicles
- Registered motorcycles 30 975
  6 % of the share.
## Data on Mobility and Safety 2010-2014

<table>
<thead>
<tr>
<th></th>
<th>YEAR</th>
<th>Change in % 2013-2014</th>
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<tbody>
<tr>
<td><strong>Data</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatalities</td>
<td>322</td>
<td>334</td>
</tr>
<tr>
<td>Seriously injured</td>
<td>448</td>
<td>481</td>
</tr>
<tr>
<td>Light injured</td>
<td>1702</td>
<td>1754</td>
</tr>
<tr>
<td>Fatalities/100 000 inhabitants</td>
<td>11.09</td>
<td>11.52</td>
</tr>
<tr>
<td>Number of vehicles</td>
<td>410 629</td>
<td>394 485</td>
</tr>
<tr>
<td>Motorisation number of vehicles /10 000 inhabitants</td>
<td>1415</td>
<td>1361</td>
</tr>
</tbody>
</table>
Mopeds

• The definition is in line with EU Directive 2002/24/EC

• Registered mopeds are 4,674 and corresponds to 1.6 per 1000 inhabitants.

• Youngsters from age 16
Motorcycles

• The definition is in line with EU Directive 2002/24/EC

• Registered motorcycles are 20316 and corresponds to 7 per 1000 inhabitants.

• Motorcycles vary greatly in terms of type and use
Two - wheelers accidents

• For both categories the age bracket 25-44 is the most affected

• Mopeds ( at intersections and secondary roads )

• Motorcycles ( difficulty maintaining balance, weaving in and out through the traffic )
Instruction of drivers

• Fast mopeds minimum age is 16 (theory exam)

• Motorcycles minimum age is 18 (theory and practical exam)

• Roadworthiness test
Infrastructure

• Moped are very sensitive to road surface.

• Motorcyclist more or less face the same difficulties as mopeds on the roads and have additional risk.

• Review of construction standards.
• Protection of drivers and passengers
  - 29 % of motorcycles road exits and hitting the roadside objects
  - 10 % the motorcycles and pedestrians
  - 61 % of accidents in built up areas.
  - Motorcycles causalities only 37 % worn helmets.

• Awareness
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