

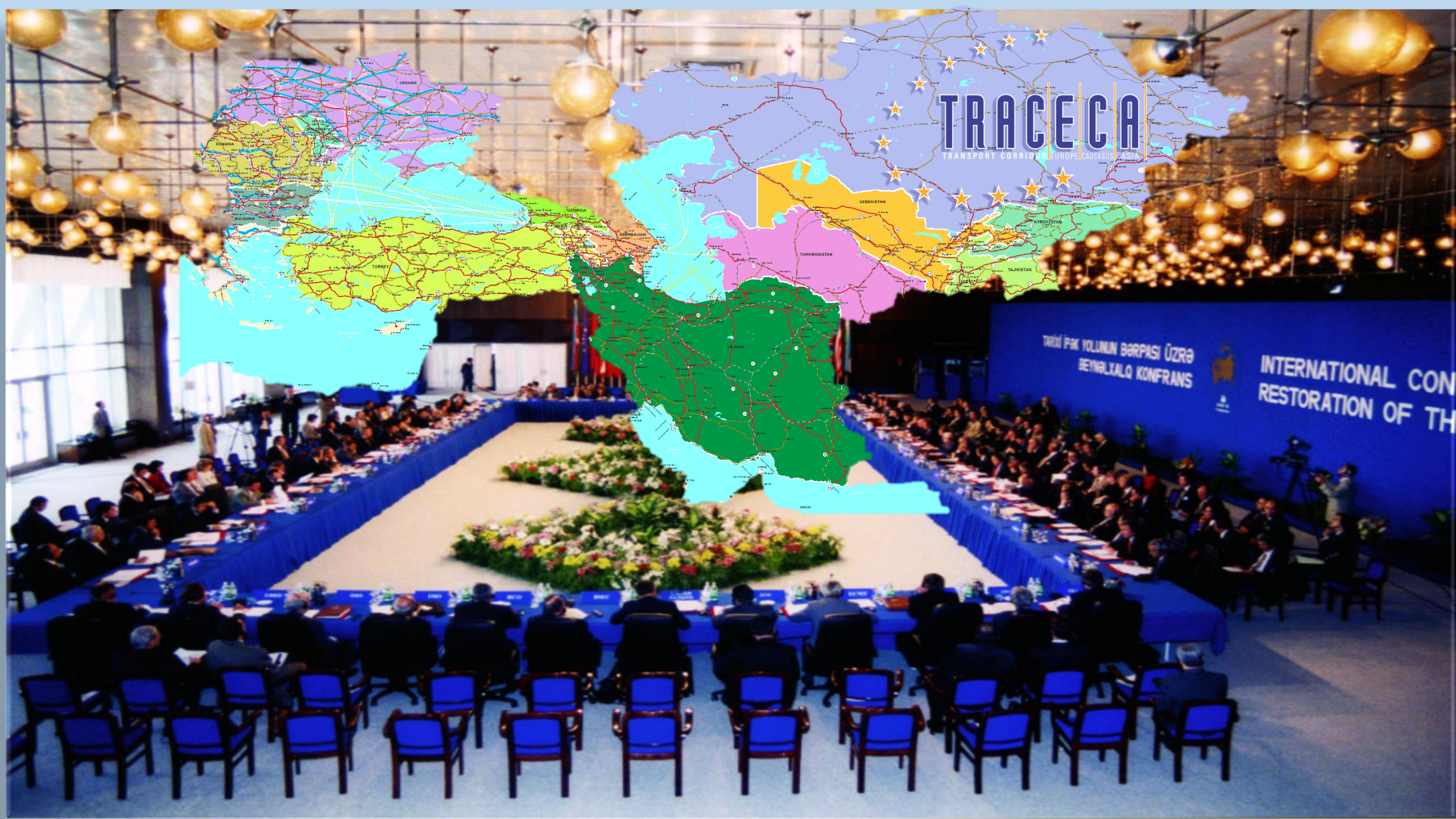


4th Road Safety Engineering Workshop and 17th CAREC TSCC

16-20 April 2018 Istanbul, Turkey

Improving Road Safety on TRACECA corridor

**Speech of Mircea Ciopraga,
TRACECA Secretary General**



TRACECA

TRANSPORT CORRIDOR EUROPE CAUCASUS ASIA

TƏRƏP PAK YOLUNUN BƏRPASI ÜZRƏ
BEYNƏLXALQ KONFRANS

INTERNATIONAL CONFERENCE ON THE
RESTORATION OF THE

Member-States of TRACECA



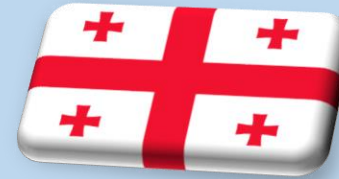
Azerbaijan



Armenia



Bulgaria



Georgia



Iran



Kazakhstan



Kyrgyzstan



Moldova



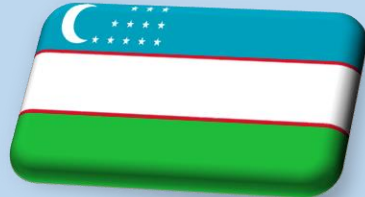
Romania



Tajikistan



Turkey



Uzbekistan



Ukraine



The tendency to dynamic growth of international trade volumes stimulates the activity aimed at

- optimization of traffic
- increase of transport efficiency
- promotion of sustainability of safe traffic in the region



Human

The diagram illustrates the interaction between three components: Human, Vehicle, and Infrastructure. The Human component is represented by an orange oval at the top, the Vehicle by a green oval on the left, and the Infrastructure by a red oval on the right. Blue double-headed arrows connect each pair of components, indicating a bidirectional relationship. The background is a photograph of a congested multi-lane road in a city, with a large inset image of a driver's hands on a steering wheel. A red oval highlights a text box at the bottom right, and the TRACECA logo is in the top right corner.

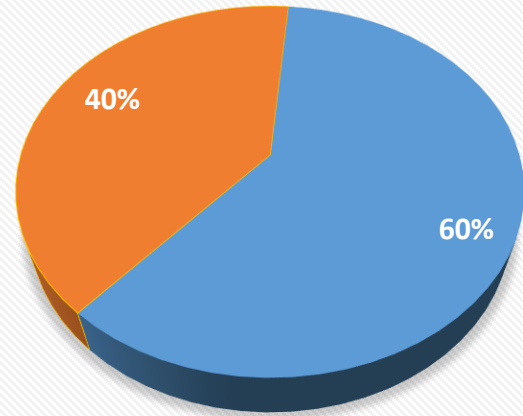
Vehicle

Infrastructure

Interaction of three components
(man, car and road) to road
traffic – becomes a more
complex

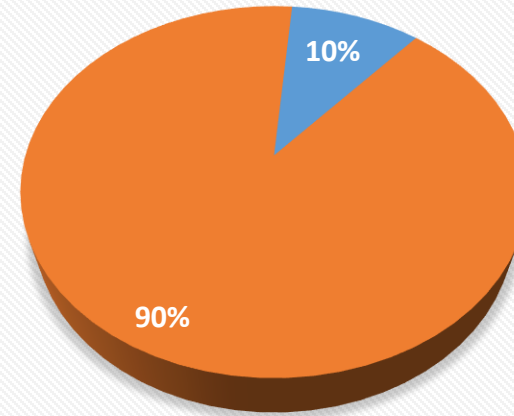
ROAD INFRASTRUCTURE

**TRACECA Road Network
(Approximately)**



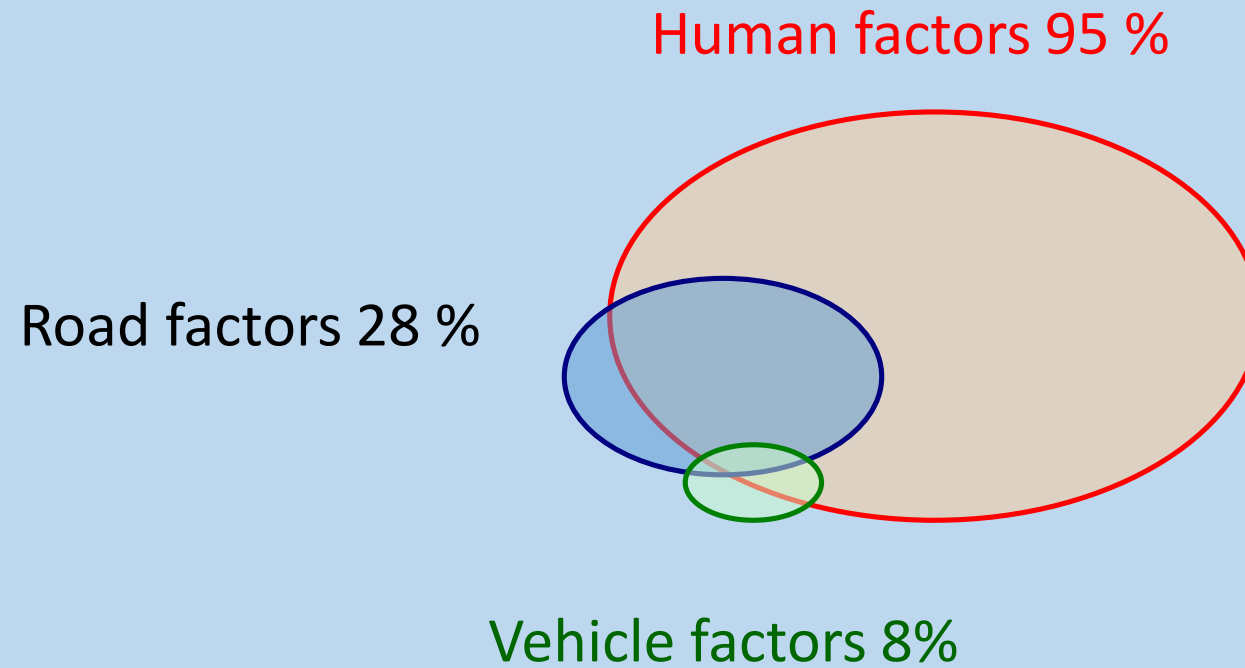
■ Other Corridors ■ TRACECA Corridor

**Road Network (International
and National)**



■ International Roads Network ■ Others

Factors Involved in an Accident







TRACECA “Land Transport Safety & Security” project

www.traceca-org.org/en/technical-assistance/traceca-land-transport-safety-and-security/about-ltss/

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TRACECA Land Transport Safety and Security

About LTSS

- [Links and Documents](#)
- [Consortium](#)
- [LTSS Core Team](#)
- [Contacts](#)
- [Documents](#)

Overall Objectives and Purpose

The overall objective of the project is to improve transport safety and security environments in the EC neighboring and Central Asian countries in line with European standards in the field of land transport. Additional information may be found in the [Project Synopsys](#) ([Russian version here](#))

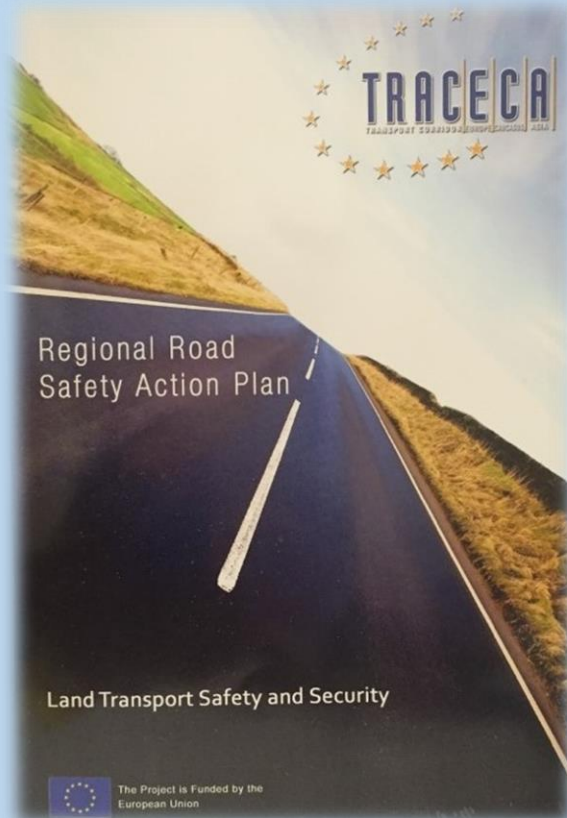
The Land Transport Safety has a different number of dimensions

The [EU Road Safety policy](#) covers a large group of areas

- [Driving licence](#)
- [Enforcement in the field of road safety](#)
- [Alcohol, drugs and medicines](#)
- [Road infrastructure](#)
- [Emergency calls](#)
- [Accident data collection](#)
- [Units of measurement](#)
- [Transport - training](#)
- [Transport - working conditions](#)
- [Transport - tachograph](#)
- [Transport - check of the working](#)
- [Transport - check of the working](#)
- [Third countries driver attestation](#)
- [Transport of dangerous goods](#)
- [Vehicles - type approval](#)
- [Vehicles - registration](#)
- [Vehicles - front protection of vulnerable users](#)
- [Vehicles - safety belts and other restraint systems](#)
- [Vehicles - tyres](#)
- [Vehicles - daytime running lights](#)
- [Vehicles - blind spot mirrors](#)
- [Vehicles - conspicuity](#)
- [Vehicles - weights and dimensions](#)



Regional Road Safety Action Plan in TRACECA countries

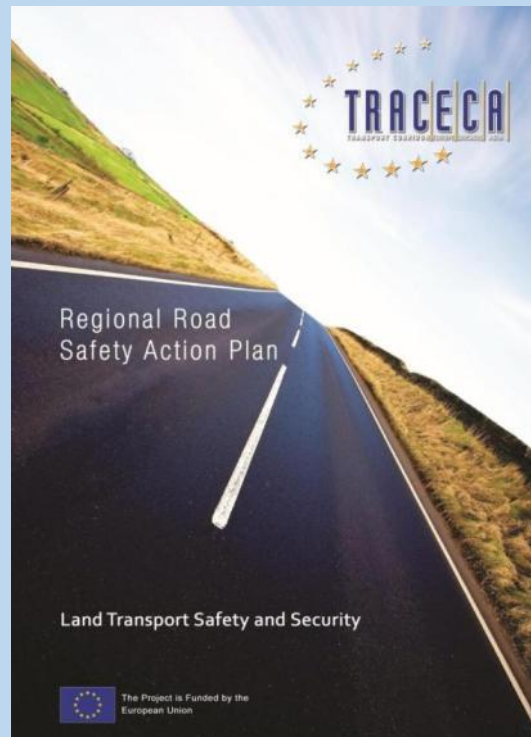


Regional Road Safety Action Plan covers the following areas:

- Institutional Improvements;
- Safer Infrastructure;
- Safer Vehicles;
- Safer Road Users;
- Medical Care for Crash Victims;
- Changing Attitudes to Road Safety. (+**Road Safety Education**)



TRACECA REGIONAL ROAD SAFETY ACTION PLAN



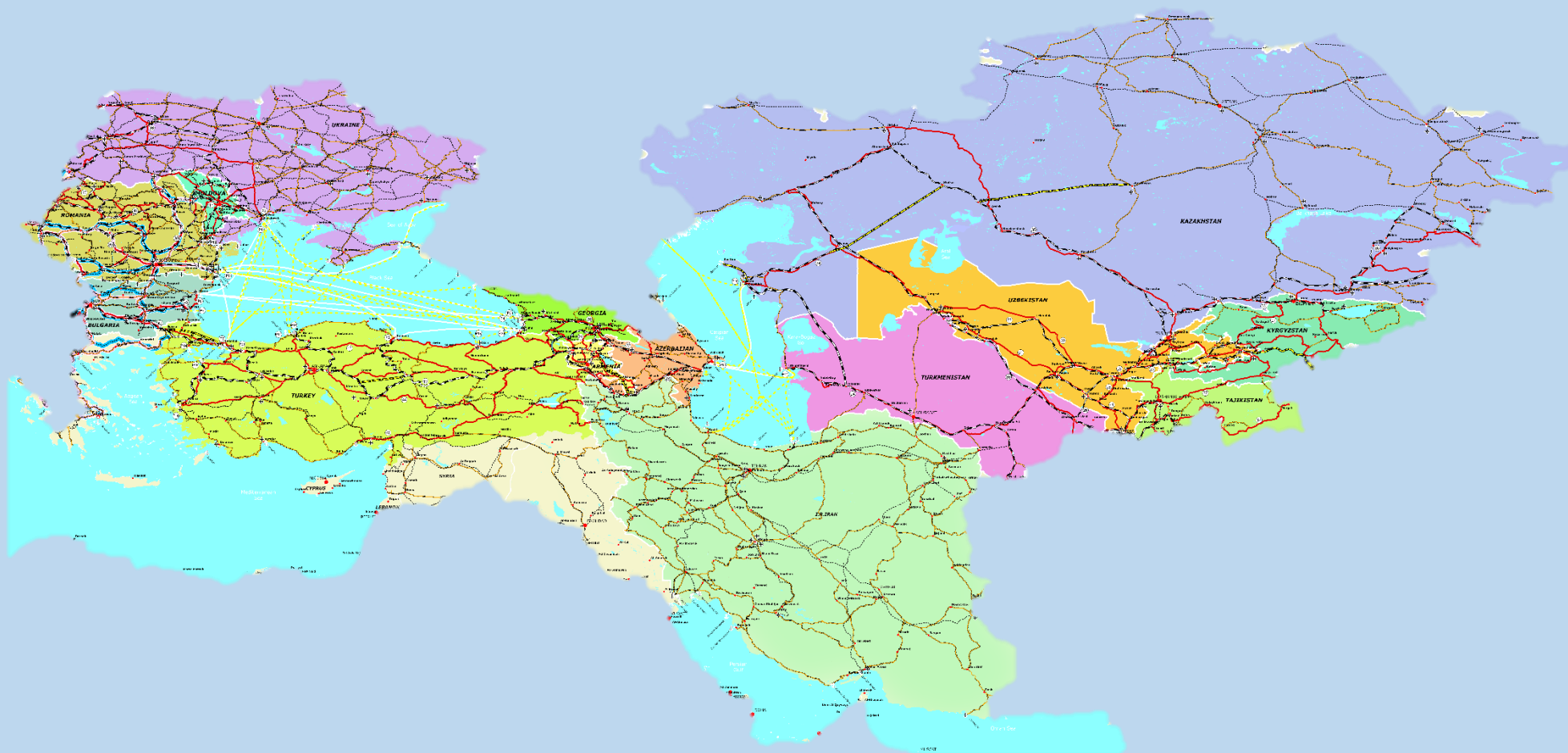
TRACECA ROAD SAFETY II



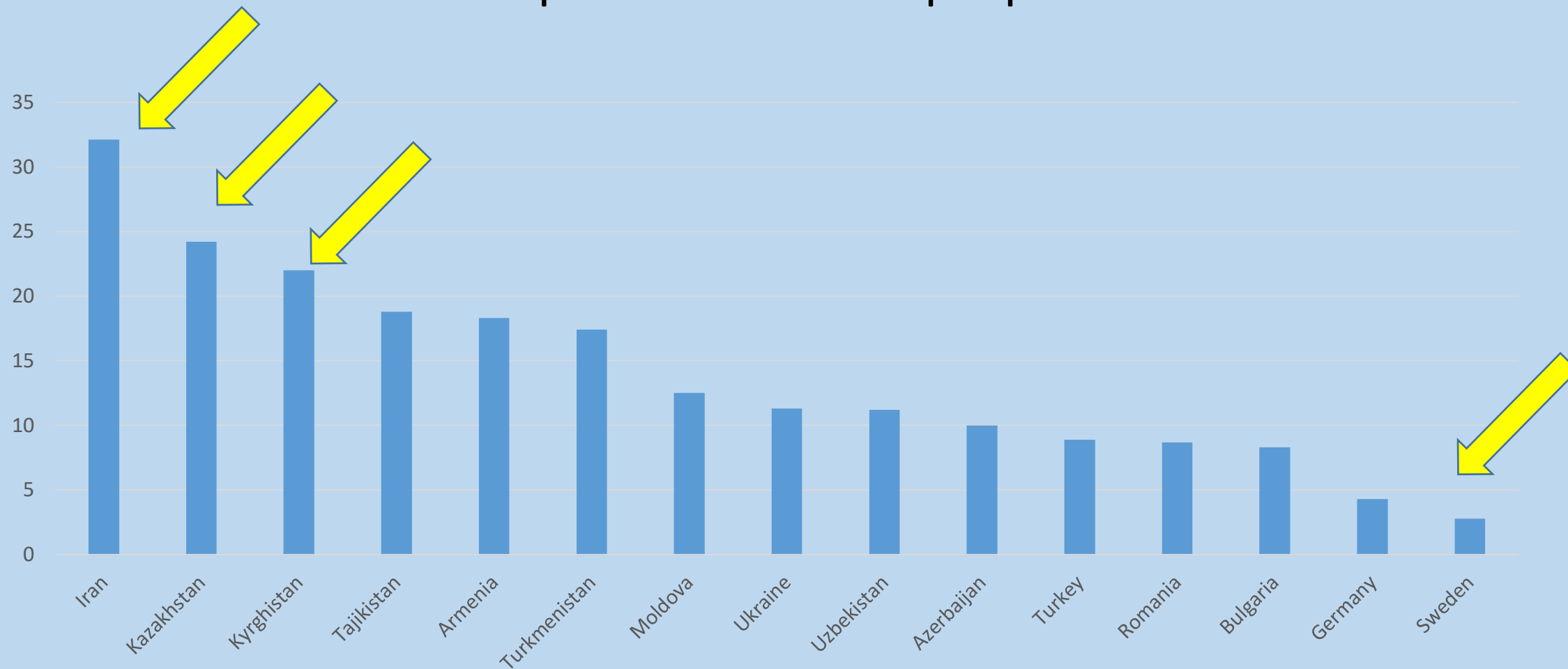
2014-2016



Now more than
20 000 deaths / year
200 000 injuries / year



Deaths on roads per 100 000 population in 2015



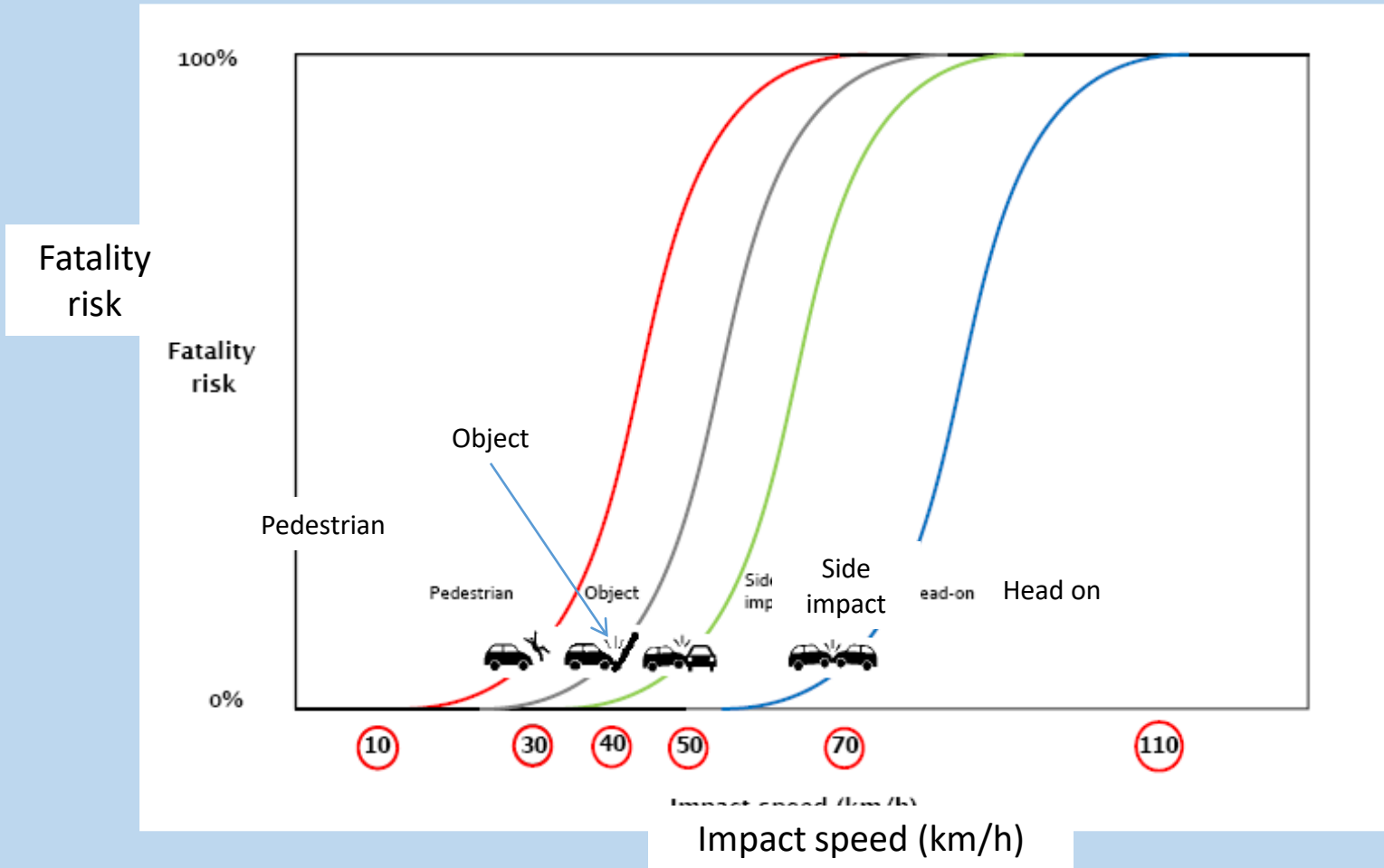
MAIN CAUSES OF ROAD ACCIDENTS

- Over Speeding
- Drunken Driving
- Using Mobile Phones while Driving
- Child Restraint
- Not wearing of helmets and seatbelts



HUMAN FACTORS IN RTA

Speed as a critical factor





If you have
a collision driving at:

90 km/h = fall from **X floor**

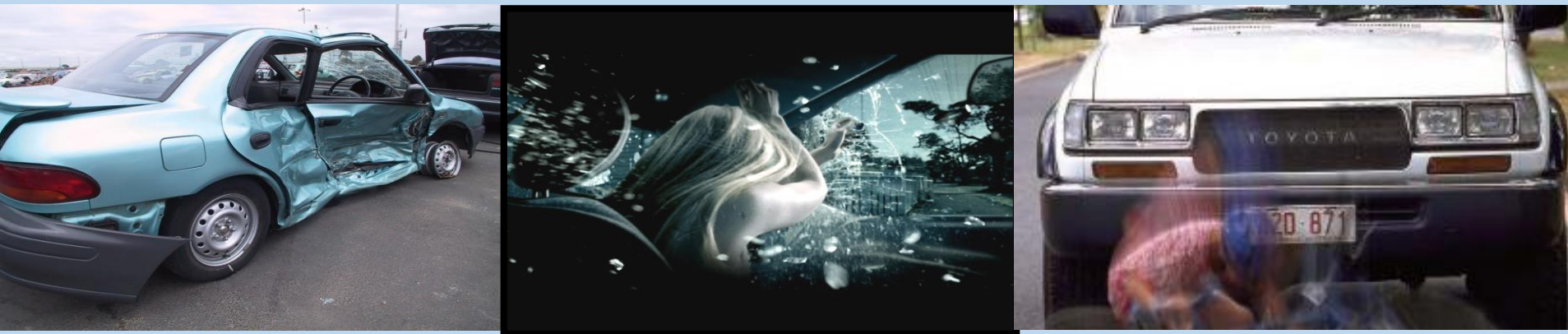
70 km/h = fall from **VI floor**

50 km/h = fall from **III floor**

30 km/h = fall from **I floor**

Safe System - Human Tolerances to Physical Forces

- <30 km/h pedestrians, cyclists (motorcyclists)
- <40 km/h vehicle occupants hit in objects
- <50 km/h vehicle occupants in side impact crashes
- <70-80 km/h vehicle occupants in head-on crashes
- Prevent collisions with roadside objects on high speed roads



Global Plan for the Decade of Action for Road Safety 2011-2020

United Nations General Assembly resolution 64/255

Main goals and objectives:

- Implementing UN road safety agreements and conventions
- Road safety strategies and programmes – Develop and implement
- Feasible target for reduction of road fatalities by 2020
- strengthening the management infrastructure and capacity
- Data collection - improving the quality of data
- Indicators – monitoring
- Capacity – building capacity in road safety

Global Plan for the Decade of Action for Road Safety 2011-2020

Pillar 1
Road safety management

Pillar 2
Safer roads and mobility

Pillar 3
Safer vehicles

Pillar 4
Safer road users

Pillar 5
Post-crash response

Safer Roads and mobility should be focused on Vulnerable Road Users and implemented through various road infrastructure assessments.

Activity 1 – Promote road safety (target to eliminate high risk roads, min 10% budget for safety programs, road authority to be responsible for safety improvements, road safety unit to measure progress, self explaining or forgiving roads)

Activity 2 – Promote needs of all users as sustainable planning (safety impact during planning, control process from safety point, etc.)

Activity 3 – Promote safe operation, maintenance and infrastructure improvements (identifying locations, hazardous locations, speed management, work zone safety, etc.)

Activity 4 – Promote development of safe new infrastructure (new technology, needs for all users, RIA, RSA, etc.)

Activity 5 – Encourage capacity building and knowledge transfer (partnership, training and education, RSA, RIA, safe road design, etc.)

Activity 6 – Encourage research (sharing and promoting research, demonstration projects)

Accession Status to major road safety related UNECE International Conventions and agreements (March 2018)

No	International Conventions and Agreements	Armenia	Azerbaijan	Bulgaria	Georgia	IRAN	Kazakhstan	Kyrgyzstan	Moldova	Romania	Tajikistan	Turkey	Ukraine	Uzbekistan
1	European Agreement concerning the International carriage of Dangerous Goods by road (ADR), of 1957		+	+	+		+		+	+	+	+	+	
2	Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, ... , of 1958	+	+	+	+		+		+	+		+	+	
3	Convention on Road Traffic, of 1968	+	+	+	+	+	+	+	+	+	+	+	+	+
4	Convention on Road Signs and Signals, of 1968		+	+	+	+	+	+		+	+		+	+
5	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Traffic (AETR), of 1970	+	+	+	+		+		+	+	+	+	+	+
6	European Agreement on Main International Traffic Arteries (AGR) , of 1975	+	+	+	+		+		+	+		+	+	
7	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles ..., of 1997			+	+		+		+	+			+	

Safer infrastructure and vehicles

Safer infrastructure :

1. Design standards
2. Safety Audits
3. Blackspot management programs
4. EU Directive on safety in Road Tunnels
5. Freight through traffic

Safer vehicles:

1. Best practices in vehicle technical inspection
2. Best practices on vehicle regulations and standards

Regulation

Preparation of manuals for:

- road safety design
- Road Safety Audit
- Road Safety Inspection
- Black Spot Management



Output

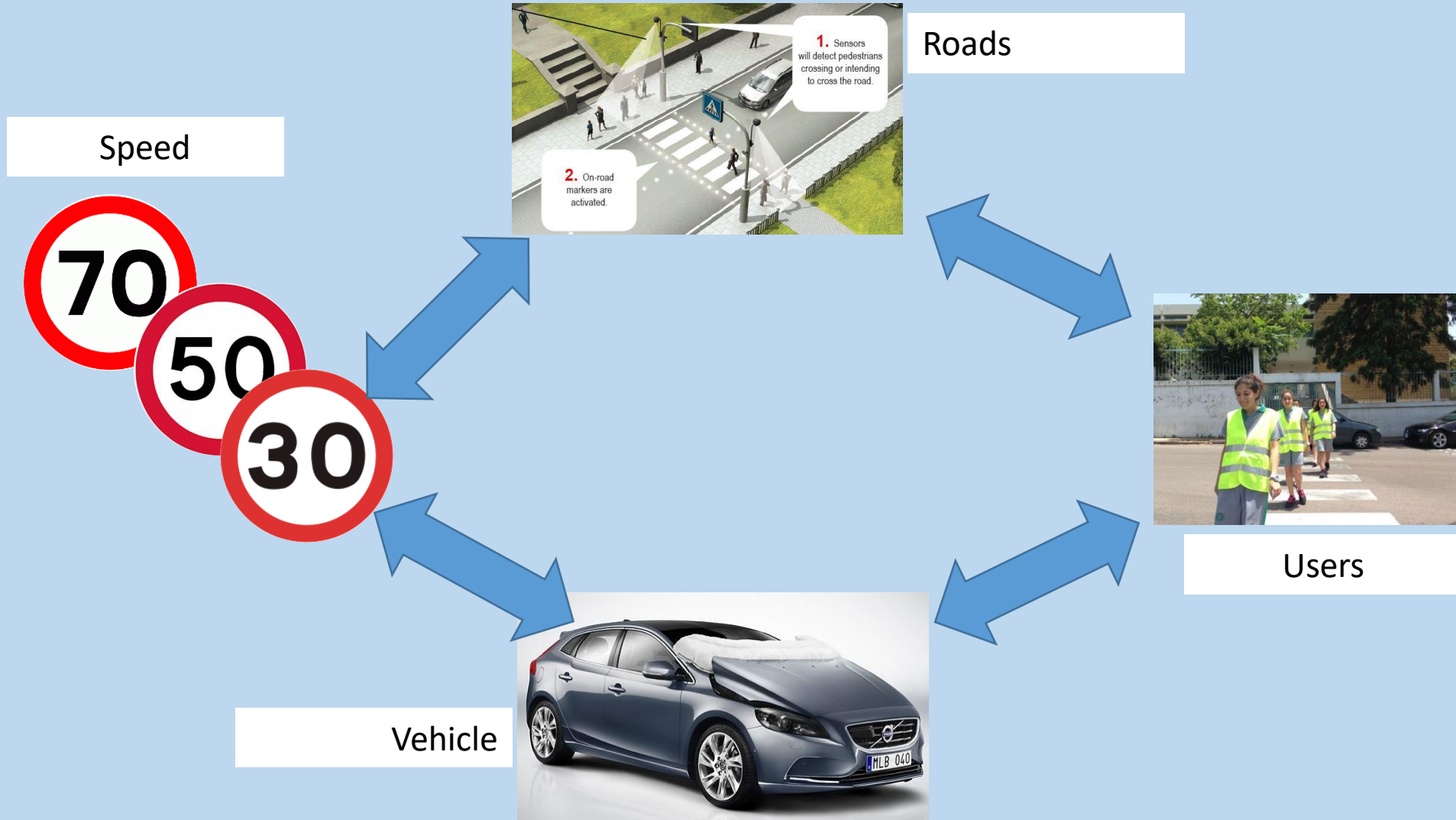
1. Regional Road Safety Audit (RSA) Guidelines
2. Regional Black Spot Management (BSM) Manual
3. Regional Road Safety Audit Policy
4. Typical Safety Engineering problems and solutions Guidelines
5. Regional Guidelines Freight Through Traffic Routing to Avoid Residential Area

Practice

Improving to ISO 39001



Safe System Comprises ...



Safe System Comprises ...



- 5 ★ person
 - Belted
 - Compliant
 - Right speed
- In a 5 ★ car
- On a 5 ★ road
- With 5 ★ travel speed



THANK YOU FOR ATTENTION !

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