

Sustainable Mobility and Smart Connectivity  
**Road Safety Action Plan 2024-2025**

Georgia  
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**Session II – “What Georgia and Moldova are doing for better road”**

Mamuka Chikhladze, National Consultant, UNECE

# Sustainable Mobility and Smart Connectivity

- ▶ Initiated by **UNECE**
  - ✓ Inland Transport and Trade Connectivity eLearning Platform - LearnITC
  - ✓ Development of Sustainable Mobility and Smart Connectivity Action Plans for the target Central Asian, Caucasus and Western Balkan countries
- ▶ The objective:
  - ✓ To assist **member States** in moving towards sustainable mobility and smart connectivity
  - ✓ To develop sustainable mobility and smart connectivity Action Plan for **Georgia** with the aim of developing concrete strategies to move towards **lowering the environmental footprint of transport and increase efficiency**
- ▶ Purpose:
  - ✓ To result in practical and results-oriented actions in the form of a study (based on desktop research, national discussions and a capacity building seminar) that would assist national authorities to achieve more sustainable mobility and smart connectivity



# Proposal for the MoESD

► National consultants supported review of acting and drafted all publicly available transport and logistics policy documents, identified areas to support and in cooperation with the relevant state agencies development of action plan(s) related with the strategy document. Based on the analysis of the above mentioned policy documents were offered to draft the following 5 different action plans for 2024-2025 period:

- 1. Georgian Railway Reform Action Plan;**
- 2. Supply Chain Development Action Plan;**
- 3. Transport and Logistics Workforce Development Action Plan;**
- 4. Road Safety Action Plan;**
- 5. Action Plan to Develop Sustainable Connectivity Between Inland and Maritime Transports, focusing on hinterland connections to ports.**

# To draft Road Safety Action Plan for 2024-2025

- ▶ After detailed discussion with the Ministry of Economy and Sustainable Development it was agreed to draft Road Safety Action Plan for 2024-2025.
- ▶ The stakeholders:
  - Ministry of Economy and Sustainable Development (Transport Policy and Logistics Development Department / Land Transport Agency),
  - Ministry of Regional Development and Infrastructure (Roads Department)
  - Ministry of Internal Affairs (Patrol Policy, Service Agency)
  - Ministry of Education and Science
  - Ministry of IDPs from the Occupied Territories, Labor, Health and Social Affairs
  - City Hall of Tbilisi
  - Partnership for Road Safety (NGO)
  - Georgia Alliance for Safe Roads (NGO)
  - Eastern European University (academia)

# Proposed Road Safety Action Plan 2024-2025

- ▶ The proposed Road Safety Action Plan 2024-2025 includes two main parts:

## 1. Impact and outcome indicators

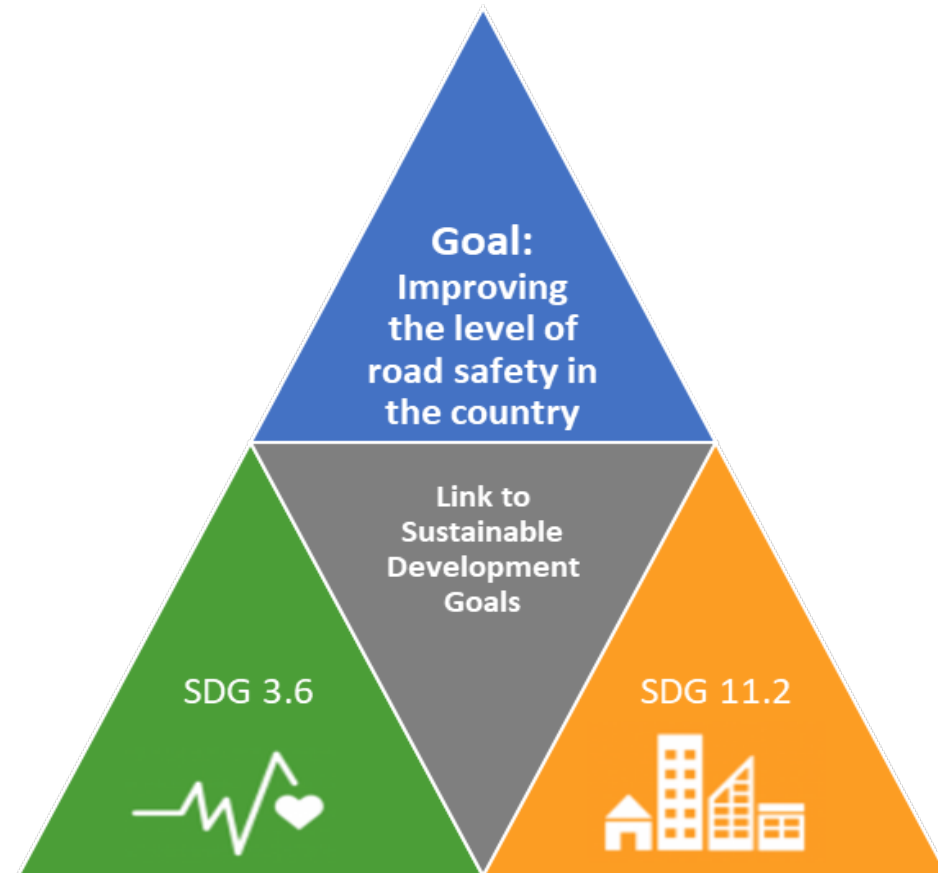
- Two impact indicators
- 12 outcome indicators grouped in 5 objectives

2. Road Safety Activities – activities are also sorted by objectives and outcome indicators. Each line of the plan shows the following information (columns):

- Activity description
- Output indicator
- Source of verification
- Responsible agency
- Partner agency
- Deadline
- Budget / Funding source and Funding gap

# Impact and Outcome Indicators

- ▶ The activities outlined in the Road Safety Action Plan are aimed at achieving one main goal: **to improve the level of road safety in the country**. This goal is linked to the UN SDG Targets **3.6** and **11.2**.



# Impact Indicators

- ▶ Road Safety Action Plan goal is divided into two impact indicators: **decrease injury and mortality rate caused by road traffic accidents in Georgia.**

| Impact indicator  | Baseline value 2019 | 2022 value   | 2022 progress | Mid-term Target Value - 2023 | Target value - 2025 | Sources of Verification                                   |
|---|---------------------|--------------|---------------|------------------------------|---------------------|---|
| 1.1<br>Percentage rate of decrease in the number of injuries as a result of road traffic accidents in Georgia | 7,921 people        | 7,517 people | 5.1%          | 10%                          | 25%                 | Statistics of the Ministry of Internal Affairs of Georgia |
| 1.2<br>Percentage rate of decrease in mortality as a result of road traffic accidents in Georgia              | 481 people          | 430 people   | 10.6%         | 10%                          | 25%                 | Statistics of the Ministry of Internal Affairs of Georgia |

# Objectives

- ▶ The proposed Road Safety Action Plan shows intermediary results and progress of 12 different outcome indicators. These indicators are sorted in accordance with the following objectives, which are in line with 5 tasks from Road Safety Action Plan 2022-2023.

1. Increasing road safety management efficiency

2. Improving behavior of road users

3. Providing safe road infrastructure

5. Providing prompt and effective medical care

4. Improving the quality of vehicle safety



# Action Plan 2024-2025

- ▶ The Action Plan is structured in accordance with the “Policy Planning, Monitoring and Evaluation Manual” adopted by the Government of Georgia.
- ▶ All data, including funding amounts and sources, are collected from the responsible public agencies, members of Interagency Commission on Road Safety.
- ▶ In total **44 different road safety improvement activities** are divided into 5 objectives.
- ▶ Each activity has own output indicator and source(s) of verification, which could help monitor whether the activity is successfully completed.
- ▶ Responsible and partner agencies are dedicated per activity, as well.

# Recommendations

- ▶ **Lack of a proper institutional management system and detailed information and data about traffic accidents**
- ▶ The primary causes of traffic accidents in Georgia - **speeding and driving under the influence of alcohol**
- ▶ Lack of proper use of safety devices such as **seat belts**, particularly in the **rear seats**
- ▶ Ensure that **child restraints** are readily **available and affordable** for those who require them
- ▶ **The driver's license acceptance system improvement** - pre-examination preparatory and educational side
- ▶ Road Safety systematic training courses in school and childrengarden to put is as a part of curriculum
- ▶ Improve the **quality of road infrastructure** safety, particularly **in identifying high-risk road sections**
- ▶ **The aging car park remains a significant challenge in Georgia**
- ▶ **Refine the periodic technical inspection system**
- ▶ Effective implementation of existing regulations regarding work and rest regimes for heavy vehicles, **transportation of dangerous goods, and speed limiting devices**
- ▶ **Lower the general speed limit** to 50 km/h in **urban areas**
- ▶ Replace the existing speed tolerance of 15 km/h, typically ranging between 3-5 km/h.
- ▶ Implement the requirement for **periodic technical inspections for L category (motorcycles) vehicles.**

# Recommendations

- ▶ Pedestrians, cyclists, and motorcyclists are at a higher risk - **promote sustainable urban transportation**
- ▶ Promote of safer transportation modes and minimize exposure by **utilizing public transportation**
- ▶ Encourage a **shift from private vehicles to public transport**
- ▶ **Ensure adequate public transport infrastructure and safe environment available**
- ▶ Design policies that encourage **modal shifts in both passenger and freight transportation**, utilization of intermodal transport - construct **intermodal freight terminals** and ensure the availability of **suitable rail rolling stock**
- ▶ Allocate funds for road safety projects and the execution of the Road Safety Action Plan either in the general budget or a **dedicated road safety fund**
- ▶ **Establish a well-funded national lead agency for road safety** with adequate resources
- ▶ Expand the existing Road Safety Interagency Working Group
- ▶ Close collaboration among key stakeholders: **improvement of road infrastructure, increasing public awareness, enhancing law enforcement, and establishing an efficient emergency medical response system.**
- ▶ Improve the management and sharing of road safety data, it is important to **integrate various sources of information and clarify responsibilities for data collection, management, and sharing among different stakeholders.**
- ▶ Prioritize the adoption of a **standard definition of death caused by road trauma**