

Why addressing child restraints, rear safety belts, and speed management are important to increase road safety in Georgia

Dr. Eva Eichinger-Vill
Vill Consulting Engineers
Vienna, Austria

Gela Kvashilava
Partnership for Road Safety
Tbilisi, Georgia

Short introduction of the speakers

Eva M. Eichinger-Vill, MSc, PhD

Vienna, Austria

eva.eichinger-vill@vill-zt.at



Current positions

Partner and Senior Specialist for Road Safety and Reliability	Vill Consulting Engineers, Vienna
Senior Road Safety Consultant	World Bank, Washington and UNECE, Geneva
University Lecturer for “Infrastructure safety and reliability” and “Transport/road safety policy”	University of Applied Sciences, Vienna and University of Technology, Graz
Governing Board Member	Grossglockner High Alpine Road Cooperation
Supervisory Board Member	Austrian Standards Institute and Austrian Research Association for Roads, Railways and Transport

Former positions

Head of Department “Road Safety and Infrastructure Safety Management”	Federal Ministry of Transport, Innovation and Technology, Vienna
Secretary General of the Austrian Road Safety Fund	Federal Ministry of Transport, Innovation and Technology, Vienna

Short introduction of the speakers

Gela Kvashilava

Tbilisi, Georgia

georoadsafety@gmail.com



Current positions

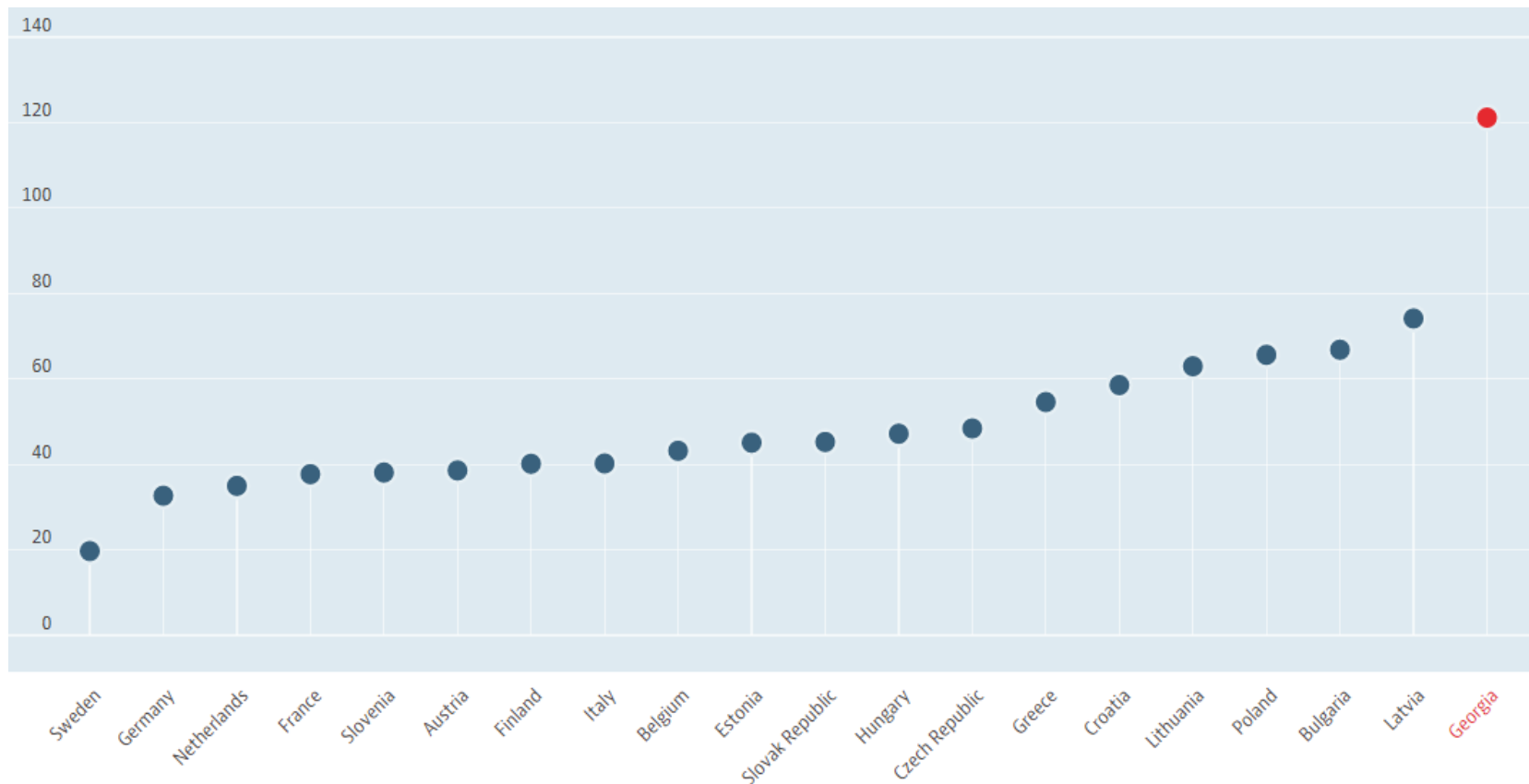
Founder of the Foundation Partnership for Road Safety	Tbilisi, Georgia
Road Safety and Sustainable transport Consultant	World Bank and ITDP, Washington
Lead Regional Consultant	UNECE, Genève
International Expert	The Eastern Alliance for Safe and Sustainable Transport, the UK
International Key Expert	NTU international S/A, Danmark

Former positions

Regional Consultant TRACECA Road Safety II Project	Safege, France
Project Consultant, Green Cities: Integrated Sustainable Urban Transport for the city of Batumi and the Achara Region	UNDP, Georgia

The scale of the road safety problem in Georgia

- In the year 2020 a total of 4,999 crashes resulted in 6,640 people being injured and 450 killed in Georgia.
- With a population of 3,989,167 in 2020 this amounts to 121 fatalities per 1 million inhabitants.
- This is a rate almost 3 times higher than in many European countries.

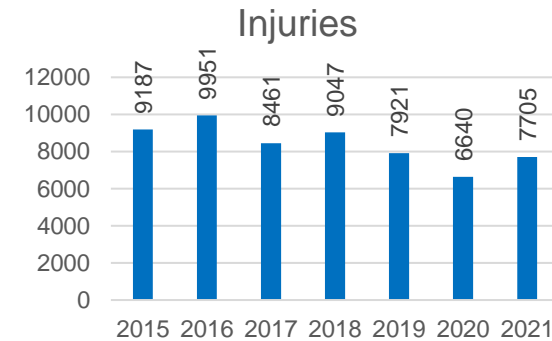
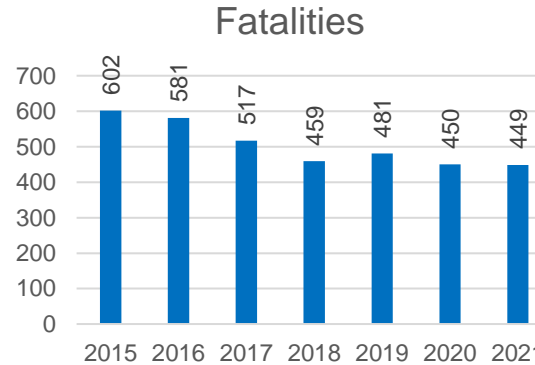
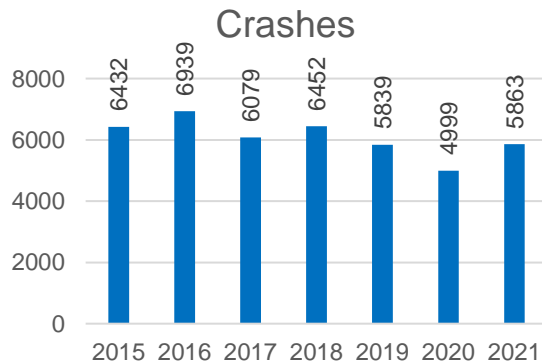


Positioning of Georgia compared to countries with the lowest traffic fatalities in the region and globally

	Road fatalities	Estimated fatality rate per 100,000 pop.	% trend in fatality rate per 100,000 pop. (2013-2016)	Registered vehicles per 100,000 pop.
Georgia	599	15.3	8.2	28,697
Best performing-countries in the region				
North Macedonia	134	6.4	5.8	21,284
Serbia	649	7.4	-6.1	25,877
Best performing-countries globally				
Switzerland	223	2.65	-5.4	71,182
Norway	143	2.72	2.4	75,544
Sweden	278	2.83	-3.2	62,037

Source: WHO Global Status Report on Road Safety 2018

Traffic crash statistics (2015-2021)



- In 2020, a total of 4,999 crashes were recorded in Georgia (-14.4 % compared to 2019) with 6,640 injuries (-16.2 % compared to 2019).
- Fatalities decreased from 481 to 450 between 2019 and 2020, which equals a reduction of only 6.5 %.
- In 2021 the numbers were similar as in the pre-pandemic years with a total of 5,863 crashes, 449 fatalities and 7,705 injuries.

A business case for road safety

Business case for safer roads in Georgia

Infrastructure and speed management investment required	USD 0.37 billion
Annual investment as a % of GDP (2019-2030)	0.19%
Reduction in fatalities and serious injuries over 20 years	50,000
Economic benefit	USD 3.10 billion
Benefit/cost ratio	8

Source: Global Road Safety Facility, <https://www.roadsafetyfacility.org/country/georgia>

Connection to Georgia's Road Safety Performance Review, Road Safety Strategy and Action Plan

- **Road Safety Performance Review (RSPR) Georgia – From Reforming to Performing** (2018) identified the most critical road safety aspects and priority needs in the country including speed, non-use of safety belts and child restraints as key risk factors.
- **Georgia's National Road Safety Strategy** (2016) put a strong focus on a planned, systematic and results-focused approach to increase road safety.
- **Road Safety Action Plans 2017-2020** described activities as well as the agencies responsible, partner organizations, timelines, budgets and sources of funding.
- Neither the current National Road Safety Strategy nor the National Road Safety Action Plan contain **concrete and measurable road safety goals** on speeding, wearing of safety belts and introduction of child restraints.
- Currently, a new National Road Safety Strategy for the years 2022-2025 and a National Road Safety Action Plan for the years 2022-2023 are being developed.



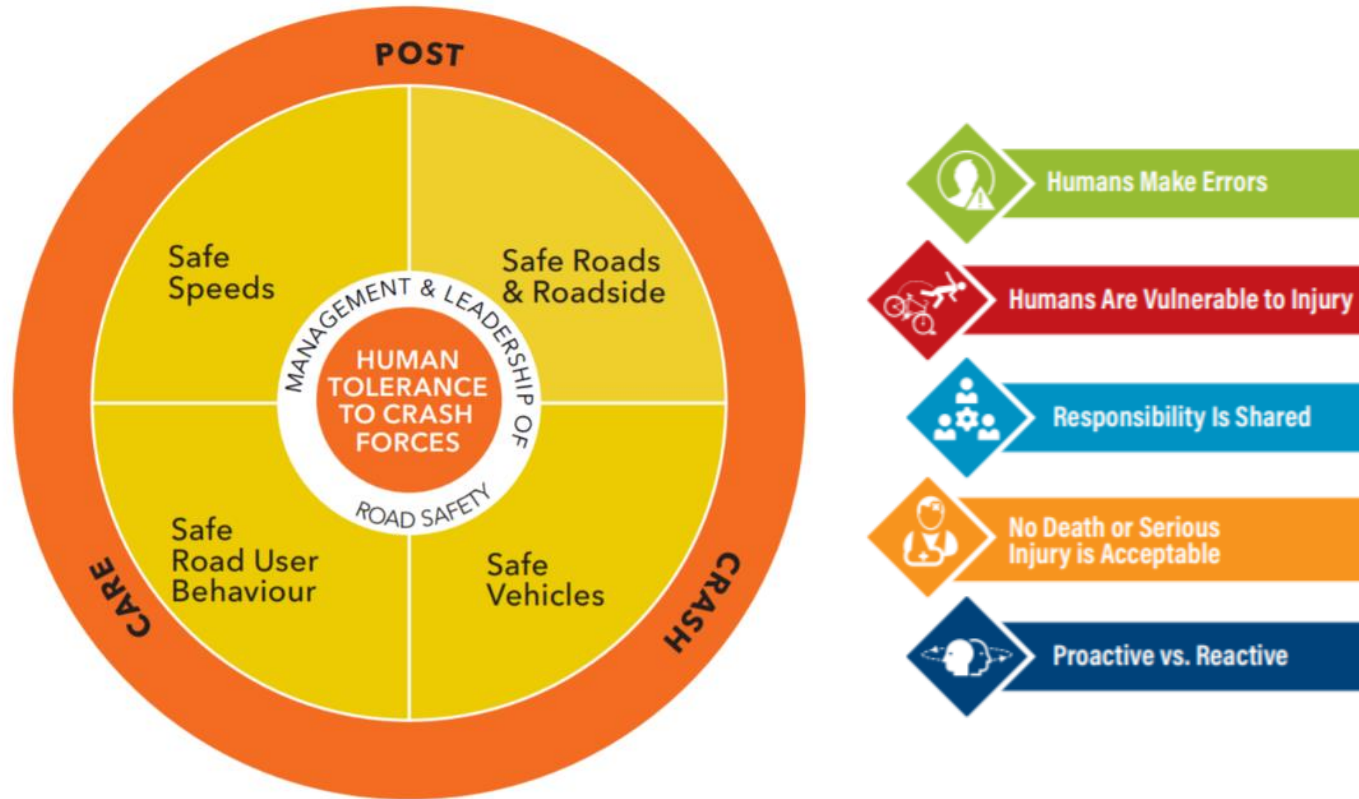
Connection to current UN documents and recommendations

- **Safety belts and child restraint systems** are appended to the “**1958 Agreement**”
"Agreement concerning the adoption of harmonized technical United Nations Regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these United Nations Regulations “)
- **UN General Assembly resolution** adopted on 31 August 2020 – 2nd Decade of Action for Road Safety 2021-2030 with the aim of preventing 50 percent of road traffic deaths and injuries and recognizing **speeding** as a key risk factor for countries to address
- **United Nations’ Sustainable Development Goals (SDGs)** adopted in 2015: **two global targets on road safety** in SDG 3 – Good Health and Wellbeing for all; and SDG 11 - Sustainable Cities and Communities
- Governments adopted in April 2020 the “**ITC Recommendations for Enhancing National Road Safety Systems**” at the 82nd session of the Inland Transport Committee (ITC)

ITC Recommendations for Enhancing National Road Safety Systems

Pillar \ Area	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management – vertical and horizontal coordination					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal in- struments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

Connection to the Safe System approach



Source: GRSF, WRI

We look forward to your questions and a fruitful discussion.

Dr. Eva Eichinger-Vill
Vill Consulting Engineers
Vienna

Gela Kvashilava
Partnership for Road Safety
Tbilisi, Georgia