



Ministry of Economy and Sustainable
Development of Georgia

2022-2025 National Road Safety Strategy of Georgia

UNECE Workshop on Type Approval Procedures

20 November 2023
Tbilisi

Vision - Georgian Roads free from deaths and serious injuries (**VISION ZERO**)

Goal – The goal is to reduce the number of fatalities and serious injuries by 25% by 2025 (**25 by 25**)

❖ **5 Main Objectives:**

- Road Safety Management
- Safer Road Users
- Safer Infrastructure
- Safer Vehicles
- Fast and Effective Emergency Services

❖ **Administration of the Strategy**

- Interagency Commission and working group
- Commission Meetings and Reports (Progress Report, Annual Report and Final Report)
- Stakeholder Involvement - "Consultation Format"

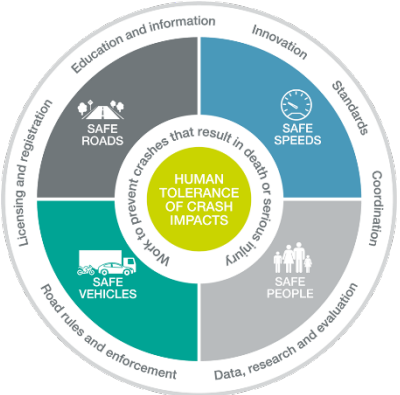


❖ **Funding** - The budget of the action plan for 2022-2023 is 85,682,248 GEL

❑ Compliance with international standards and best practices:

- Safe System Approach
- Common Responsibility
- Vision Zero principles are also embedded in the strategy

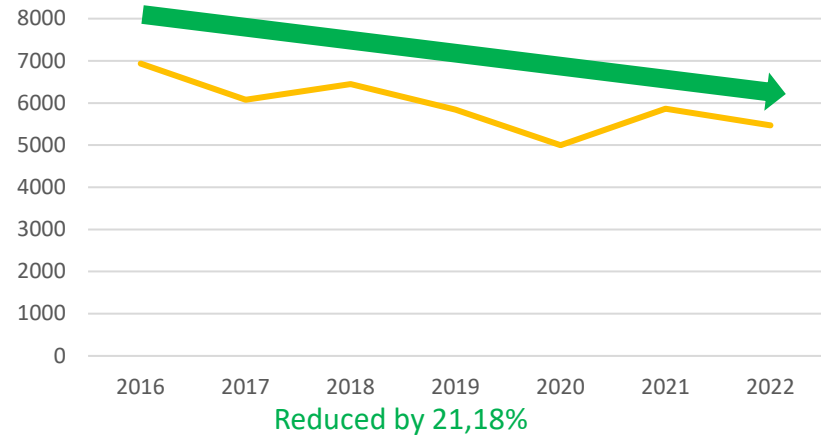
❑ Link to the UN sustainable development goals (SDGs): 3.6; 11.2



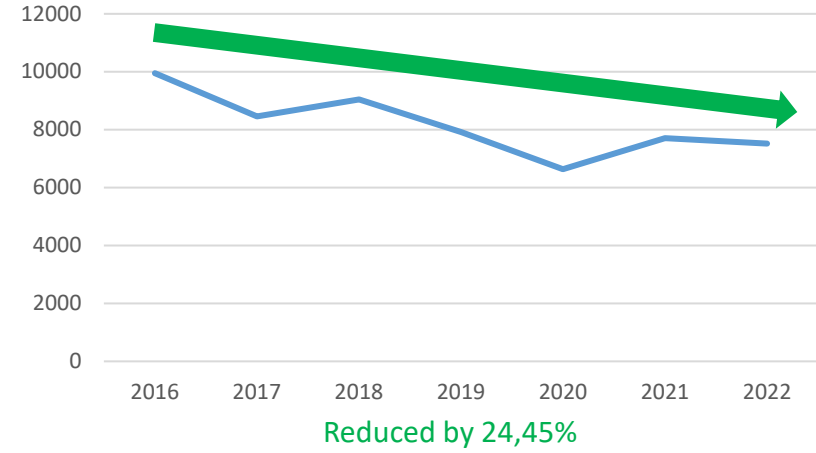
Road Traffic Accident Trends in Georgia



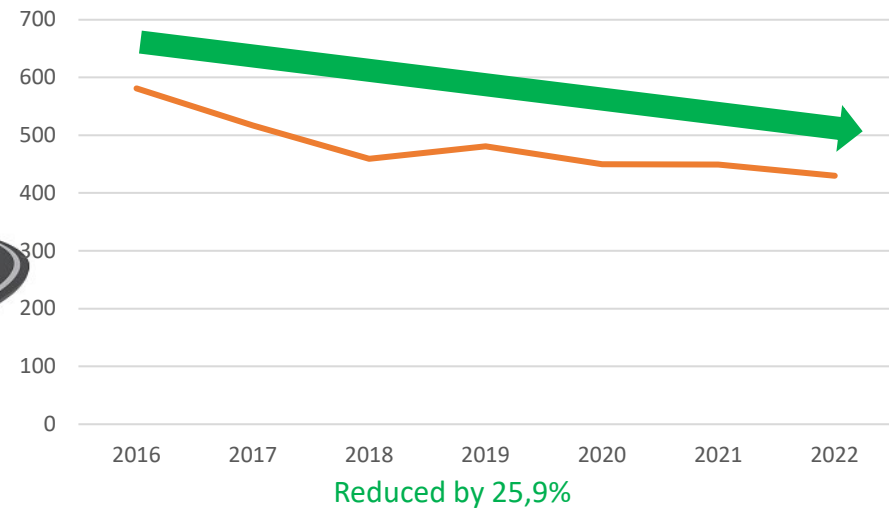
Accident



Injury



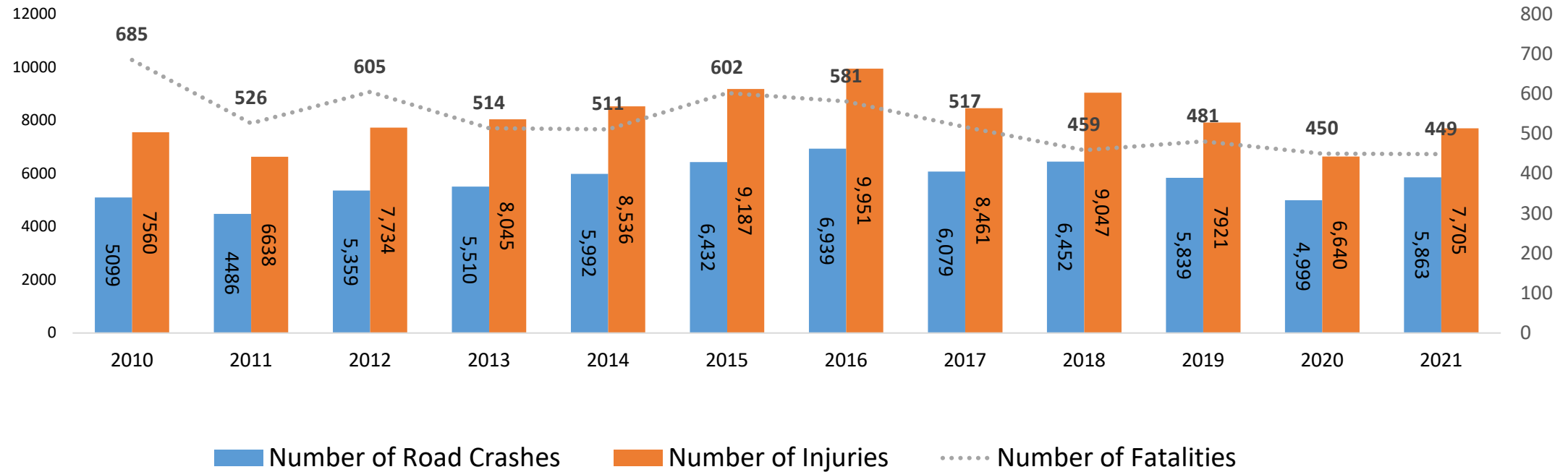
Death





State of Play

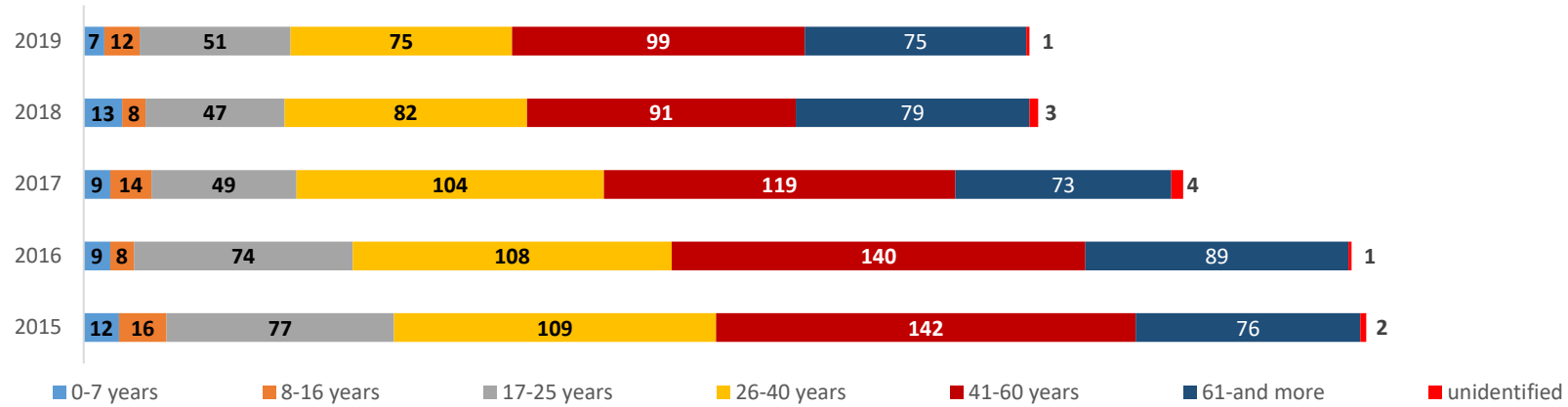
Number of Road Crashes in Georgia in 2010-2021



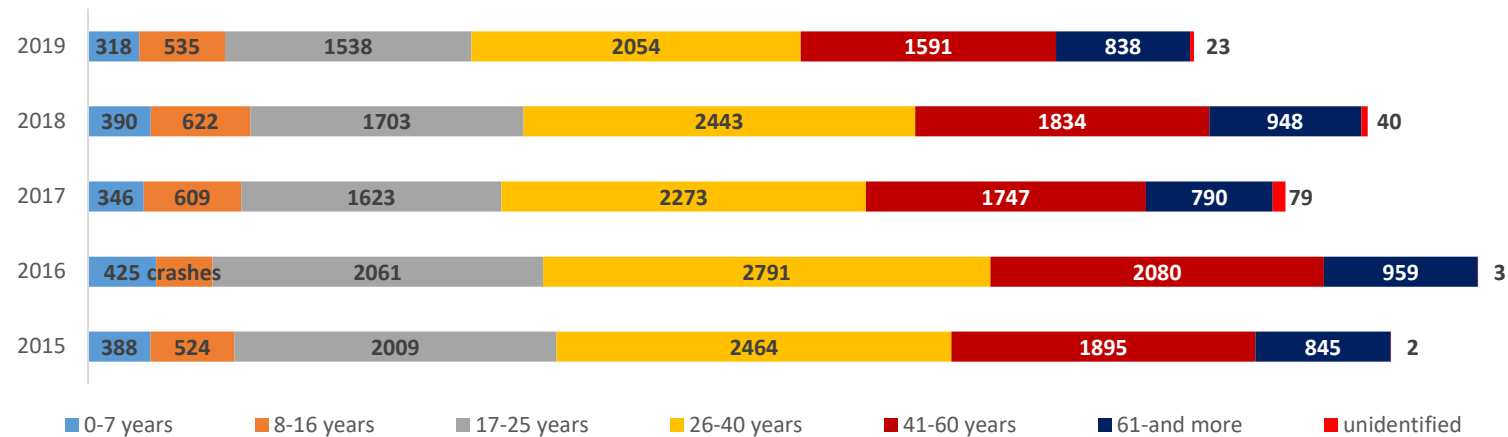
□ According to the analysis carried out based on the methodology of the World Bank, taking into account the total number of fatalities and injuries caused by road accidents in 2019, the socio-economic expenditure amounted to 4.1% of GDP.

Number of Deaths and Injuries in Road Crashes in Georgia by Age

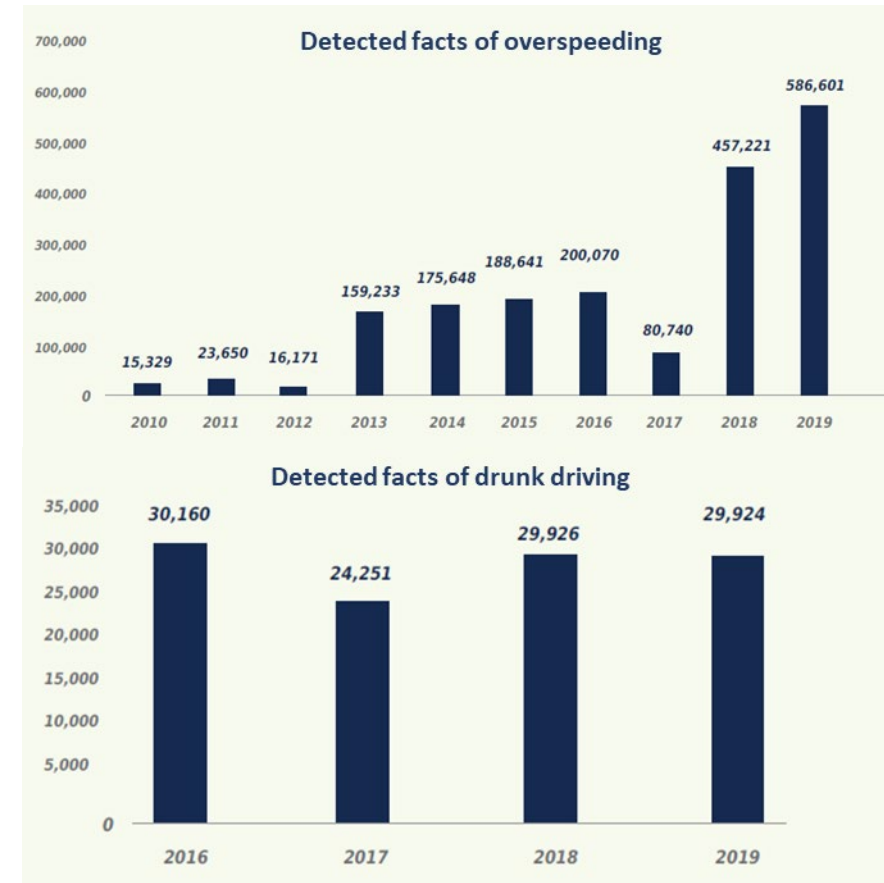
Number of mortality in road crashes by age



Number of persons injured in road crashes by age



- Road safety management challenges
- Lack of detailed information on traffic accidents
- Challenges with road user behavior
 - Speeding
 - Drunk driving and/or driving while intoxicated
 - Challenges concerning the use of seat belts and other protective devices
 - Distracted driving
- Risk of inexperienced drivers and flaws in the system for obtaining a driver's license
- Vulnerable groups
- Road network safety
- Challenges concerning vehicle safety
- Emergency medical service system





ONE UN VISION FOR ROAD SAFETY



Safer journeys begin with us



**Pillar 1
Road Safety
Management**



**Pillar 2
Safer
Vehicles**

Actions

- Encourage investment in fleet management
- Encourage the acquisition and use of safer vehicles



**Pillar 3
Safer Road
Users**

Actions

- Develop standard training and awareness-raising methods and materials
- Develop driver-authorization standards
- Develop an enforcement mechanism



**Pillar 4
Post-Crash
Response**

Actions

- Increase responsiveness to post-crash emergencies



**Pillar 5
Safer Driving
Environment**

Actions

- Promote safe operation, maintenance and improvement of roads in local communities
- Improve driving conditions in areas under the control of the UN

Strategic Part

THE UN VISION FOR ROAD SAFETY STRATEGY

VISION

No road users, including pedestrians, are killed or seriously injured in road crashes involving UN vehicles.

ROADMAP

The action plan is built on five road safety pillars, derived from the Decade of Action for Road Safety Global Plan, and supported by 12 actions to achieve our goals.

1.1 Defining a Leading Agency

The process of improving road safety in the country is ensured and defined by the following three closely related elements:

- I. Effective functioning of institutional management
- II. Interventions / Events / Activities
- III. Evaluation of the results

Functions to be provided by such leading agency:

- Coordination
- Improvement of legislation
- Mobilization and distribution of resources and finances
- Communicating with the public and conducting social campaigns
- Analysis of road safety data and performance indicators
- Defining road safety policies and making recommendations
- Monitoring and evaluation
- Research, development and knowledge transfer



1.2 Establishment of a Stable Road Safety Funding System

1.3 Electronic Database on Road Safety

- Further development and refinement of the traffic data collection system by the agencies responsible for data generation and processing
- Further development and refinement of road accident forms based on the CADaS (Common Accident Data Set) standard

1.4 Intelligent transport systems (ITS)

- Improving the use of information technology and intelligent transport systems (ITS)

1.5 Approximation of Georgian Legislation with the relevant EU Legal Acts





2.1 Speeding

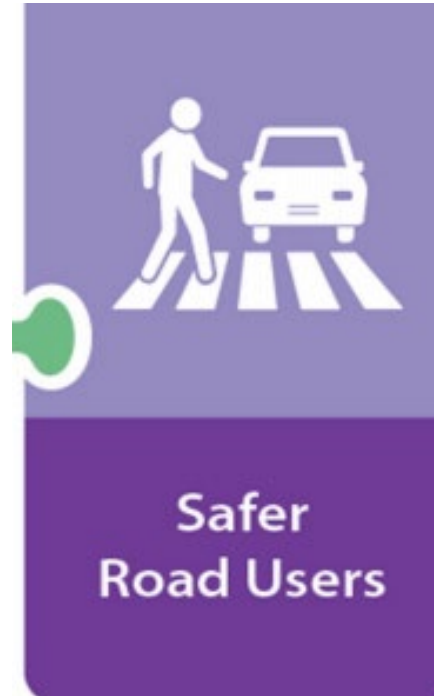
2.2 Drunk driving and/or driving while intoxicated

2.3 Use of seat belts and other safety devices

2.4. Improving training and examination system for obtaining a driver's license

2.5 Increased focus on Vulnerable groups of road users

2.6 Distracted Driving



Enforcement & Awareness Raising & Best Practices

- ✓ Upgrading video surveillance system and installing new equipment across the country
- ✓ Detection and enforcement of violations relating to driving under the influence
- ✓ Increasing the use of seat belts in the back seat
- ✓ Preventive and educational social campaigns
- ✓ Identifying best practices and experiences

Roads must be arranged and designed in a way:

- To prevent a road traffic accident, on the one hand
- To avoid the death or injury of a person as a result of a traffic accident, on the other hand (forgiving roads)



Risk Mapping and Safety Rating

- Proactive and Reactive Analysis

Multimodal transport and spatial planning

- Affordable and attractive public transport
- Safe alternative mobility infrastructure



In the framework of this objective it is important to:



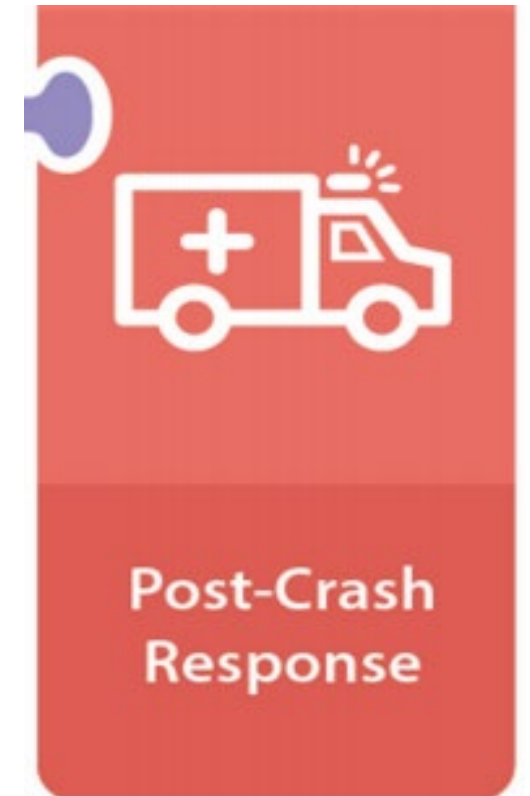
- Further improve periodic technical inspection system and also include Category L (motorcycles)
- Promote the replacement of old cars registered in Georgia with new ones
- Introduce international and European standards in Georgia related to the technical maintenance and safety of vehicles and their parts
- Introduce and develop a so-called roadside inspection system based on EU and international best practices
- Implement regulations governing commercial transport (dangerous goods, AETR, speed limitation devices)



Reducing the time of arrival of the medical aid group from 25 to 15 minutes reduces the death statistics by 1/3

In the framework of this objective it is important to:

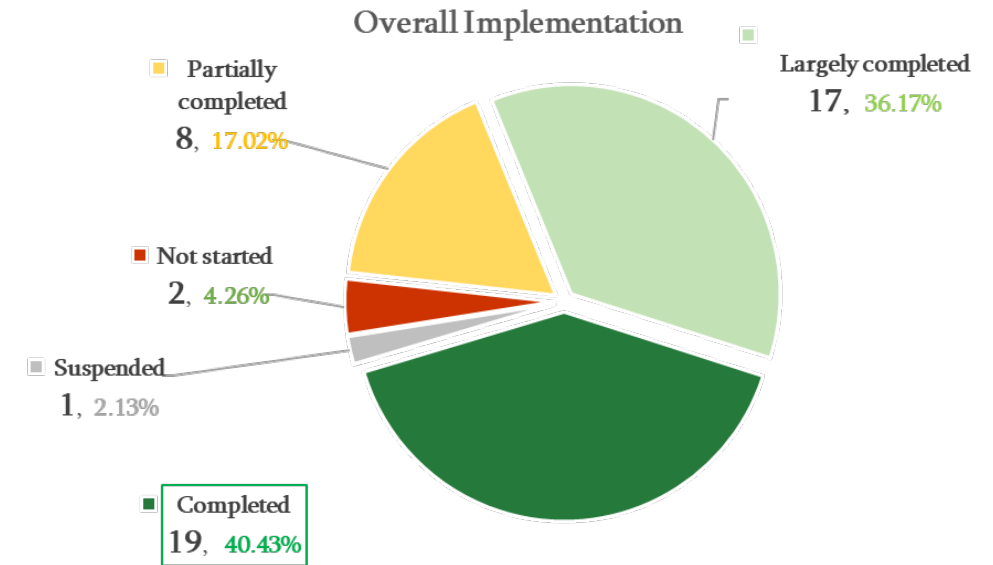
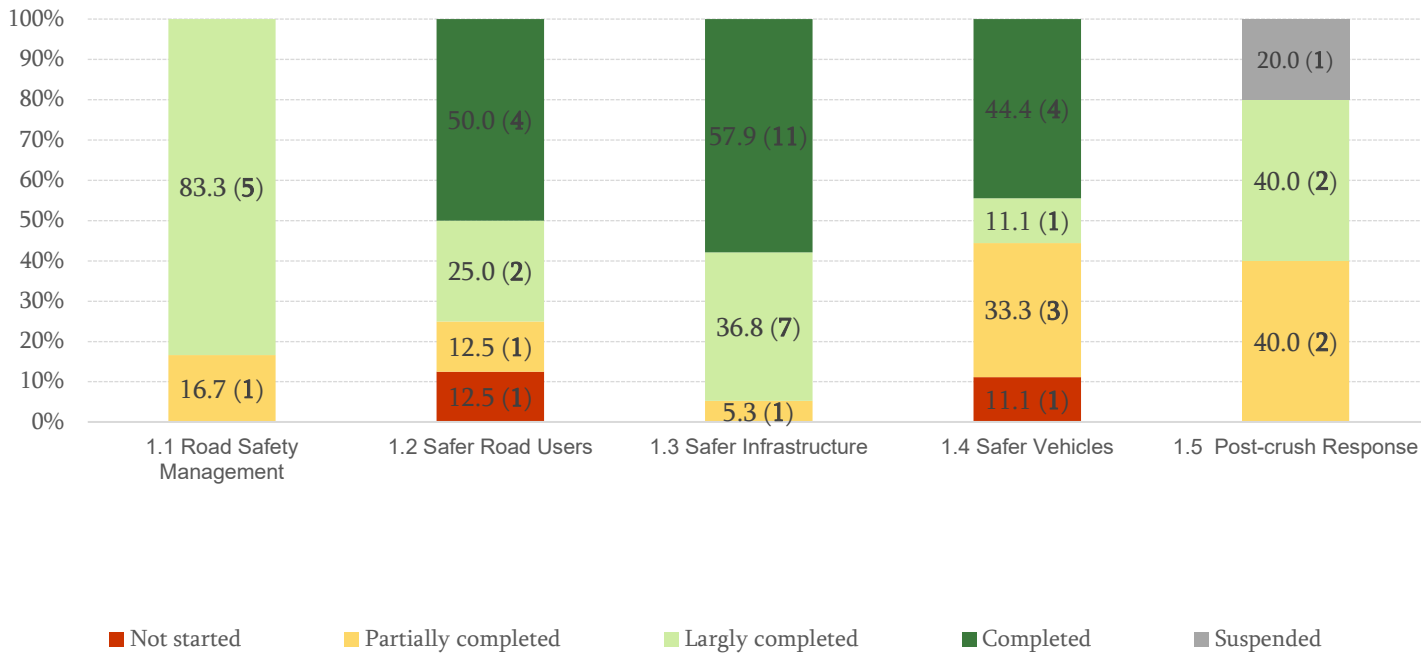
- Train medical staff, patrol police, fire and rescue services
- Facilitate the increase of traffic participants' knowledge about both first aid and other necessary measures for post-crash response
- Optimize the arrival time of specialized medical teams at the scene of a traffic accident including by increasing their technical capabilities
- Improve the quality of medical care and treatment for people injured in road accidents at medical points and hospitals
- Create a Road Safety Trauma Registry to evaluate the effectiveness of hospital treatment



Implementation of Road Safety Action Plan 2022-2023

Half-Year Report 2023

Implementation Status (Percentage/Quantity)



❑ Road Safety Action Plan 2022-2023 includes 47 activities in total

❑ Over 75% of activities were fully or largely implemented by the first half of 2023

Thank you for your attention!

