

# ROAD SAFETY REGIONAL PROFILE

ARM



AZE



GEO



BLR



MDA



UKR



## EASTERN PARTNERSHIP COUNTRIES



**WORLD BANK GROUP**  
Transport



**EaP** | Eastern  
Partnership



**Funded by  
the European Union**



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Please refer to this Report as follows: World Bank, Road Safety Regional Profile—EaP, 2021.

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## SNAPSHOT OF KEY ROAD SAFETY INDICATORS IN THE EAP REGION

Region Population: 27.94 Million People

Gross Domestic Product (Total): 280.55 Billion US\$

GDP per Capita (Average): 4,472.30 US\$ (Est.)

Cost of Road Crash Fatalities: 1.55 Billion US\$

Cost of Road Crash Serious Injuries: 5.73 Billion US\$ (Est.)

Cost of Road Crashes (% of GDP): 2.6 % of GDP

No. of Road Crashes: 184,296 Road Crashes

No. of Road Crash Fatalities: 5,854 Fatalities

Total No. of Road Crash Injuries: 51,850 Injuries

No. of Road Crash Serious Injuries: 87,810 Serious Inj. (Est.)

Road Crash Fatality Rate: 8.28 per 100,000 pop.

No. of Registered Vehicles: 23,407,534 Vehicles

Motorization Rate: 343 vehicles/1,000 pop.

Table 1

Summary of Key Road Safety Indicators in the EaP Region (for 2020)

\* Road crash injuries in some countries in the EaP region are not disaggregated into serious and minor injuries. The serious injuries in these countries have been estimated from the number of road crash fatalities.<sup>a</sup>

Road Crash Fatalities Distribution by Gender<sup>b</sup>22.9% Female  
Road Crash Fatalities77.1% Male  
Road Crash FatalitiesRoad Crash Injuries Distribution by Gender<sup>b</sup>32.3% Female  
Road Crash Injuries67.7% Male  
Road Crash InjuriesRoad Crash Fatalities Distribution by Road User Groups<sup>b</sup>

37.7%

Pedestrians



4.3%

Cyclists



3.5%

Motorcyclists



52.0%

Vehicle Users

Road Crash Fatalities Distribution by Age Groups<sup>b</sup>

0 – 14 Yrs.

3.1%

15 – 64 Yrs.

75.9%

65 Yrs. &amp; Above

21.0%

## Other Key Metrics

Life Years affected  
due to disability from  
road crash injuries per  
100,000 people<sup>c</sup>

4,840 Life Yrs.

% Trend in Fatality  
Rate per 100,000  
pp. in the Decade of  
Action (2010 – 2020)<sup>b</sup>

-31.2%

% Trend in Fatality  
Rate per 100,000 pp.  
(2019 – 2020)<sup>b</sup>

+4.0%

Sources: <sup>a</sup> 15:1 ratio of serious injuries per fatality (Developed by iRAP and Adjusted by GRSF, World Bank)

<sup>b</sup> Averages/Totals of Data from EaP Countries National Data

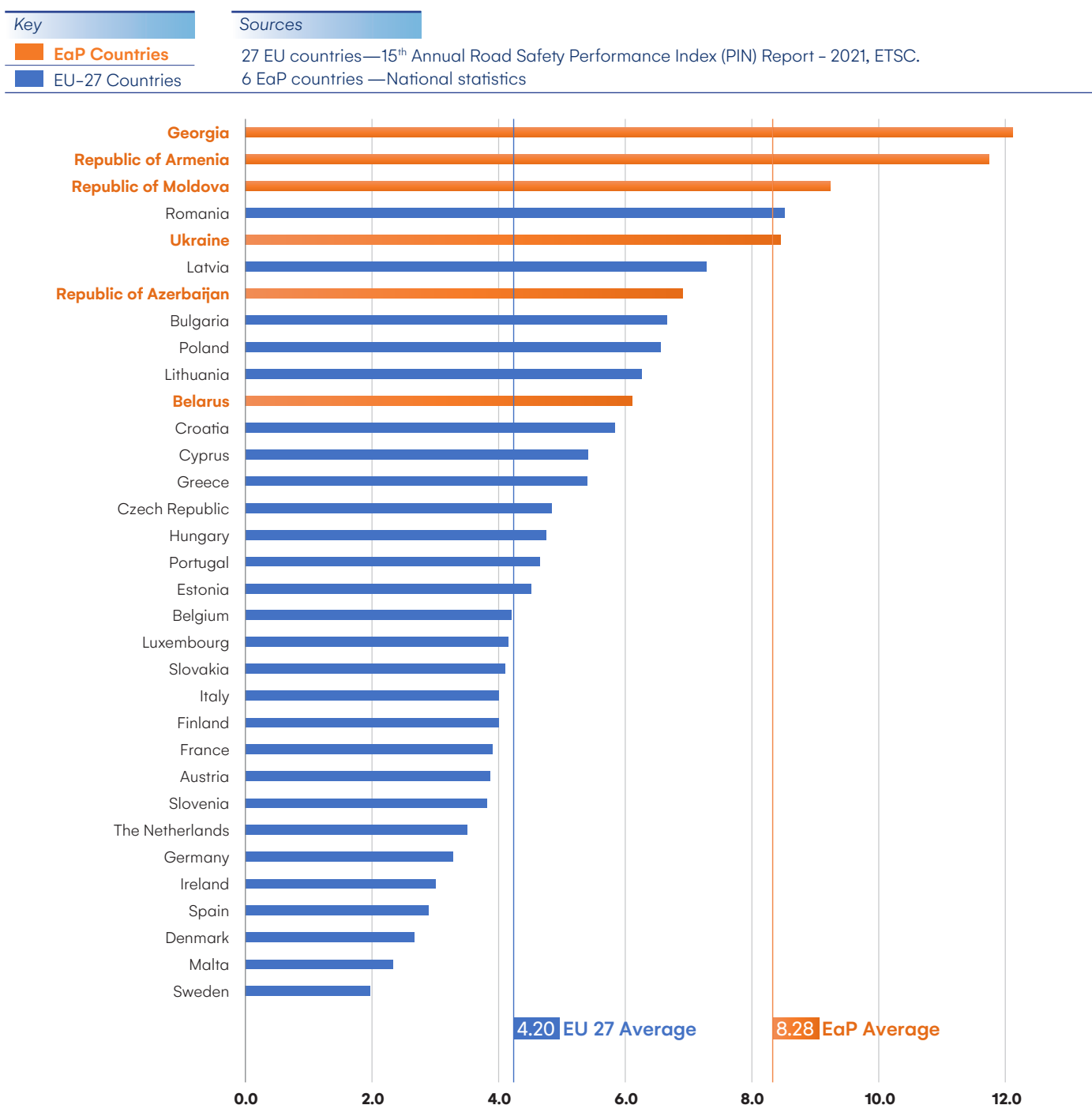
<sup>c</sup> Global Burden of Disease (GBD) 2019, Institute for Health Metrics and Evaluation (IHME)

## DETAILED ROAD SAFETY STATUS IN THE EAP REGION

## General Road Safety Positioning (in comparison with EU Countries)

The average road crash fatality rate in the EaP Region is **8.28 fatalities per 100,000 inhabitants**. The EaP fatality rate is **49.3% higher than that of EU-27**. Belarus is the **best performing country** in the EaP region, with the lowest fatality rate (**6.11 fatalities/100,000 inhabitants**). Georgia has the highest fatality rate (**12.11 fatalities/100,000 inhabitants**), while the other countries' fatality rates range between **6.91–11.74 fatalities/100,000 inhabitants**. The actual fatality rate for the region may be higher, given that the fatality rates for the individual countries have not been corrected for under-reporting.

Figure 1 Road Crash Fatalities per 100,000 inhabitants in 2020 in the EaP and EU-27 region.



## DETAILED ROAD SAFETY STATUS IN THE EAP REGION

### Road Crash Fatalities and Injuries Analysis

In 2020, the EaP region registered an overall **decrease** in the number of **road crashes (2.8%)**, a minimal **decline** in the number of **road crash fatalities (0.4%)** and an overall **reduction** in the number of **road crash injuries (7.4%)**, as compared to 2019.

It is noteworthy to mention that during 2020, the COVID-19 pandemic had a significant impact on transport and mobility across the globe, including the EaP region, bringing travel to a standstill, thus leading to an **overall reduction in the number of registered road crashes**. However, it is noted that the **reduction in the registered road crash fatalities is not of the same magnitude**, possibly due to an increase in recorded speeding caused by less traffic, leading to a **higher proportion of fatalities for each road crash**.

The **longer-term trend** for road crash fatalities in the EaP region has a **decreasing trend**. Between **2010 and 2020**, the road crash fatalities per 100 000 inhabitants in the region has **dropped by 35.0%**.

Figure 3 gives an overall impression of the scale of road crash fatalities and injuries in the EaP region. Table 2 summarizes the percentage increase/decrease in road crashes, crash fatalities and injuries in EaP countries.

Figure 2

Road Crashes, Fatalities and Injuries in the EaP region (2009 – 2020), National Data

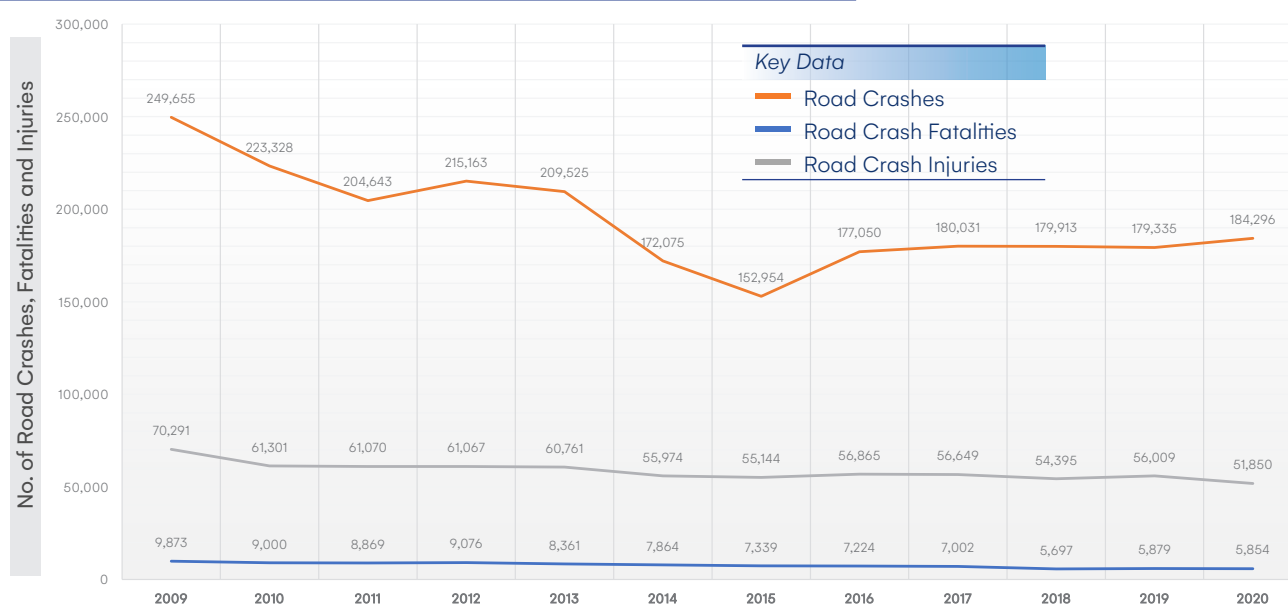


Table 2

Road Crashes, Fatalities and Injuries trends in the EaP Countries from National Data

	Percentage Increase (▲) or Decrease (▼)						
Road crashes, crash fatalities and injuries trends	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.
Road crash reduction/increase between 2019–2020	▲ 2.0%	▼ 17.8%	▲ 0.9%	▼ 16.8%	▼ 30%	▲ 4.6%	▼ 2.8%
Road crash fatalities reduction/increase between 2019–2020	▼ 20%	▼ 18%	▲ 12.2%	▼ 6.9%	▼ 13.5%	▲ 2.5%	▼ 0.4%
Road crash injuries reduction/increase between 2019–2020	▲ 0.6%	▼ 20.7%	▼ 2.3%	▼ 19.3%	▼ 34.8%	▼ 2.4%	▼ 7.4%
Road crash fatality rate trend between 2010–2020	▲ 14.9%	▼ 32.3%	▼ 51.3%	▼ 33.1%	▼ 43.9%	▼ 28.7%	▼ 35.0%

## DETAILED ROAD SAFETY STATUS IN THE EAP REGION

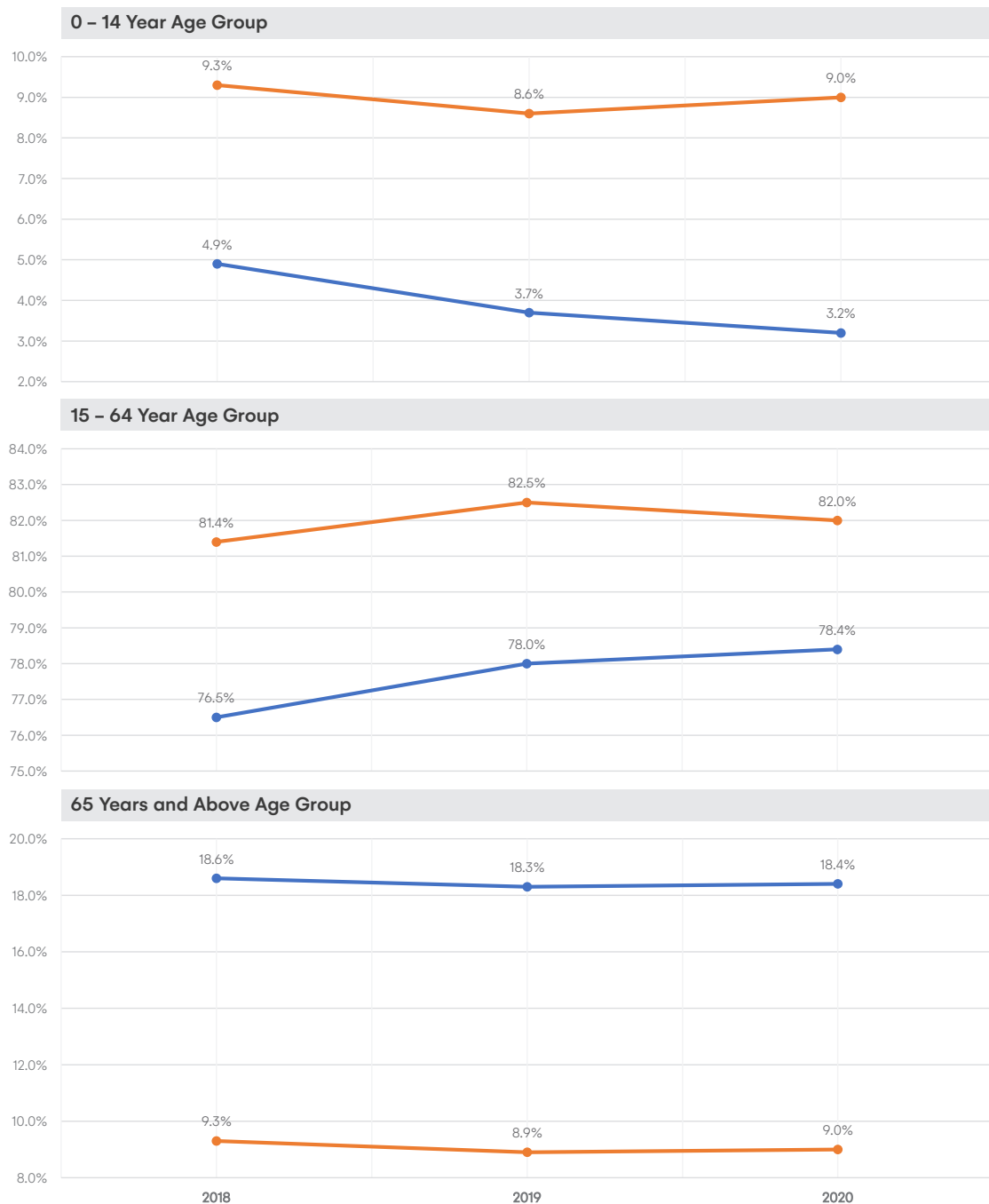
Age has a very significant impact on mortality and risk of road crash fatality and injuries, thus it is recommended to investigate and control for this factor. The most significant mortality rate due to road crashes in the EaP region is observed in population aged between **15 and 64 Years**, accounting for an **average of 80% of Road Crash Fatalities and Injuries**. Road Crash Fatalities and Injuries registered during 2018–2020 for the 0–14 Year and 65 Years & Above Age Group have incurred insignificant change. This pattern of road crash fatalities and injuries in different age groups is observed in all the EaP countries.

Figure 3

*Distribution of Road Crash Fatalities and Injuries by Age Groups in the EaP Region*

## Key

- Road Crash Fatalities
- Road Crash Injuries



## DETAILED ROAD SAFETY STATUS IN THE EAP REGION

The most **Vulnerable Road Users (VRUs)**, in the EaP region, include vehicle occupants (on average accounting for 50.0% of road crash fatalities and 56% of road crash injuries) and pedestrians (on average accounting for 36.9% of road crash fatalities and 26.2% of road crash injuries). Vehicle occupants and pedestrians account for the most vulnerable road users in all the EaP countries.

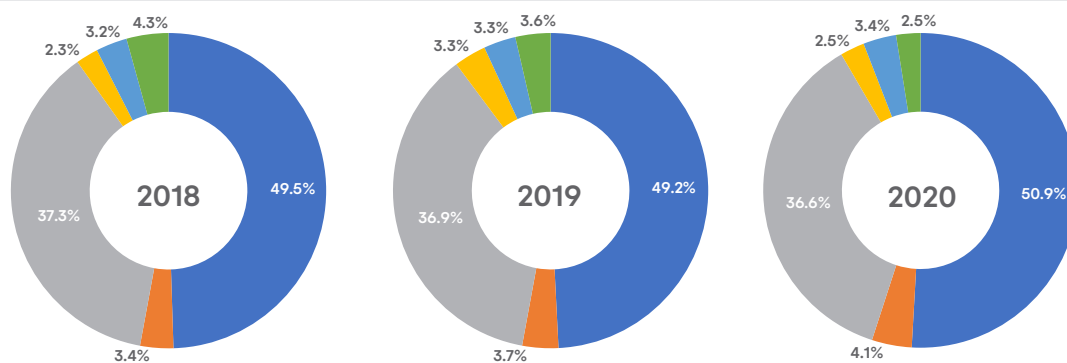
Figure 4

Distribution of Road Crash Fatalities by Road User Group

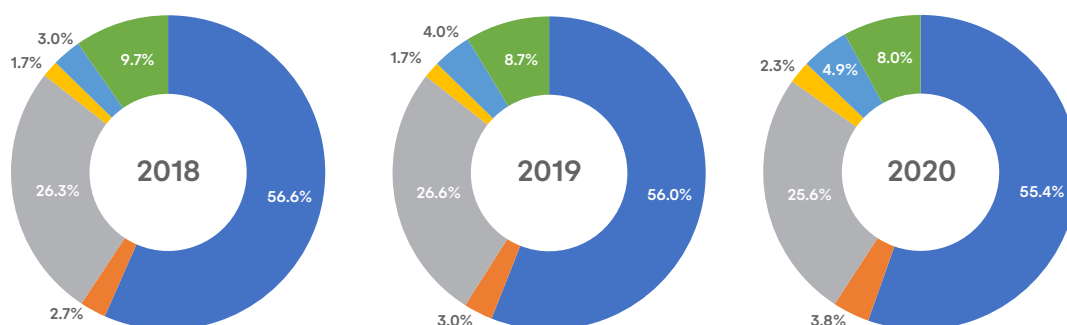
Key

- Vehicle Occupants
- Cyclists
- Pedestrians
- Truck Occupants
- M/Cycle Occupants
- Other Categories

Road Crash Fatalities Distribution by Road User Groups

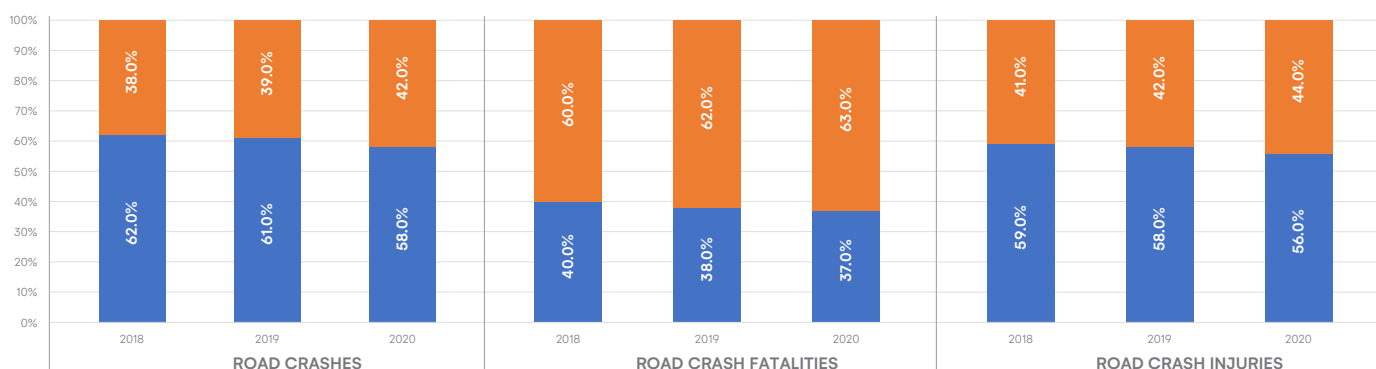


Road Crash Injuries Distribution by Road User Groups



The EaP Region has an urban population of approximately **67.4%**. National data indicates that **rural areas account for less than a half of total road crashes** registered in the region; for more than **two thirds of the total road crash fatalities**, and a **less than a half of road crash injuries**. This pattern of road crashes, crash fatalities and injuries is observed in all the EaP countries. Further analysis of urban and rural area contexts of road crashes is required to learn and understand the disparity, considering a **higher mortality risk in rural areas**.

Figure 5 Distribution of Road Crashes, Fatalities and Injuries by Area (Urban/Rural) in the EaP Region

Key ■ Urban Areas ■ Rural Areas

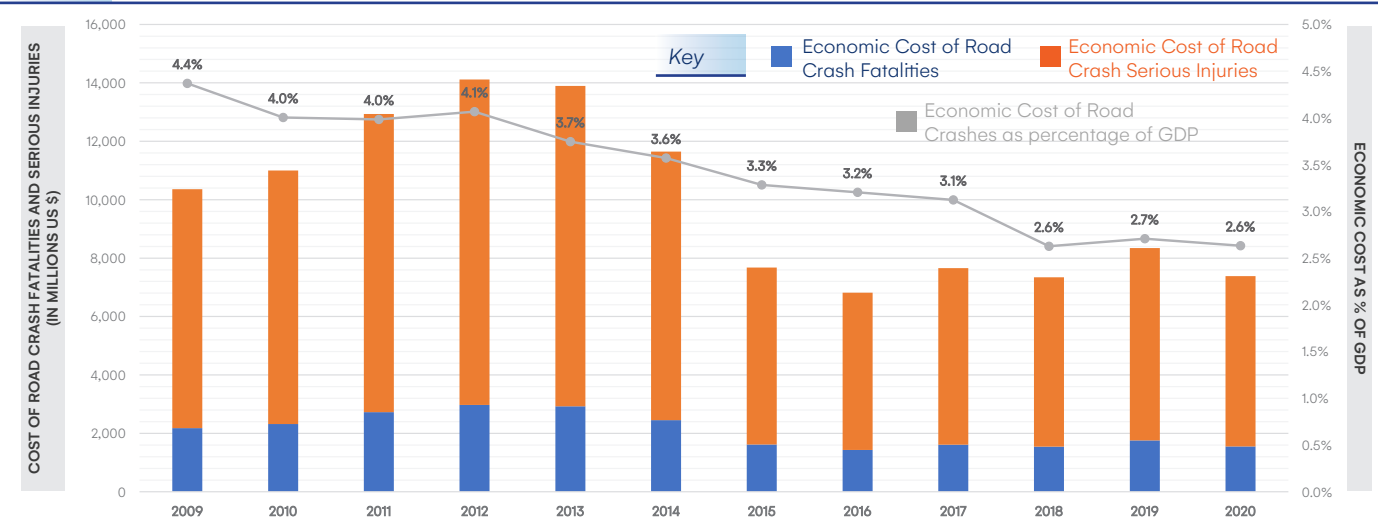


## DETAILED ROAD SAFETY STATUS IN THE EAP REGION

## Economic and Social Cost of Road Crashes Fatalities and Injuries in the EaP Region

The Economic and Social Cost of Road Crash Fatalities and Injuries in the EaP region has been calculated by applying the general approximation rule developed by iRAP (**Fatality Cost – 70 x GDP/Capita; Serious Injury Cost – 17.5 x GDP/Capita**). An estimate of **15:1 ratio of serious injuries per fatality** has been used where data was not available (*Developed by iRAP and Adjusted by GRSF, World Bank*). The socio-economic cost of road crash fatalities and serious injuries in the EaP region has been **steadily decreasing (by 39.8%)** since its highest in 2009 (**4.4% of GDP**) to **2.6% of GDP** estimated for 2020. **Georgia** experiences the highest socio-economic cost, **4.0% of GDP**. Belarus experiences the lowest cost, **2.0% of GDP**, while the other countries costs lie between **2.3–3.2% of GDP**.

Figure 6 Economic Cost of Road Crash Fatalities and Serious Injuries



## Data Discrepancy of Road Crashes Fatalities and Injuries Data in the EaP Region

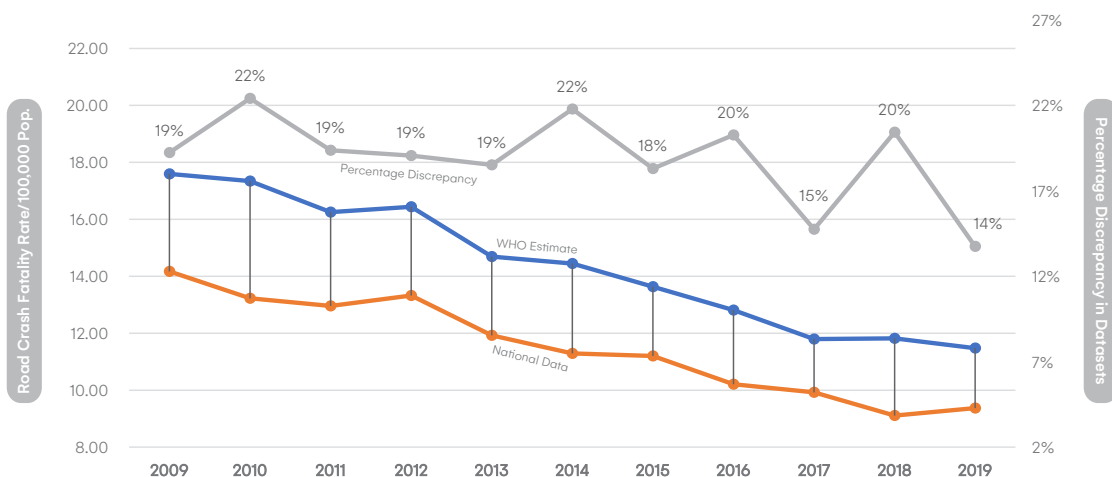
Data Discrepancy in the EaP region **reported at the national level and corrected by WHO (for each country)** has been estimated at between 14 to 22% in 2009–2019. This shows a high level of underreporting in the region presumably due to a lack of a robust data collection systems that are interlinked with hospitals, police and other actors within the countries. Armenia has the **highest level of under-reporting, 42%**, while Azerbaijan and Moldova have the lowest levels of under-reporting, **3% and 6% respectively**. Belarus, Georgia and Ukraine have average levels of under-reporting, between **21–30%**.

Figure 7

Data Discrepancy of Road Crash Fatalities in EaP Region – between National Data and WHO Estimates

## Source

WHO Global Health Observatory data (2009 – 2019)



## PILLAR 1 | ROAD SAFETY MANAGEMENT

## Institutional Framework of Road Safety in the EaP Region

ARM AZE BLR MDA UKR

EaP Countries with a road safety lead agency/authority

ARM AZE BLR MDA UKR

EaP Countries with a funded lead agency

ARM AZE BLR GEO MDA UKR

EaP Countries with agencies that guide, implement and monitor road safety interventions (with an institutional framework)

ARM AZE BLR GEO MDA UKR

EaP Countries with up-to-date road safety targets

## Road Crash Data Collection System

The figure below provides an overview of the crash data system benchmarking assessment based on self-reporting by the representatives of the EaP Regional Working Group.

Table 3

Crash data system benchmarking assessment for the EaP Region (Country Scores and EaP Average)

Crash data system benchmarking assessment	Self-reported scores (Percentage, %)						
	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.
<b>Benchmarking Indicators Used</b>							
Legislation	50	95	95	45	45	45	63
Institution	80	95	95	80	95	95	90
Software Platform	95	5	95	95	95	95	80
GIS Oriented	5	5	95	95	45	95	57
WEB Oriented	95	5	95	95	95	95	80
Database Availability	5	5	45	15	45	5	20
Updated	5	15	95	15	95	5	38
Willingness for data exchange	5	5	5	95	5	95	35
Connectivity	5	5	95	15	5	75	33
Concept of road safety database	5	95	95	95	45	45	63
<b>Total Scores for Crash Data System Benchmarking Assessment</b>	<b>350</b>	<b>330</b>	<b>810</b>	<b>645</b>	<b>570</b>	<b>650</b>	<b>559</b>

## PILLAR 2 | SAFER ROADS AND ROADSIDES

## Road Infrastructure Safety Assessment Performance in the EaP Region

The benchmarking survey on implementation of the EU road safety Directive in each of the EaP countries was conducted by the EaP TP Secretariat in two rounds during 2018. Initially, a quantitative survey was conducted, where EaP countries self-reported the degree to which the introduction of individual measures from the **EU 2008/96 Directive on road infrastructure safety** has been achieved. Subsequently, an additional qualitative survey was produced by the Bank team, focusing on the four main tools of **Road Safety Audit (RSA)**, **Inspection (RSI)**, **Impact Assessment (RSIA)** and **Blackspot Management (BSM)** and aiming at a closer understanding of the current situation.

Table 4

EaP Countries Status regarding EC 96/2008 Directive Implementation

EaP Countries Status regarding EC 96/2008 Directive Implementation		Answers confirmed by countries						
Impact Indicators used	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.	
Implementation of RSIA (Road Safety Impact Assessment)								
Legal basis for RSIA exists	90	95	5	5	5	5	34	
Adequate RSIA manual in official use	80	95	5	5	5	5	33	
Trained staff for RSIA available	60	50	5	5	10	5	23	
Road Authorities have budget to purchase RSIA	50	95	5	5	5	5	28	
All major new roads and reconstructions passed RSIA procedure	75	95	5	5	5	5	32	
RSIA Recommendations being accepted in feasibility stage	80	95	5	5	5	5	33	
Total Scores for Road Safety Impact Assessments (RSIA)	435	525	30	30	35	30	183	
Implementation of RSA (Road Safety Audit)								
Legal basis for RSA (Road Safety Audit) exists	85	50	5	30	5	5	30	
Adequate RSA manual in official use	95	70	5	85	5	5	44	
Trained road safety auditors available	25	50	5	50	30	15	29	
Road Authorities have budget to purchase RSA	25	95	5	10	5	5	24	
All new, reconstructed and rehabilitated roads being safety audited	50	95	5	10	25	5	32	
RSA Recommendations being implemented by Roads Authority	80	95	5	50	20	5	43	
Total Scores for Road Safety Audits (RSA)	360	455	30	235	90	40	202	
Implementation of RSI (Road Safety Inspection)								
Revision (update) of road design standards undertaken	75	95	25	75	85	5	60	
Revision (update) of road design norms (guidelines) undertaken	65	95	25	80	20	5	48	
Convention of road signs/ signals 1968 fully implemented	60	95	25	50	30	10	45	

## PILLAR 2 | SAFER ROADS AND ROADSIDES

EaP Countries Status regarding EC 96/2008 Directive Implementation

Answers confirmed by countries

Impact Indicators used	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.
<b>Implementation of RSI (Road Safety Inspection)</b>							
Vehicle Restraint Systems (VRS) standard based on EN 1317	50	95	75	20	5	5	42
Work zone protection based on best international practice	70	95	75	75	35	5	59
Harmonization between standards/norms/guidelines and other legislation undertaken	80	50	75	80	50	5	57
<b>Average Scores for Road Safety Inspections (RSI)</b>	<b>400</b>	<b>525</b>	<b>300</b>	<b>380</b>	<b>225</b>	<b>35</b>	<b>311</b>
<b>Black Spot Management – BSM (Black Spot Management)</b>							
Legal basis for BSM (Black Spot Management) exists	60	50	90	10	10	50	45
Adequate BSM Manual in official use	50	35	75	70	5	85	53
Clear definition (criteria) of black spot exists	80	80	85	10	20	85	60
Trained black spot investigators available	80	80	70	40	30	20	53
Annual black spot improvement program in place	95	75	70	75	5	20	57
Road Authorities has dedicated funds for BSM improvements	90	50	70	50	10	5	46
BSM recommendations being implemented by Roads Authority	90	70	70	70	50	5	59
<b>Average Scores for Black Spot Management (BSM)</b>	<b>545</b>	<b>440</b>	<b>530</b>	<b>325</b>	<b>130</b>	<b>270</b>	<b>373</b>
<b>Road Assessment Program (RAP) (e.g. iRAP)</b>							
Legal basis for RAP (Road Assessment Program) exists	60	20	80	10	5	10	31
RAP implemented on road network	50	20	80	10	20	5	31
Annual RAP program exists	50	20	50	10	5	10	24
Road Authorities has dedicated funds for RAP improvements	60	80	50	10	5	10	36
RAP recommendations being implemented by Roads Authority	80	80	80	10	5	10	44
<b>Average Scores for Road Assessment Programs (RAP)</b>	<b>300</b>	<b>220</b>	<b>340</b>	<b>50</b>	<b>40</b>	<b>45</b>	<b>166</b>
<b>Application of traffic calming measures</b>							
Legal basis for application of traffic calming measures exists	60	50	90	10	10	50	45
Adequate traffic calming Manual in official use	50	35	75	70	5	85	53
Clear criteria for selection of traffic calming measures exists	80	80	85	10	20	85	60
Trained staff available	80	80	70	40	30	20	53
Road Authorities has dedicated funds for traffic calming implementation	95	75	70	75	5	20	57
Traffic calming recommendations being implemented by Roads Authority	90	50	70	50	10	5	46
<b>Average Scores for Traffic Calming Measures</b>	<b>455</b>	<b>370</b>	<b>460</b>	<b>255</b>	<b>80</b>	<b>265</b>	<b>314</b>

## PILLAR 2 | SAFER ROADS AND ROADSIDES

EaP Countries Status regarding EC 96/2008 Directive Implementation

Answers confirmed by countries

Impact Indicators used	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.
<b>Application of road design standard/norms (guideline) revision</b>							
Revision (update) of road design standards undertaken	85	95	90	80	50	30	72
Revision (update) of road design norms (guidelines) undertaken	75	80	90	80	50	30	68
Convention of road signs/ signals 1968 fully implemented	100	95	99	80	100	90	94
Vehicle Restraint Systems (VRS) standard based on EN 1317	60	70	50	80	80	30	62
Work zone protection based on best international practice	40	50	40	50	50	20	42
Harmonization between standards/norms/guidelines and other legislation undertaken	60	80	80	80	70	50	70
<b>Average Scores for Road Design Standard Revision</b>	<b>420</b>	<b>470</b>	<b>449</b>	<b>450</b>	<b>400</b>	<b>250</b>	<b>408</b>
<b>Building the capacity of engineers and technical staff</b>							
Adequate Manuals/Guidelines for safety engineering produced	50	75	30	70	10	10	41
Selected Government, Consultants and Academic staff trained	35	75	30	60	5	5	35
Different road safety curricula for University courses produced (RSIA, RSA, RSI, RAP, BSM, TC)	40	50	40	30	30	5	33
Students being taught about safe design approaches during their studies	50	50	50	30	70	10	43
<b>Average Scores for Capacity Building</b>	<b>175</b>	<b>250</b>	<b>150</b>	<b>190</b>	<b>115</b>	<b>30</b>	<b>152</b>

## Road Safety Infrastructure Investments in the EaP Region

Improving the world's roads to a **3-star or better** standard is a key way to achieve the United Nations Sustainable Development Goals target of **halving road deaths and injuries by 2030**. The **Business Case for Safer Roads (iRAP)** analyzes the investment required to achieve 75% of travel on 3-star or better roads, as shown in the table below.

Table 5

What can be achieved with &gt;75% of travel in the EaP region on 3-star or better roads for all road users by 2030

Total infrastructure and speed management investment required	<b>8.54 Billion US\$</b>
Average annual investment as a percentage of GDP (2020–2030)	<b>0.22%</b>
Total reduction in road crash fatalities per year	<b>3,129 fatalities</b>
Reduction in road crash fatalities and serious injuries (FSI) over 20 years	<b>688,487</b>
Total Economic Benefit	<b>42.64 Billion US\$</b>
Average Benefit Cost Ratio (BCR)	<b>8</b>

Source: <sup>1</sup> iRAP Vaccines for Roads. The Big Data Tool. <https://www.vaccinesforroads.org/irap-big-data-tool-map/>



## PILLAR 3 | SAFER SPEEDS

## Speed Limits and Comparison with Safe System Speed Limits in the EaP Region – National Data (2020)

**All countries** in the EaP region have an existing **National Speed Limit Law**. Local authorities in **half of the countries (Azerbaijan, Moldova and Ukraine)** are allowed to modify the speed limits within the localities. Comparison of the EaP region speed Limits to the recommended Safe System Speeds shows that on average the speed limits are **22 km/h higher** than recommended.

The predominant Enforcement of speed limits in the region is **automated enforcement**, however some countries (Belarus, Moldova and Ukraine) still use **manual enforcement**. The average **self reported enforcement score is 72%** – Georgia having the highest score of 100% and Ukraine having the lowest score of 30%. The **potential decrease** in fatal road crashes from enforcement of Safe Speed Limits is estimated, on average, to be **three-fold**.

Table 6

Maximum Speed Limits, Recommended Safe System Speeds and the Potential Decrease in Road Crash Fatalities

	ROADS			
	RESIDENTIAL	URBAN	RURAL	MOTORWAYS
Average Maximum Speed Limit in EaP Region	57 km/h	57 km/h	73 km/h	113 km/h
Difference with Recommended Safe System Speeds <sup>1</sup>	+ 27 km/h	+ 27 km/h	+ 3 km/h	+ 23 km/h
Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits <sup>2</sup>	5 times lower	5 times lower	1.2 times lower	2 times lower

Note: <sup>1</sup> Safe System Recommended Speed Limits: Residential and Urban – 30 km/h; Rural – 70 km/h; Motorways – 90 km/h.

<sup>2</sup> Potential decrease in fatal road crashes from enforcement of safe system speed limits calculated using the Nilsson's Power Model connecting speed and road trauma. [M.H. Cameron, R. Elvik. 2010]

## Speed Calming Infrastructure in the EaP Region – National Data (2020)

Table 7

Speed Calming Infrastructure in the EaP Region – Presence and Brief Descriptions of Implementation

Speed Calming Infrastructure Category	Presence in EaP Region (Present/Not Present)	Brief Description/Narrative of Implementation and Results
<b>Narrowing</b> e.g. extending sidewalks, pedestrian refuges.	PRESENT	Implemented in ARM, AZE, BLR, GEO, MDA and UKR.
<b>Vertical Deflections</b> e.g. speed bumps, humps and tables.	PRESENT	Implemented in ARM, BLR, GEO, MDA and UKR.
<b>Horizontal Deflection</b> e.g. chicanes and chokers.	PRESENT	Implemented in BLR, MDA and UKR.
<b>Block/Restrict Access</b> e.g. median diverters and cul-de-sacs.	PRESENT	Implemented in BLR, GEO, MDA and UKR.
<b>Road Markings, Signs and Furniture</b> e.g. colored surfacing	PRESENT	Implemented in ARM, AZE, BLR, GEO, MDA and UKR.

## PILLAR 4 | SAFER VEHICLES

## Vehicle Population and Distribution in the EaP Region

Most of the countries in the EaP Region have an up-to-date database of the existing vehicle population. The vehicle categorization within the countries in the region are not standardized, inhibiting comparison. The **average motorization in the EaP region is 343 vehicles/1,000 people**. The majority of the vehicle population includes Cars and Light Wheeled Vehicles, Motorized 2/3 Wheelers, Trucks and Buses respectively.

## Compliance with UN Vehicle Safety Regulations in the EaP Region – National Data (2020)

The EaP region compliance (WHO, 2018) to the recommended Vehicle Safety Standards is shown below:

 <b>CRASH TESTS</b> Frontal Impact (No.94) Side Impact (No.95)	BLR	 <b>ANTI-LOCK BRAKES</b> Motorcycle Anti-Lock Brakes No.78 (GTR.3)	BLR	 <b>PEDESTRIAN SAFETY</b> Pedestrian Protection No.127 (GTR. 9)	NONE
 <b>ELECTRONIC STABILITY CONTROL</b> Electronic Stability Control No.140 (GTR. 8)	NONE	 <b>SEAT BELTS</b> Seat Belt & Anchorages (No.16 & 14)	NONE	 <b>AUTONOMOUS EMERGENCY BRAKING</b> Autonomous Emergency Braking Systems	NONE

## Regulation of Imported Vehicles and Periodic Inspection of Existing Fleet in the EaP Region (2020)

ARM AZE BLR MDA UKR	NONE	ARM AZE BLR GEO MDA
EaP Countries with Regulated Import of Used Vehicles	EaP Countries with Age Limit Based Import Restriction	EaP Countries with Taxation Based Import Restriction
ARM AZE BLR GEO MDA UKR	<b>All countries</b> in the EaP region have a vehicle inspection system in place for imported vehicles.	
EaP Countries with Imported Vehicle Inspection		
ARM BLR GEO MDA	Periodic inspection systems for existing vehicle fleet exist in some of the EaP countries (Armenia, Belarus, Georgia and Moldova).	
EaP Countries with Periodic Inspection for Existing Fleet		

## PILLAR 5 | SAFER ROAD USERS

Seatbelt Usage in the EaP Region – WHO Data (2018)<sup>a</sup> and National Data (2020)<sup>b</sup>

**All countries** in the EaP region have an **existing National Seatbelt Law**, which applies to **all vehicle passengers (drivers, front and rear passengers)**. The enforcement is done by **visual inspection at traffic controls**. Drivers and Passengers found to be breaking the law are fined through monetary terms and demerit points.

70 %

Self-Reported  
Enforcement Score of  
Seatbelt Legislation<sup>a</sup>  
(EaP Average)

Self-reported enforcement scores are provided for all the EaP countries. Armenia, Belarus, Georgia and Moldova report an **80% enforcement**, followed by Azerbaijan and Ukraine with an enforcement score of **70% and 30%**, respectively.

47 %

Average Seatbelt  
Wearing Rate<sup>a</sup>  
(EaP Average)

Average seatbelt wearing rates are reported for Armenia (70%), Azerbaijan (30%) and Moldova (40%).

Motorcycle Helmet Usage in the EaP Region – WHO Data (2018)<sup>a</sup> and National Data (2020)<sup>b</sup>

**All countries** in the EaP region have an **existing National Motorcycle Helmet Law**, which applies to **all motorcycle users**. Children **passengers under 12 yrs.** are **prohibited** on motorcycles in the whole region. Users found breaking the law are fined through monetary terms and demerit points.

ARM

AZE

BLR

MDA

UKR

AZE

BLR

MDA

EaP Countries with mandatory Motorcycle  
Helmet Fastening<sup>b</sup>

EaP Countries with specified Motorcycle  
Helmet Standards<sup>b</sup>

70 %

Self-Reported  
Enforcement Score<sup>a</sup>  
(EaP Average)

Self-reported enforcement scores are provided for all the EaP countries. Armenia reports a 90% enforcement score, with Ukraine having the lowest enforcement score of 30%. The other countries scores range between 60%–80%.

92 %

Avg. Helmet Wearing  
Rate<sup>a</sup> (EaP Average)

The average helmet wearing rate is only reported for Armenia (92%).

## PILLAR 5 | SAFER ROAD USERS

Drink Driving and Drug Driving in the EaP Region – WHO Data (2018)<sup>a</sup> and National Data (2020)<sup>b</sup>

**All countries** in the EaP region have an existing **Drink Driving and Drug Driving Law**. Enforcement of drink/drug driving laws is generally done by **visual inspections at traffic controls and random drink driving tests**. **All countries** use a **graduated system of fines and demerit points** for different levels of contraventions and repetitions, including withdrawal and cancellation of driving licenses.

ARM AZE BLR GEO MDA UKR

EaP Countries with BAC Limit for General Population<sup>b</sup>

AZE BLR GEO MDA UKR

EaP Countries with BAC Limit for Young/Novice Drivers<sup>b</sup>

AZE BLR GEO MDA UKR

EaP Countries with BAC Limit for Professional Drivers<sup>b</sup>

60 %

Self-Reported Enforcement Score<sup>a</sup> (EaP Average)

Self-reported enforcement scores are provided for all the EaP countries. Belarus and Moldova both report an 80% enforcement score, with Azerbaijan having the lowest enforcement score of 20%. The other countries scores range between 50%–70%.

8.0 %

% of Alcohol Related Road Crash Fatalities<sup>a</sup> (EaP Average)

The percentage of alcohol related road crash fatalities are reported for all the EaP countries. Belarus has the highest share of alcohol related crashes at 22.7%. Azerbaijan has the lowest share of 0.6%. The other countries scores range between 3.2%–8.0%.

Child Restraint Usage in the EaP Region – WHO Data (2018)<sup>a</sup> and National Data (2020)<sup>b</sup>

**All countries** in the EaP region have an existing **Child Restraint National Law**, with most of them having **front seat prohibition for children 12 years and below** and **car seat requirements** for children.

ARM AZE BLR MDA UKR

EaP Countries with Front Seat Prohibition for Children 12 Yrs. & Below<sup>b</sup>

ARM AZE BLR MDA UKR

EaP Countries with Car Seat Requirement for Children<sup>b</sup>

AZE BLR

EaP Countries with Child Restraint Standards<sup>b</sup> (under preparation/existing)

60 %

Self-Reported Enforcement Score<sup>a</sup> (EaP Average)

Self-reported enforcement scores are provided for Azerbaijan, Belarus, Georgia, Moldova and Ukraine. Belarus, Georgia and Moldova report an **80% enforcement**, followed by Azerbaijan and Ukraine with an enforcement score of **40% and 20%**, respectively.

ARM



AZE



BLR



GEO



MDA



UKR



## PILLAR 5 | SAFER ROAD USERS

Child Restraint Usage in the EaP Region – WHO Data (2018)<sup>a</sup> and National Data (2020)<sup>b</sup>

50 %

Average Child  
Restraint Usage Rate<sup>a</sup>  
(EaP Average)

Child restraint usage rate is only reported for Moldova, with a usage rate of 50%.

Mobile Phone Usage while Driving in the EaP Region – National Data (2020)

ARM AZE BLR GEO MDA UKR

EaP Countries with Existing  
Laws on Mobile Phone/  
Communication  
Tool Usage while Driving

ARM AZE BLR GEO MDA UKR

EaP Countries  
with a Ban on  
Hand-Held  
Mobile Phone Use

ARM AZE BLR GEO MDA UKR

EaP Countries  
with No Ban  
on Hands-Free  
Mobile Phone Use



## PILLAR 6 | POST-CRASH CARE

## National Emergency Care Access Number Coverage in EaP Region (2020)

ARM

AZE

BLR

GEO

MDA

UKR

ARM

AZE

BLR

GEO

MDA

UKR

EaP Countries with  
Multiple Emergency Care  
Access NumbersEaP Countries with a  
Single Emergency Care  
Access NumbersEaP Countries with National  
Coverage of the Emergency Care  
Access Numbers

## Trauma Registry System in the EaP Region

In the EaP Region, only **half of the countries** (Belarus, Georgia and Moldova) have an established trauma registry system, with detailed road crash injury classification and recording. Training of road crash first responders is conducted in **2 of the countries** (Belarus and Georgia).

## Other Key Post-Crash Care Indicators for the EaP Region

**20 min.**First Responders Response  
time to Road Crashes  
(EaP Average)

First responders response time to road crashes is provided for **half of the countries** (Armenia, Belarus and Georgia). Georgia has the quickest response time of **11 minutes**, followed by Belarus and Armenia with response times of **20 and 30 minutes**, respectively.

**42%**Average % difference with  
Golden Hour Response  
Time (10 min.)

Armenia, Belarus and Georgia all have a **response time higher than the recommended Golden Hour response time of 10 minutes**. Georgia has a 9% difference, followed by Belarus and Armenia, with a difference of 50% and 67% respectively.

**31 min.**Time Taken to Care Centre  
from Crash Scene  
(EaP Average)

The time taken from the road crash scene to a care center is only provided for Georgia. On average the time taken is **31 minutes**.

**35%**Average % difference with  
Golden Hour Transport Time  
(20 min.)

Georgia has a **transport time higher than the recommended Golden Hour transport time of 20 minutes**. Georgia has a 35% difference, compared to the Golden Hour transport time.

## PILLAR 6 | POST-CRASH CARE

## Other Key Post-Crash Care Indicators for the EaP Region

**85 out of 100**

Average Service Capacity and Access  
Score Universal Health Coverage  
(WHO UHC Report, 2019)

The service capacity and access score universal health coverage is available for all the EaP countries. Armenia has the highest score, 98/100. Ukraine has the lowest score, of 79/100. The other countries scores range between 89–96/100.





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