

## Project Fiche – IPA National programmes / Component I

### 1 IDENTIFICATION

<b>Project Title</b>	Increase of road safety standards
<b>CRIS Decision number</b>	2013 / 024-935
<b>Project no.</b>	04
<b>MIPD Sector Code</b>	Transport
<b>ELARG Statistical code</b>	03.14 – Transport policy
<b>DAC Sector code</b>	21010 – Transport policy and administrative management
<b>Total cost (VAT excluded)<sup>1</sup></b>	EUR 2 350 000
<b>EU contribution</b>	EUR 2 000 000
<b>Management mode</b>	Decentralised
<b>Implementing Agency</b>	<p>The Central Finance and Contracting Unit (CFCU) within the Ministry of Finance will be the contracting authority and will be responsible for all administrative and procedural aspects of the tendering process, contracting matters and financial management, including payment of project activities. The Head of the CFCU will act as Programme Authorising Officer (PAO) of the project.</p> <p>Ms. Anila Boshnjaku (Tanku)            General Director of the CFCU/ Ministry of Finance            Email: <a href="mailto:atanku@minfin.gov.al">atanku@minfin.gov.al</a>            Tel: 00355 4 245 1180            Address: Blvd. “Deshmoret e Kombit”, No. 3, Tirana</p>
<b>Implementation management</b>	<p>Ministry of Transport and Infrastructure (MoT)            Florian Bilali, IPA Senior Programme Officer            Director of Integration and Co-ordination of IPA projects            Sheshi Skenderbej no5, Tirana            Tel:+35543380734            e-mail: <a href="mailto:Florian.Bilali@mppt.gov.al">Florian.Bilali@mppt.gov.al</a></p> <p>Edmond Kazazi Director            Directorate of Traffic and road safety            Ministry of Transport and Infrastructure            Sheshi Skenderbej no5, Tirana            Email: <a href="mailto:edmond.kazazi@mppt.gov.al">edmond.kazazi@mppt.gov.al</a></p>
<b>Implementing modality</b>	Stand-alone project

<sup>1</sup> The total project cost should be net of VAT and/or of other taxes. Should this not be the case, clearly indicate the amount of VAT and the reasons why it is considered eligible.

<b>Project implementation type</b>	One service contract with IPA funds; one service contract for supervision and one works contract with national co-financing; one supply contract with IPA funds.
<b>Zone benefiting from the action(s)</b>	Albania

## 2 RATIONALE

### 2.1 PROJECT CONTEXT: ISSUES TO BE TACKLED AND NEEDS ADDRESSED

Road safety is a big concern from a social, economic and health perspective, which Albania should properly address. As the process for approximation of Albanian legislation with European legislation continues, special attention must be devoted to its implementation. Commercial vehicles should comply with a wide-range of legislation, with specific requirements concerning technical inspection and environment pollution.

Technical assistance is needed to strengthen the administrative capacities and coordination of main institutions involved in road safety and to assist in preparing some designs on eliminating black spots. Given that high speed is the well-known fact as the main cause of accidents in Albania and elsewhere, the assistance can be delivered for creating a safe system for speed management according to UN Road Safety collaboration manual.

Support would also be required for those bodies which are in charge to analyze in details the causes of accidents and create public awareness on prevention and education of people.

### 2.2 LINK WITH MIPD AND NATIONAL SECTOR STRATEGIES

The **MIPD 2011-2013** highlights, under the transport sector, the need to support EU *acquis*-related issues, in particular, adoption and enforcement of legislation and related investments and to improve infrastructure and administrative capacities in all areas, namely road, aviation, maritime and railways.

Albania's strategic approach towards transport policy is mainly set out in three strategic documents: firstly in the **National Strategy for Development and Integration 2007-2013 (NSDI)**, secondly in the **Albanian National Transport Programme (ANTP)**, which is revised and updated regularly and thirdly in the **Transport Sector Strategy (TSS)** and adopted Action Plan for the implementation of the Transport Sector Strategy.

The NSDI states that Albania's vision in the area of transport aims at achieving a single economic space within Albania and beyond, i.e. with the region and Europe, relying on a modern infrastructure network fully in line with EU standards particularly in terms of road safety.

Within the transport sector, so far Albania has focused largely on improving road infrastructure. However, substantial work remains to be done to improve air, rail and maritime sectors. The **Transport Sector Strategy** sets a number of strategic priorities in these areas, such as, aligning the legislative framework with the EU *acquis*, improving road rail and air safety, rehabilitation of ports, modernization of railway infrastructure, amongst others.

## **2.3 LINK WITH ACCESSION PARTNERSHIP (AP) / EUROPEAN PARTNERSHIP (EP) / STABILISATION AND ASSOCIATION AGREEMENT (SAA) / ANNUAL PROGRESS REPORT**

As set out in the **Stabilisation and Association Agreement (SAA)**, the **European Partnership** and the **2010 Commission Opinion**, specific transport sector objectives aim at modernising all transport modes in Albania; improving access to the transport market and facilities; supporting the development of multi-modal as well as balanced and sustainable transport infrastructure related to the main Trans-European networks, notably to reinforce regional links; achieving operating standards comparable to those in the EU; developing a transport system in Albania compatible to, and aligned with, the EU system and; improving environmental performance of transport and road, maritime and air safety, and maritime security.

The **Progress Report 2012** under chapter 14 states that: "there was very little progress on road transport. The Road Code was amended in December 2011, introducing new provisions on professional training and initial qualifications of trucks and buses' drivers. Implementing legislation was adopted on vehicle registration. Since September 2011, digital tachograph cards are being issued for drivers and companies. First initiatives on road maintenance concessions have started on the high level network with some remaining road maintenance issues. Further legislative alignment with the *acquis* is needed in the field of admission to the occupation of road transport operator and access to the road haulage market. There were no developments on roadworthiness tests, driving licences and vehicle inspections. There are no plans to introduce speed limiters. Adoption of the new technical standards for road transport is still pending. Road safety continues to constitute a major problem. The road death toll in the country remains exceptionally high. Road safety rules are not enough dissuasive and properly enforced and no effective road safety campaign have been carried out. The legislation on dangerous goods has not yet been adopted."

In the conclusion of chapter 14, the **Progress Report 2012** mentions that: "... further efforts are required on alignment with the transport *acquis* and to implement legislation effectively. Administrative and technical capacity remains weak across the different modes of transport, particularly in the case of aviation and road safety..."

## **2.4 PROBLEM ANALYSIS**

Limited **road safety** constitutes a major problem for Albania, as the number of accidents with either fatal casualties, serious or light injuries has increased significantly over the last 10 years. Main causes for this are the large increase in motorization, the increased driving speed due to an improvement and also extended paved road network throughout the country, the larger number of young and inexperienced drivers, and the lack of periodical checks on roadworthiness of, in particular commercial, vehicles in Albania.

During the last five years fatalities have remained within a band ranging between 300 and 390 per year or equivalent to a rate of between 10 and 12 fatalities per 100,000 persons. This is a very high range in terms of European standards and the country is aiming to halving it by 2020.

Annex 4 shows some statistics on road accidents for the years 2000-2011, per 10,000 vehicles and per 10,000 inhabitants.

Given these comparatively high and increasing numbers of road accidents, counter-actions foreseen in the National Transport Strategy, which can have immediate impact on the number of road accidents, have gained urgent priority. For example, the strategy mentions that the

enforcement of the law in relation to causation factors of accidents is estimated to result in a 7-8% reduction in deaths and a 55% reduction in the number of serious injuries. Routine enforcement of common offences should thus be an integral part of every police patrol.

The evaluation of the road safety programme in Albania<sup>2</sup>, adopted by the Albanian National Transport Plan 2, made a comprehensive set of recommendations based on a broad multi-sector approach as follows:

- i. **Black spots** are spots or stretch of road within a distance of 200-300 m where accidents have happened during a period of 2 up to 3 years. That means there is potential risk for accidents to happen again in the future therefore road infrastructure and road signs should improve in these spots. The most costly aspect of a road safety programme will be to reduce and eventually do away with the black spots. There are already about 144 black spots identified. The GIS data taken from the Department of Traffic Police have been processed by a software programme in the Institute of Transport. However, the black spots list needs still to be reviewed by a working group composed of road experts, police experts etc, who will carry out terrain investigations for data accuracy. A number of roads accident black spots have been eliminated so far but there is still room for improvement. A number of projects have to be identified and designed for the elimination of black spots in the Albanian national roads main network. Implementation of the works designed will then be followed by the Albanian Roads Authority that is the entity in charge for management of the national road network.
- ii. **Maintaining speed limits** – There is lack of capacity and responsibility among the institutions concerned for maintaining speed limits. Speeding is the main cause of fatal accidents. The new and better roads and road surfaces trigger the drivers for speeding. Given the insufficient driver education and behaviour and lack of inappropriate enforcements result in a higher number of accidents. Accordingly, a safe system for speed management needs to be established in Albania. Speed management aims to reduce the number of road traffic crashes and the serious injury and death that can result from them. Speed management needs to implement a range of measures that will include infrastructure engineering, safety standards setting, enforcement and education. Wide-scale and carefully planned infrastructure programs, vehicle safety improvements and enforcing appropriate speed limits will reduce the likelihood of crashes occurring and/or reduce their severity to survivable levels. The policy and operational responsibility at the national level for speed management system is usually common management between the Ministry of Transport (MoT), the Albanian Road Authority and State Police. The Legislative responsibility for road safety initiatives lies within the MoT. The executive and daily administrative operations concerning road networks is under the responsibility of Road Administration Authority and/or local authorities, while the low enforcement is under State Police obligations.
- iii. **Coordination between authorities** - The Albanian Road Authority and the General Directorate for Road Transport Services have already settled bodies, which are responsible for the administrative investigations of the accidents, while the General Directorate of the Police is responsible for the legal investigation of the accidents. The PM order no.44 date 24.03.2006 establishes the Inter-Ministerial Committee for Road Safety (IMRSC), where the Directorate of Traffic and Road Safety in MoT serve as

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<sup>2</sup> Technical Assistance to the Government of Albania - Result-Focused Road Safety Project 2010 (World Bank).

Technical Secretariat. The Secretariat serves as monitoring body for the road accidents. The Secretariat prepares all materials and proposals for the MRSC meetings, issues the annual report on accidents, and drafts action plans for intervention.

- iv. **Roadside vehicle inspection** - Albanian legislation provides a series of rules that road vehicles of goods and passengers should follow, such as roadworthiness requirements, comfort, travel regulations, including tachographs, allowed weights and loads, driving licenses etc. Albania is approximating its legislation to European legislation and among others there are commitments for transposing the technical inspection Directives on road side checks, respectively 2000/30/EU and 2010/47/EU, and Directive 2003/26/EU. Their implementation is a challenge and will require investments in human resources and equipment.

The practical enforcement of these rules has not yet started. However, Albanian Authorities have identified a number of positions – mostly on heavily used roads, frequented by the international traffic. At these points, the conditions for a safe control of commercial vehicles – as defined by Directive 2003/26 (amending 2000/30) – need to be created. Equipment necessary for such controls could include controls of brake performance, gas analyzers, speed limit devices, tachographs, axle load controls, etc. Staff will need to be trained in operating, maintaining the equipment.

- v. **Awareness** - Information campaigns need to be defined as ways of disseminating information through various types of media. The most common forms of media for information campaigns are the print media (newspapers, magazines, posters, books or booklets, brochures), broadcast media (TV and radio) and internet. Most important, both information campaigns and road safety educational programmes and services should be conducted under a broad national institutional framework. The responsibility for dealing with these problems should be clarified. This activity is not yet performed. An in-depth analysis of accidents needs to be performed and used for public awareness campaigns and education regarding accidents prevention.

In order to learn more about why accidents happen, “in depth studies” should be carried out, in order to find the cause of a fatal accident and define suitable measures to reduce the risk of similar accidents happening again. An important point for such in-depth studies is to map out the series of events that resulted in fatal injuries. Apart from the legal measures executed by the police, prosecution offices etc., a research by another organisation should be performed. A team consisted by road design and traffic safety experts, vehicle mechanics and road user behaviour analysts can carry out such investigations. The reports compiled should serve as basic data and input to take safety measures by responsible institutions, as well as inputs for public awareness campaigns and education regarding accidents prevention.

Technical assistance will be provided under IPA 2013 project to strengthen the administrative capacity of the relevant institutions to address this set of five recommendations.

## **2.5 LINKED ACTIVITIES AND DONOR COORDINATION**

During the years 2003-2005 and 2008-2009, the World Bank provided two projects on “Technical Assistance for Improving Road Safety and Strengthening Institutional Capacity on managing it”. Among the result achieved by these projects were:

- AIS (Accidents Information System), a database of accidents and analysis managed by the Police and MoT;
- Devices for police work, ambulances and fire brigades. Computers and software for the Traffic Police and the Directorate of Road Safety of MoT;
- Manuals for Traffic Planning of Intersections, for Black Spot Improvements, Auditing of Road Safety etc;
- Pilot projects to remedy 16 Black spots.

Further a Road Safety Working Group has been established in the year 2009 under the South East Europe Transport Observatory (SEETO), which organizes meetings on a regular basis and provides recommendations and proposals for Road Safety Infrastructure Management for all SEETO members.

Under IPA 2012, one of the components of the PAMECA IV project will focus on traffic policing and support to further develop traffic education and road safety through the Traffic Directorate of the Albanian State police.

## **2.6 LESSONS LEARNED**

The Road Safety Project, part of a Project financed by World Bank during 2008-2009, showed the effectiveness of Automatic Speed Control Equipment (radar with camera) in reducing the average speed on Tirana- Durrës Road.

On the same road it was further observed that extension of the parallel roads on each side of the motorway and closing of illegal accesses also substantially reduced the number of accidents.

## **3 DESCRIPTION**

### **3.1 OVERALL OBJECTIVE OF THE PROJECT**

The objective of this project is to contribute to the establishment of a road safety system in Albania compliant with EU standards.

### **3.2 SPECIFIC OBJECTIVE(S) OF THE PROJECT**

The specific objective is to support the enforcement of the road code and investigation of road accidents.

### **3.3 RESULTS**

**Result 1:** The legislation regarding the technical control and roadside inspections for road transport vehicles in Albania is aligned with the EU Directives on this topic such as Directive 2000/30/EU, Directive 2010/47/EU and Directive 2003/26 /EU. Comprehensive road safety measures are implemented covering speed management, elimination of black spots and road safety awareness.

- 1.1 Review and update of the legislation regarding the technical controls and inspections for road transport vehicles in Albania by taking in consideration the EU Directives on

this topic such as Directive 2000/30/EU, Directive 2010/47/EU and Directive 2003/26. Identify and assessment of the needs and establish a structure for implementation of the aligned legislation in line with above EU Directive regarding the road side check inspections by ensuring a progressive enforcement of the legislation.

- 1.2 Preparation of the technical specification regarding the equipment to be supplied and installed including training for their use and maintenance related to the road side checks in line with the EU Directive 2000/30/EU , 2010/47/EU, 2003/26/EU.
- 1.3 Support to the establishment of a system for speed managing to implement a range of measures that will include enforcement of legislations, engineering solutions and road safety education. The beneficiaries Albanian institutions will be MoT, General Directorate of State Police, Albanian Road Authority, etc.
- 1.4 Support to building capacity for road accidents prevention, provide detailed analysis of accidents and preparing detailed designs and technical specifications including works for black spots elimination. Part of the designs are implemented by the works foresees under Activity 2 and will be implemented through the national contribution.
- 1.5 Support for preparation and launching of information campaigns for accident prevention and public education.

**Result 2:** Works for elimination of black spots completed in line with the designed safety measures

- 2.1. Works for elimination of the black spots completed as will be identified by the Technical Assistance included under the activity 1
- 2.2. Supervision of works regarding the black spots elimination carried out.

**Result 3:** Roadside technical checks spots equipped and made functional in line with directive 2000/30/EC.

- 3.1 Supply and/or installation of equipment for roadside technical checks spots including staff training and technical information for maintenance as specified by the Technical Assistance included under activity 1. Indicative locations where such road check spots could operate are Durres Port Exit, Bradashesh - Elbasan, Levan - Fier, Skuraj - Rreshen, Lezha Entrance and Lushnja etc.,

### **3.4 MAIN ACTIVITIES**

**Activities related to result 1** – Technical assistance

(Contract 1.1 - Service contract – EU Contribution 1 300 000 EUR)

**Activity related to result 2** – Works for the elimination of the black spots identified by the TA (activity 1) with related supervision

(Contract 2.1 – Works contract - 320 000 EUR National Contribution)

(Contract 2.2 - Service contract for the supervision - 30 000 EUR National Contribution)

**Activity related to result 3** – Supply of equipment for road side technical checks.

(Contract 3.1 - Supply contract – EU Contribution 700 000 EUR)

### **3.5 ASSESSMENT OF PROJECT IMPACT, CATALYTIC EFFECT AND CROSS BORDER IMPACT (WHERE APPLICABLE)**

The project is to contribute to the identification and elimination of the black spots and will influence road safety. Increased road safety might increase traffic flows and accessibility of remote areas, which in turn might increase livelihood from a social, cultural and economic perspective.

The project will also contribute to the delivery of better service to the citizens and economic operators, helping in resolving the deficiencies on road safety, allowed by a continuous increase of safe traffic throughout Albania.

### **3.6 SUSTAINABILITY**

The government of Albania is committed to ensure the continued functioning of road safety and strengthen the capacities and coordination between institutions involved, targeted by this project. The equipment purchased will be taken over, operated and maintained by the General Road Transport Services Agency. The training of staff will consolidate the results achieved, and help disseminate the results of the project.

### **3.7 ASSUMPTIONS AND PRE-CONDITIONS**

- Co-financing by the Albanian government allocated in time;
- Provision of adequate staff by the Albanian authorities for co-operation with the project;
- Good co-operation of national authorities with a responsibility in road safety;
- Readiness of civil society organisations to take part in project activities;
- Albanian authorities to ensure the sustainability of the institutions targeted and human resources trained by the project;
- Continued implementation of the national Transport Sector Strategy.

## **4 IMPLEMENTATION ISSUES**

The project will be implemented under decentralized mode via a technical assistance contract and a supply contract to cover activity 1 and 3.

National co-financing will cover activity 2 via a works contract and service contract for the supervision.



#### 4.1 INDICATIVE BUDGET

##### Indicative Project budget (amounts in EUR)

PROJECT TITLE Improvement of Road Safety in Albania			SOURCES OF FUNDING									
			TOTAL EXPENDITURE	IPA CONTRIBUTION		NATIONAL CONTRIBUTION					PRIVATE CONTRIBUTION	
	IB (1)	INV (1)	EUR (a)=(b)+(c)+(d)	EUR (b)	% (2)	Total EUR (c)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional/Local EUR (y)	IFIs EUR (z)	EUR (d)	% (2)
Activity 1			1,300,000	1,300,000	100%							
Contract 1.1 Technical assistance	X		1,300,000	1,300,000	100%							-
Activity 2			350,000			350,000	100%	350,000				
Contract 2.1 Works		X	330,000.00			330,000.00	100%					-
Contract 2.2 Supervision		X	20,000.00			20,000.00	100%					
Activity 3			700,000	700,000	100%							
Contract 3.1 Supply		X	700,000.00	700,000.00	100%							
TOTAL IB			1,300,000	1,300,000	100%							
TOTAL INV			1050,000	700,000	67%	350,000	33%	350,000				
TOTAL PROJECT			2,350,000	2,000,000	85%	350,000	15%	350,000				

NOTE: DO NOT MIX IB AND INV IN THE SAME ACTIVITY ROW. USE SEPARATE ROW

Amounts net of VAT

- (1) In the Activity row, use "X" to identify whether IB or INV
- (2) Expressed in % of the **Total** Expenditure (column (a))

## 4.2 INDICATIVE IMPLEMENTATION SCHEDULE (PERIODS BROKEN DOWN BY QUARTER)

Contracts	Start of Tendering/ Call for proposals	Signature of contract	Project Completion
Contract 1.1 – TA (IPA)	Q1 2014	Q3 2014	Q4 2016
Contract 2.1 – Works (National)	Q2 2014	Q4 2015	Q4 2016
Contract 2.2 – Service (National)	Q2 2014	Q4 2015	Q4 2016
Contract 3.1 – Supply (IPA)	Q2 2015	Q4 2015	Q3 2016

The Technical Specification of the supply will be prepared by the MoT with the support of the Technical assistance provided by this project fiche

## 4.3 CROSS CUTTING ISSUES

### 4.3.1 *Equal Opportunities and non-discrimination*

The beneficiary institutions are equal opportunity employers. In all human resource development measures, equal access will be ensured for men and women.

### 4.3.2 *Environment and climate change*

The project has no discernible effect on the environment.

The speed control and the road side check vehicle inspection will contribute to reduce the CO2 emission and to comply with EU standards.

### 4.3.3 *Minorities and vulnerable groups*

The beneficiary institutions all maintain non-discriminatory recruitment, HR management and promotion regimes.

The project activities also affects livelihood in a fair and equal way.

### 4.3.4 *Civil Society/Stakeholders involvement*

The main relevant stakeholders for this project are:

- MoT, which is responsible for policies in road safety;
- General Directorate Road Transport Services, which is responsible authority for registration, driving licensing and road side checks;
- Albanian Road Authority, which is responsible for the safety of road infrastructure;
- Ministry of Interior (Traffic Police which is responsible for enforcements of Road Code and in cooperation with General Directorate Road Transport Service for road side checks);
- Automobile Club Albania;

- The Citizens Association for Road Safety and Environment;
- The Albanian Association of Engineer Consultants.

The latter 3 can be involved in accidents prevention and public education measures.

Civil society will be represented in all meetings and seminars etc. to be held in the framework of the project. These organizations will be advocates for:

- Attracting public attention for road safety and addressing of problems to politics decision makers;
- Promoting the legislation changes and programs;
- Delivering public messages for the need to change behavior etc.

Civil society groups will also be involved in the implementation, with the cooperation of the responsible authorities, in carrying out actions for road safety and mobility, (*setting targets in elimination of potential risks on roads, safer vehicles, implementation of programmes for the technical checks of vehicles, application of regulations of pedestrian protection, etc.*)

The objective of this cooperation will aim to create a sustainable public-private partnership for improving of road safety.

## **ANNEXES**

- 1. Log frame**
- 2. Description of Institutional Framework**
- 3. Reference list of relevant laws and regulations only where relevant**
- 4. Data on road accidents**
- 5. Details per EU funded contract (\*) where applicable**
- 6. Project visibility activities**

## ANNEX 1: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche		Project title and number		Improvement of Road Safety in Albania		
		Contracting period expires three years following the date of the conclusion of the Financing Agreement		Execution period expires The contracts must be executed within a maximum of two years from the end date of contracting		
		Total budget		2.35 mln euro		
		IPA budget:		2,0 mln euro		
<b>Overall objective</b>		<b>Objectively verifiable indicators (OVI)</b>		<b>Sources of Verification</b>		
<ul style="list-style-type: none"> <li>To contribute to the establishment of a road safety system in Albania compliant with EU standards</li> </ul>		<ul style="list-style-type: none"> <li>Reduction of accidents involving commercial vehicles</li> <li>Average speed at routes with automatic reduced</li> </ul>		<ul style="list-style-type: none"> <li>AIS (Accident Information System) and survey protocol data for speed measurements.</li> <li>EU Progress Report</li> </ul>		
<b>Specific objective</b>		<b>Objectively verifiable indicators (OVI)</b>		<b>Sources of Verification</b>		<b>Assumptions</b>
<ul style="list-style-type: none"> <li>Specific objective is to support the enforcement of the road code and investigation of road accidents</li> </ul>		<ul style="list-style-type: none"> <li>Number of vehicles checked annually.</li> <li>Number of vehicles not meeting standard</li> <li>Annual number of road accidents investigated</li> <li>Number of recommendations resulting from road accident investigations</li> </ul>		<ul style="list-style-type: none"> <li>Registry of vehicle checks</li> <li>Accident Information System</li> </ul>		<ul style="list-style-type: none"> <li>Continued implementation of the national Transport Sector Strategy</li> </ul>
<b>Results</b>		<b>Objectively verifiable indicators (OVI)</b>		<b>Sources of Verification</b>		<b>Assumptions</b>
<p>Result 1: The legislation regarding the technical control and roadside inspections for road transport Vehicles in Albania is aligned with the EU Directives on this topic such as Directive 2000/30/EU, Directive 2010/47/EU and Directive 2003/26/EU. Comprehensive road safety measures are implemented covering speed management, elimination of black spots</p>		<ul style="list-style-type: none"> <li>Protocol data for average speed created</li> <li>Designs for elimination of several black spots</li> <li>Number of checks done at road side check point</li> <li>Speed reduced , increased use of safety belt</li> </ul>		<ul style="list-style-type: none"> <li>Accident Information System, data from roadside spots.</li> <li>National survey</li> <li>Traffic police data records</li> </ul>		<ul style="list-style-type: none"> <li>Provision of adequate staff by the Albanian authorities for co-operation with the project</li> <li>Good co-operation of national authorities with a responsibility in road safety</li> <li>Readiness of civil society organisations to take part in project activities</li> </ul>

<p>and road safety awareness.</p> <p>Result 2: Works completed and series of black spots are eliminated in line with the designed safety measures</p> <p>Result 3: Roadside technical checks ts equipped and in line with directive 2000/30/EC.</p>	<ul style="list-style-type: none"> <li>• Number of awareness campaign and media broadcast</li> <li>• Works for elimination of some from identified of Black spots are completed in line with design and specification provided</li> <li>• Equipment for road side vehicle inspections are in place</li> </ul>		<ul style="list-style-type: none"> <li>• Albanian authorities ensure the sustainability of the institutions targeted and human resources trained by the project</li> </ul>
Activities to achieve results	Means / contracts	Costs	Assumptions
<p>Activity 1 - Technical assistance regarding road safety issues in Albania.</p> <p>1.1- Review and update of the legislation regarding the technical controls and inspections for road transport vehicles in Albania by taking in consideration the EU Directives on this topic such as Directive 2000/30/EU, Directive 2010/47/EU and Directive 2003/26. Identify and assessment of the needs and establish a structure for implementation of the aligned legislation in line with EU Directive 2003/26 regarding the road side check inspections by ensuring a progressive enforcement of the legislation.</p> <p>1.2 - Preparation of the technical specification regarding the equipment to be supplied and installed including training for their use and maintenance related to the road side checks in line with the EU Directive 2003/26 , 2000/30/EU, 2010/47/EU.</p> <p>1.3 - Support to the establishment of a system for speed managing to implement a range of measures that will include</p>	<ul style="list-style-type: none"> <li>• Activity 1 – Contract 1.1. – Service (TA)</li> </ul>	<ul style="list-style-type: none"> <li>• Activity 1 – Contract 1.1. – Service (TA) 1,300,000 Euro – EU Contribution</li> </ul>	<ul style="list-style-type: none"> <li>• Co-financing by the Albanian government allocated in time</li> </ul>

<p>enforcement of legislations, engineering solutions and road safety education.</p> <p>1.4 - Support to building capacity for road accidents prevention, provide detailed analysis of accidents and preparing detailed designs and technical specifications including works for black spots elimination. Part of the designs will be implemented through works included under Activity 2 and will be implemented through the national contribution.</p> <p>1.5. Support for preparation and launching of information campaigns for accident prevention and public education</p> <p>Activity 2 – Elimination of several identified and designed black spots..</p> <p>2.1 - Implementation of works for elimination of the black spots designed by the TA included under the activity 3.4</p> <p>2.2 - Supervision of works regarding the black spots elimination.</p> <p>Activity 3 - Supply and/or installation of equipment for roadside technical checks spots including staff training and technical information for maintenance as it will be built and specified by the Technical Assistance included under activities 3.1 and 3.2. Indicative locations where such road check spots could operate are Durres Port Exit, Bradashesh - Elbasan, Levan - Fier, Skuraj - Rreshen, Lezha Entrance and Lushnja etc</p>	<p>Activity 2 – National Contribution</p> <ul style="list-style-type: none"> <li>• Contract 2.1. – Works (national financing)</li> <li>• Contract 2.2 – Supervision of works (national financing)</li> </ul> <p>Activity 3 - Contract 3.1. – Supply</p>	<ul style="list-style-type: none"> <li>• Activity 2 – Contract 2.1. – Works for elimination of black spots (national financing 330,000 Euro)</li> <li>• Contract 2.2. –services regarding Supervision Works for elimination of black spots (national financing 20,000 Euro) – National Contribution</li> <li>• Activity 3 - Contract 3.1. – Supply Installation and training for use and maintenance of the equipments related to roadside checks 700,000 Euro</li> </ul>	
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## **ANNEX 2: Description of Institutional Framework**

The central institution responsible for transport policy in the Republic of Albania is the Ministry of Transport and Infrastructure (MoT). The Ministry develops policies, designs strategies and follows the implementation of programmes in all modes of transport.

The Ministry includes a Road Safety and Traffic Directorate which has the mission to analyse, identify and prepare policy on traffic and road safety. The Directorate prepares new legislation and bylaws to initiate road safety measures that contribute in accidents minimization and approach the Albanian acts and standards to European ones in these fields. The Directorate together with 2 or 3 representatives from Traffic Police compose the Secretariat of Inter-Ministerial Committee for Road Safety.

MoT also supervises the implementation of these policies by its subordinated - institutions such as:

- The Albanian Road Authority - originating from the General Road Directorate transformed by Law nr. 10164 date 15.10.2009 "On the Albanian Road Authority". ARA is the main agency for the management of the national road network. It will also function as the main asset manager of the national road network and ensure maintenance through performance-based contracts with private economic operators.

The General Directorate of Road Transport Services is responsible authority for vehicle registration and driving licenses

### **ANNEX 3: Reference to laws and regulations:**

The following laws and subordinate legal acts govern the activity in the area of road safety:

- Law Nr.8308, dated 18.03.1998 "On road transport," amended the Directive approximates nr.96/26/KE of April 29, 1996 the Council "to be admitted to the activity of road transport operator and goods transport operator passenger road and mutual recognition of diplomas, certificates and evidence of official qualification in order to facilitate for these operators the right to freedom of establishment in national transport operators and international "(nr. celex 31996L0026, EC Official Journal, L124 / 1996, p. 1), repealed by Regulation (EC) no. 1071/2009;
- Law No. 8402 dated 10.09.1998 "On the Supervision of and Discipline during Construction Work", amended;
- Law No. 9511 dated 10.04.2006 "On Adherence of the Republic of Albania to the European Agreement on 'The main arteries of International Traffic AGR";
- Memorandum of Understanding, South-East Europe (11.06.2004);
- DCM No. 270 dated 10.05.06 "On Approval of the National Transport Plan";
- DCM No.405 dated 08.01.1996 "On Administration of the National Road Network and the Rural Network of the Republic of Albania", amended;
- DCM No. 68 dated 15.02.2001 "On Approval of Technical Conditions for the Design and Implementation of Construction Works", amended (Attachment No. 2 on motorways);
- Law no. 8378, dated 22.07.1998, "Road Code of the Republic of Albania", amended to partially approximate Directive 96/53/EC of 25 June 1996, "To determine Maximum allowed size and the maximum authorized weights of vehicles. "(nr. celex. 31996L0053, EC Official Journal, L235/1996, p. 59), amended by Law no. 10488, dated 12.05.2011 "On some amendments and additions to Law no. 8378, dated 22.07.1998 Road Code of the Republic of Albania "(OJ of the Republic 166/2011), the amendment of Article 177 of its partially approximates Regulation 3821/85/EC, dated 20 December 1985 the Council on" recording equipment "(no. celex.1985R3821, EC Official Journal L370/1985);Law no. 10211, dated 23.12.2009 "On adoption of the normative act, no. 9, dated 11.12.2009, the Council of Ministers "On the operation and funding sources digital tachograph system in Albania" (OJ of the Republic 194/2009), for the manufacture and distribution of digital tachograph cards pursuant to Regulation No. 3821/85/EC, dated 20 December 1985 the Council on "recording equipment" (no. celex.1985R3821, EC Official Journal L370/1985);
- DCM no. 325, dated 19.03.2008 "On approval of rules for the activity of the operator of road transport of freight and passengers, as well as recognition of official documents, certain of these operators" (OJ of the Republic 49/2008), which approximates Directive no. 96/26/KE of April 29, 1996, as amended by Decision no. 194, at 9. 03. 2011 "On some additions and changes in decision no. 325, dated 19.02.2008 "On approval of rules for the activity of the operator of road transport of freight and passengers, as well as recognition of official documents, certain of these



operators" (OJ of the Republic 40/2011), partially approximates Regulation (EC) no. 1071/2009 (nr.celex.32009R1071, EC Official Journal L300/2009, p.51);

- Decision Nr.1243, dated 10.09.2008 "On approval of regulation on the organization of working time of persons performing road transport for drivers hours and recording equipment" (OJ of RA 147/2008), approximates Regulation (EC) no. 561/2006 of Parliament and the Council of 15 March 2006 "On the harmonization of laws relating to road transport and amending Council Regulation (EEC) no. 3821/85 and (EC) no. 2135/98 and repeals Council Regulation (EEC) no. 3820/85 "(nr. celex 32006R561, EC Official Journal, L 102/2006), and Directive 2002/15/EC of the European Parliament and the Council of 11 March 2002" On organization of working time of persons performing mobile transport activities "(nr. celex 32002L0015, EC Official Journal, L 80/2002, p.35);
- DCM No. 207 dated 25.02.2009 "On approval of regulation to control roadside and at premises of undertakings regarding the implementation of working time rules for persons performing road transport, and for hours drivers ", which partially approximates Directive no. 2006/22/KE, dated 15 March 2006 the European Parliament and the Council "On the minimum requirements for the implementation of Council Regulation no. 3820/85/KKE and 3821/85/KKE concerning social legislation with regard to road transport activities and repealing Council Directive 88/599/KKE "(nr. celex 32006L0022, L102/2006 EC Official Journal, p.35), as amended;
- DCM no. 1054, dated 22.12.2010 "On approval of Regulation on recording equipment in road transport" (F. Z of RA no. 186, v., 2010), in accordance with Regulation nr.3821/85 "On recording equipment in transport Road "(no. celex.1985R3821, EC Official Journal L370/1985);
- DCM No. 101 dated 9. 02. 2011 "On approval of rules for transportation permits and transportation operations borrowed from carriers that do not have headquarters in Albania (non-resident), for goods and passengers" (F. Z of RA No. 14, v. 2011) , approximates partially Regulation. 3118/1993 and Regulation (EC) 107/2/2009 on about cabotage by foreign carriers in Bangladesh, as well as partially approximates Regulation (EC) 1073/2009, the international transport of passengers;
- Conventions and the International Road Transport Agreements in which our country has signed and ratified, among the most important are:
  - a) European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), adhered to the law nr.9272, dated 16.9.2004, and agreement is made available by 26 January 2005 (Official Gazette of the Republic no. 71/04 );
  - b) Convention on International Transport of Delicate Food and Special Equipment used in such Transports (ATP), adhered to the law nr.9289, dated 7.10.2004, and agreement is made available by 26 January 2005 (Official Journal RA no. 80/04);
  - c) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), ratified by Law no. 9514, dated 18.04.2006, and agreement is made available on 20 July 2006 (Official Gazette of the Republic no. 49/06);
  - d) Agreement on International Road Transport of Passengers by Bus Case (Interbus Agreement), the Republic of Albania has approved the accession to this Agreement with Law no. 9305, dated 11.4.2004, and agreement is made available on 1 July 2005 (Official Gazette of the Republic no. 92/04).

## ANNEX 4 Statistics on road accidents

The tables below shows some statistics on road accidents for the years 2000- 2011, per 10,000 vehicles and per 10,000 inhabitants

Nr.		Unit	YEARS											
			2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>I</b>	<b>Accidents</b>	nr	429	400	328	363	804	853	1018	1254	1208	1465	1564	1876
a.	Per 10 000 vehicles	nr	23,17	18,65	13,96	13,75	29,27	29,96	31,77	35,8	31,95	36,64	37,25	45,68
b.	Per 100 000 inhabitants	nr	12,61	12,95	10,54	11,54	25,71	27,15	32,30	39,6	38,08	45,79	46,23	58,37
<b>II.</b>	<b>Fatal</b>	nr	280	297	250	264	315	308	277	384	303	378	352	322
a.	Per 10 000 vehicles	nr	15,12	13,85	10,64	10	11,47	10,78	8,64	10,7	8,01	9,45	8,38	7,84
b.	Per 100 000 inhabitants	nr	8,23	9,62	8,03	8,39	10,07	9,77	8,79	12,1	9,55	11,81	10,78	10,02
<b>III.</b>	<b>Injured</b>	nr	336	250	228	248	804	875	1051	1344	1251	1462	1716	2150
a.	Per 10 000 vehicles	nr	18,15	11,65	9,7	9,4	29,27	30,74	32,80	38,4	33,08	36,54	40,86	52,36
b.	Per 100 000 inhabitants	nr	9,88	9	7,32	7,88	25,7	27,8	33,35	42,5	39,43	45,7	47,45	66,89

Source: Traffic Police, INSTAT, General Road Transport Services

## **ANNEX 5: Details per EU funded contracts:**

### **Contracts**

#### **Activity 1 - Technical assistance**

Contract 1.1 - Service contract for creating a system for speed managing, building capacity for accident prevention and detailed analysis of accidents and preparing projects for black spots elimination.

The Technical Assistance will include preparation and launching an awareness campaigns for accident prevention and public education for which a budgeted of 0.5 million EUR will be available.

#### **Activity 3 - Supplying of equipment**

Contract 3.1 - Supplying Contract for 6 roadside technical checks spots (Durrës Port Exit, Bradashesh - Elbasan, Levan - Fier, Skuraj - Rreshen, Lezha Entrance and Lushnja) and staff training, technical information for maintenance.

Road side checks of vehicles are performed in particular spots that do not pose the risk for safety during manoeuvres or during stops and checks. Checks are made by testing equipment. These could be for controls of brake performance, gas analysers, speed limit devices, tachographs etc. As they will be provided it will be needed assistance for operating, maintenance and staff qualification.

## **ANNEX 6: Project visibility activities:**

The EC rules for the visibility will be implemented, the billboard will be placed at the construction site, all equipment supplied will have a sticker and report from the contractor and consultant will have the logo with EU visibility requirements.