

## Annex 1

### 1. IDENTIFICATION

Title/Number	Implementation of the Regional Road Safety Action Plan for the neighbourhood east and Central Asian countries CRIS: ENPI/2012/23800		
Total cost	€3 million		
Aid method / Method of implementation	Centralised (direct centralised management)		
DAC-code	21020	Sector	Road transport

### 2. RATIONALE

#### 2.1. Sector context

With the entering into force of the Lisbon Treaty the European Union has committed to develop a special relationship with the neighbouring countries, aiming at establishing an area of prosperity and good neighbourliness (Article 8 TEU). This commitment is the basis for the European Neighbourhood Policy and also the Eastern Partnership, which are the overall political frameworks for cooperation with Armenia, Azerbaijan, Georgia, Moldova and Ukraine. EU relations with Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan are based on the EU and Central Asia: Strategy for a new partnership adopted in 2007.

The project is developed fully in line with the ENPI East Regional Strategy Paper 2010-2013 and Indicative Programme 2010-2013, and Article 27 of the ENPI Regulation. This article considers that to ensure the coherence and effectiveness of EU assistance, the Commission may decide that countries that receive funding from other EU external assistance instruments are eligible for measures under the ENPI Regulation if the project is regional. From the side of the beneficiary countries at regional level, one of the main priorities of the TRACECA (Transport Corridor Europe-Caucasus-Asia) Multilateral Agreement is the integration of the region into the international market by improving and enhancing trade and transport. Better integration of the neighbours to the EU's transport market should not be limited to the infrastructure connection only. Social, safety, security and environmental standards are a pre-condition for closer integration and regional development. It is in this context that the Regional Road Safety Action Plan has been drawn up and approved by the TRACECA countries.

The Regional Road Safety Action Plan for TRACECA has also been produced in the context of a global interest in road safety with the Global Decade of Action for Road Safety (2011 – 2020) and proposed EU policy frameworks aimed at improving road safety (Commission Communication *Towards a European road safety area: policy orientations on road safety 2011-2020*<sup>1</sup>) and a resource efficient road transport system within the EU and by extension towards neighbouring countries and beyond

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<sup>1</sup> COM (2010) of 20 July 2012

(Commission Communication on a *Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system*<sup>2</sup>,

Additionally, a number of international agreements have been developed by UNECE (United Nations Economic Commission for Europe) that are relevant for improving road safety. Considerable progress has already been made in the TRACECA member states acceding to these agreements, although in some countries the requirements of the conventions have not yet been fully implemented.

Although all TRACECA countries are making considerable efforts to improve safety on the roads, the deaths and serious injuries still remain unacceptably high. The implementation of the Regional Road Safety Action Plan should assist the TRACECA countries in improving their activities aimed at achieving a significant reduction in road deaths and injuries.

## **2.2. Lessons learnt**

Lessons learnt for this project are drawn from the experience to date with the other sectoral TRACECA transport programmes (aviation safety, maritime safety and security, port operations and shipping). In particular, the project will benefit from the lessons learnt from the previous land transport safety and security project, especially the process that concluded with a common Road Safety Action Plan for the whole TRACECA region.

An important lesson to be drawn from this process is the need to involve civil society to improve road safety in a sustainable and efficient manner. It is also worth pointing out that although it will be beneficial for all TRACECA countries to implement the activities outlined in the Regional Road Safety Action Plan, the prioritisation of the activities should take into account the circumstances and experience of each country. Thus, for example, the experience on awareness raising campaigns of some countries could be shared with the others that may be interested.

## **2.3. Complementary actions**

The project will take into account activities being implemented by other initiatives that are ongoing in the region. At UN level, the WHO (World Health Organisation) report on the European status on road safety (2009), which covers all TRACECA countries, shows not only the great differences between EU Member States and these countries, but also proposes the following areas of action: narrowing the gap between countries with the lowest and highest mortality rates; providing better protection for vulnerable road users; developing a well-resourced multisectoral road safety strategy in each country; designing and enforcing comprehensive legislation; and developing and implementing healthier transport policies. The UN Decade of Action for Road Safety 2011-2020 proposes specific actions to respond to the needs to improve road safety at global level.

The work being taken forward by the International Road Transport Union is also complementary to the project. It focuses, inter alia, on identifying the main cause of accidents to effectively improve road safety, and road safety training, focusing on human behaviour. Work done by the Eastern Alliance for Safe and Sustainable Transport, which focused on awareness raising may also be considered.

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<sup>2</sup> COM (2011) 144, of 28 March 2011

The work of the Transport Panel of the Eastern Partnership countries, which aims to bring the ENPI (European Neighbourhood and Partnership Instrument) countries closer to the EU by supporting policy discussion and approximation to EU standards, will also be taken into account in the course of the implementation of the project whenever relevant.

The Regional Strategy Paper for Assistance to Central Asia foresees that the implementation of regional cooperation for Central Asia in 2007-2013 will rely as much as possible on the enhanced regional cooperation initiatives and mechanisms under the ENPI Regional Strategy (East) 2007-2013. One of the core objectives of the Regional Strategy Paper for Assistance to Central Asia is to facilitate/promote closer regional transport cooperation both within Central Asia and between Central Asia and the EU.

#### **2.4. Donor coordination**

This programme – in line with the aims of the Paris Declaration and the European Consensus on Development, will contribute to more effective donor coordination and interaction with the beneficiary countries through the activities envisaged. International donors as well as international organisations active in road safety will be invited to contribute to the activities of the programme notably by sharing good practice and know-how.

### **3. DESCRIPTION**

#### **3.1. Objectives**

##### **General objective**

The objective of this project is the implementation of the TRACECA Regional Road Safety Action Plan, ensuring that the corridor transport system actively promotes the safety, security and protection of users, property, general public and the environment that might be involved in or affected by this system.

#### **3.2. Expected results and main activities**

In order to address the main action areas of the Regional Road Safety Action Plan, the project is divided into the following components: regulatory and institutional reforms, safer infrastructure and vehicles, safer road users, medical care for crash victims and changing attitudes to road safety.

##### Component 1: Regulatory and institutional reforms

##### Expected results

TRACECA countries have ratified the following international agreements and their main provisions are being implemented:

- European Agreement concerning the international carriage of dangerous goods by road (ADR) (1957)
- Agreement concerning the adoption of uniform technical prescriptions 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 prescriptions (1958)

- Convention on Road Traffic (1968)
- Convention on Road Signs and Signals (1968)
- European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR))
- European Agreement on main international traffic arteries (AGR) (1975)

### Main activities

This component will support the implementation of the relevant international agreements by means of technical assistance, training and exchange of best practice. Technical assistance will focus on the development of a safety policy for transport of dangerous goods and the development of a centralised database for the collection of road safety statistics. Lessons learnt from the Turkish experience on preparing for the implementing the ADR agreement could be used. Training activities will address enforcement officials in the application of the ADR and AETR agreements.

### Component 2: Safer infrastructure and vehicles

#### Expected results

- a) Modern road safety standards are taken into account in projects improving existing infrastructure, including tunnels;
- b) Staff in charge of road infrastructure is capable of undertaking road safety audits, road safety inspection and analysis of black spot areas in line with international best practice;
- c) Steps have been taken for the development of a network of safe and secure parking areas within the TRACECA region;
- d) Steps have been taken to organise a system for technical inspection of vehicles.

### Main activities

Support will be given to draw up and begin the implementation of programmes on road safety audits, analysis of black spots, road safety inspection and definition of routes for freight/through traffic to avoid residential areas. Training for technical staff on the safety elements of road design, construction and maintenance will be provided, and pilot cases to share best practice among the countries themselves will be encouraged. Road tunnels should be included in this exercise, taking into account the special conditions needed for this infrastructure (ventilation, safety exit, lighting, etc). Developing a network to provide safe and secure off-road parking for trucks in line with international best practice will receive technical assistance support. Training on international best practice for technical inspection of vehicles and on applying internationally recognised motor vehicle safety regulations is also foreseen.

### Component 3: Safer road users

### Expected results

- a) Increased road safety awareness among road users, especially vulnerable road users (children, elderly people, pedestrians, cyclists, motorcyclists);
- b) Enforcement capacity of the concerned authorities is increased, as shown by appropriate and consistent punishment of offenders.

### Main activities

Public awareness campaigns, especially for vulnerable road users, on the benefits of the use of safety equipment such as seat belts (front and rear), child restraints, and motorcycle helmets, and the risks of using mobile phones, excessive speed, and driving under the influence of alcohol and/or drugs will be supported by this component. The creation of a multi-sector working group on seat belts in each country and the organisation of training on effective approaches to increase seat belt use will also be included among the activities related to seat belt usage. Seminars and workshops on enforcing road traffic laws will be organised for the concerned authorities (police, Ministries of transport, health, education, etc).

### Component 4: Medical care for crash victims

#### Expected results

- a) Steps are taken to develop pre-hospital care systems and for dealing with crashes at the scene
- b) The needs for improved medical care for crash victims is outlined
- c) The “one call” emergency number system is developed and implemented
- d) Improving statistics on road traffic injuries

#### Main activities

Activities envisaged include support for organising training several times a year on first aid training for the police, paramedics and ambulance drivers, and the general public, and regular training of accidents and emergency departments in hospitals. A review on the needs for medical care of crash victims will be undertaken. A pilot project on assessing and analysing accident management nationally and at border crossings, involving civil protection authorities should support the development of the "one call" emergency number system.

Special attention will be paid to the overall data collection methodology and the statistical definition of "serious injury" or "slight injury", in view of the need to improve collection of data which should be a basis for any further policy development.

### Component 5: Changing attitudes to road safety

#### Expected results

- a) Civil society organisations are involved in road safety campaigns

b) Road safety education is provided in schools on a systematic and continuous basis

c) Driving training is improved

### Main activities

Support for producing road safety campaigns for all road users and developing partnerships between Government and civil society organisations could be provided through seminars and workshops aimed at building a common understanding of all involved on what are key road safety risks and solutions and the role of civil society in road safety. Developing road safety education in schools, with the ultimate goal of reducing child injury and having road safety as part of the national curriculum, will be supported with technical assistance measures. Pilot schemes will be the means to support introducing driver rectification courses to test the concept and acceptance by the public.

### **3.3. Risks and assumptions**

Continued strong political commitment to regional cooperation and support from the partner institutions is a necessary condition for the project's effective implementation. Partner governments and authorities should be ready to take the measures required in terms of legal, technical and institutional reforms and adequate resource allocation. Long-term regional stability in the region is a prerequisite for the project's sustainability. In particular, inter-state tensions in the Caucasus region, or in Central Asia between Tajikistan and Uzbekistan, may create difficulties in terms of regional coordination.

Participating countries must to a certain extent recognise international conventions and/or Community law and/or relevant international standards in the field of road and rail transport and should be ready to actively work towards the implementation of first of all international standards, and, if relevant, EU standards.

These risks are minimised by the use of already functioning cooperation mechanisms between the key transport stakeholders of the TRACECA region and the EU.

### **3.4. Crosscutting Issues**

The priority sector of transport safety and security will include strong components related to good governance, notably related to the involvement of civil society and data collection, as well as environmental safety. Gender policy principles will be applied whenever relevant for the actions.

### **3.5. Stakeholders**

The main stakeholders in the project will be Ministries of Transport, Road Safety Agencies, possibly also Railway Safety Agencies, where applicable network operators, as well as local municipalities for what concerns urban transport. Passengers and freight companies are final beneficiaries. The interest of all of these stakeholders is to enhance their knowledge and capacity to implement and operate under international and EU standards with a view on further structural adaptation at the national level which needs to be complemented at the regional level so as to encourage and facilitate the unimpeded flow of goods and people in the TRACECA region.

## **4. IMPLEMENTATION**

### **4.1. Method of implementation**

Direct centralised management. The action will be implemented through indicatively one, or possibly two, service contract(s) following call(s) for tenders. Tender procedures will tentatively be launched in early 2013.

However, for components 3 (safer road users), 4 (medical care for crash victims) and 5 (changing attitudes to road safety) the Commission may reserve the right to foresee a contribution with the Global Road Safety Partnership, a programme that is hosted by the International Federation of Red Cross and Red Crescent Societies (IFRC) and that undertakes similar actions at global level.

### **4.2. Procurement and grant award procedures**

All contracts implementing the action must be awarded and implemented in accordance with the procedures and standard documents laid down and published by the Commission for the implementation of external operations, in force at the time of the launch of the procedure in question.

Participation in the award of contracts for the present action shall be open to all natural and legal persons covered by the ENPI Regulation. In line with Article 27 of this Regulation, natural and legal persons of all the beneficiary countries of this project may participate in the award of contracts. Extension of this participation to other natural or legal persons by the concerned authorising officer shall be subject to the conditions provided for in article 21(7) of the ENPI Regulation.

Collaboration with the Global Road Safety Partnership would take the form of a standard contribution agreement with an international organisation, signed with IFRC. Awarding this grant contract would be subject to obtaining the prior approval of the responsible authorising officer in accordance with DEVCO instructions.

### **4.3. Budget and calendar**

The total budget for the proposed project is EUR 3 million. The indicative project duration is 3 years from the signature of the contracts.

### **4.4. Performance monitoring**

There are limited relevant "standard indicators" in the domain as the project is mainly focusing on regulatory reforms and awareness raising of the general public. Performance can be monitored for instance in terms of less fatal accidents in road transport or improved rating assessment of the TRACECA countries as compared with the situation presented in the Regional Road Safety Action Plan for TRACECA.

### **4.5. Evaluation and audit**

Mid term and final evaluations of the results achieved may be carried out by independent consultants, as well as external audits. Evaluations and audits will be funded from other sources than the project budget.

#### **4.6. Communication and visibility**

The project will work out a specific communication strategy and develop specific activities dedicated to communication and visibility, in line with the Communication and Visibility Manual for EU External Actions.

Relevant communication tools will be developed for the different components of the project in order to keep the stakeholders informed and to ensure visibility of the programme. Visibility and communication actions in the Partner Countries will also be carried out in collaboration with the Delegations, in line with the Communication and Visibility Manual for EU External Actions. In addition, the contract will have to cooperate with the Regional Transport Dialogue and Networks Interoperability II transport project to ensure coherence with the other transport projects and the overall TRACECA website. Other information tools such as the ENPI Info Centre web portal will also be used regularly and press releases will be prepared when appropriate.