# ROAD SAFETY
# COUNTRY PROFILE



## GEORGIA


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Transport

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Please refer to this Report as follows: World Bank, Road Safety Country Profile—Georgia, 2024.

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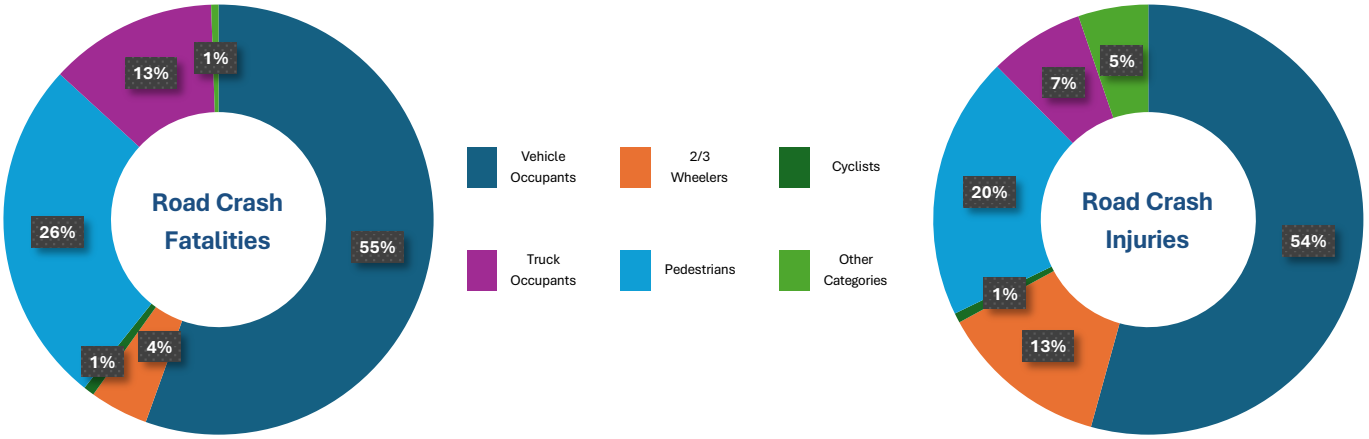
# SNAPSHOT OF KEY ROAD SAFETY INDICATORS (2023)

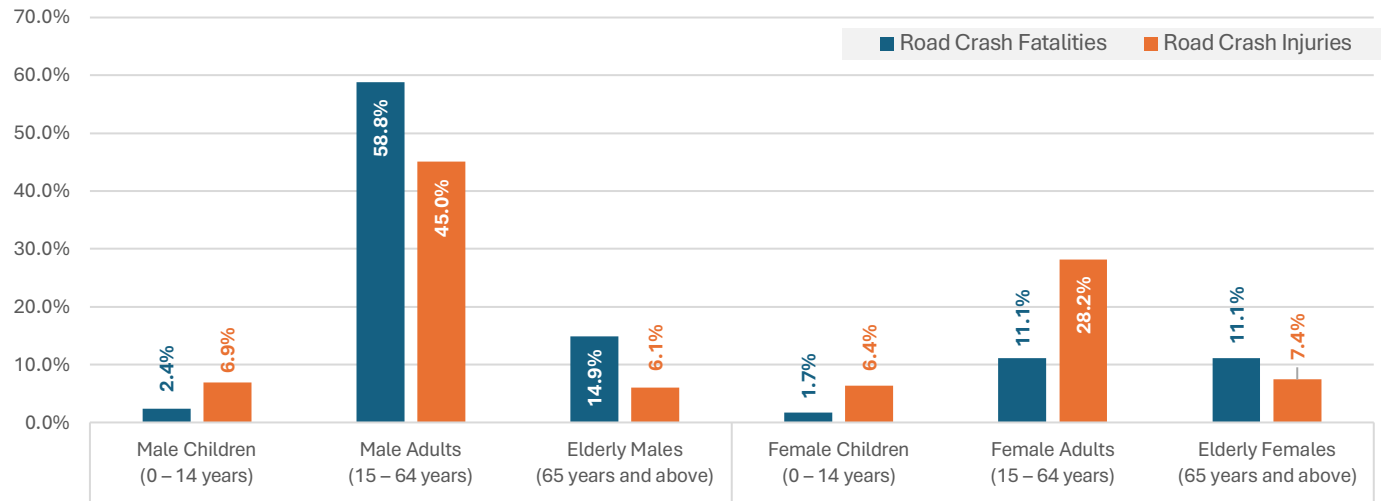
| | |
|---|---|
| Country Population: | **3.74 million people** |
| No. of Road Crashes: | **5594 road crashes** |
| No. of Road Crash Fatalities: | **442 road crash fatalities** |

| | |
|---|---|
| Road Crash Fatality Rate: | **11.83 fatalities/100,000 pop.** |
| Total No. of Road Crash Injuries: | **7,310 road crash injuries**[1] |
| Cost of Road Crash Fatalities: | **$1.21 billion (3.9% GDP)**[2] |

## Road Crash Fatalities and Injuries Distribution by Road User Group




## Road Crash Fatalities Distribution by Age Group and Gender




## Other Key Metrics (DALYs and Trend in Fatality Rates)

| 1,041 Life Years | -29.8% Decrease | -1.8% Decrease |
|---|---|---|
| Life Years Affected due to Disability from Road Crash Injuries per 100,000 population[3] | % Trend in Fatality Rate per 100,000 pop. in the Decade of Action (2010 - 2020)[4] | % Trend in Fatality Rate per 100,000 pop. between 2021 - 2023[5] |

[1] Injuries are not classified into Serious and Minor Injuries.
[2] Estimate using iRAP Rule of Thumb for Road Crash Costing.
[3] Global Burden of Disease (GBD) 2019, Institute for Health Metrics and Evaluation (IHME).
[4] Comparison of 2010 National Data and 2021 WHO Data (from 2024 WHO GRSS).
[5] Comparison of 2021 and 2023 National Reported Data.

# BASIC DATA, CHARACTERISTICS AND DEFINITIONS

## Basic Data and Population Characteristics

| Basic Data (2023) | Georgia | EaP (ARM, AZE, GEO & MDA)[6] | | EU -27[7] | |
|---|---|---|---|---|---|
| | | Total | Average | Total | Average |
| **Population** | 3.74 million | 19.35 million | 4.84 million | 448.7 million | 17.04 million |
| **Land Area** | 69,940 km$^2$ | 213,580 km$^2$ | 53,395 km$^2$ | 4,225,134 km$^2$ | 156,486 km$^2$ |
| **GDP (Current Prices, Million EUR)[8]** | 28,437.93 | 144,121.59 | | 16,964,621.7 | |
| **GDP (Current Prices, Euro/Capita)[8]** | 7,610.67 | 7,398.86 | | 37,610 | |
| **Population Density** | 65.3 people/km$^2$ | 100.5 people/km$^2$ | | 106.2 people/km$^2$ | |
| **Urban Population (% of total)** | 60.4% | 57.0% | | 75.0% | |

| Population Composition (2022)[3] | Georgia | | Total EaP | | Total EU-27 | |
|---|---|---|---|---|---|---|
| **Children (0 – 14 Years)** | 767,035 | **20.8%** | 4.23 million | **22.1%** | 67.8 million | **15.1%** |
| **Adults (15 – 64 Years)** | 2,351,256 | **63.7%** | 12.98 million | **67.7%** | 288 million | **64.2%** |
| **Elderly (65 Years and Above)** | 570,309 | **15.5%** | 1.96 million | **10.2%** | 92.9 million | **20.7%** |
| **Male Population** | 1,769,995 | **48.0%** | 9.21 million | **48.0%** | 219.86 million | **49.0%** |
| **Female Population** | 1,942,537 | **52.0%** | 9.97 million | **52.0%** | 228.84 million | **51.0%** |

## Road Safety Definitions in the Republic of Georgia

In Georgia road safety definitions are established under the national traffic laws, particularly highlighted in the Law of Georgia on "Traffic." This framework sets the legal precedents for how traffic incidents are categorized and managed within the country. While the Georgian legislation provides a clear framework for what constitutes a road crash, it lacks specific definitions for road crash fatalities, injuries, and vulnerable road users (VRUs). This absence of detailed definitions could impact the consistency and efficacy of road safety measures and statistical reporting.

| Term | Definition |
|---|---|
| **Road Crash** | Article 5, Clause 65 of the Law of Georgia on "Traffic" defines the term traffic accident (accident) as an event occurring with the participation of a vehicle on the road, during which a person was injured or killed, a vehicle, cargo, building or other property was damaged. |
| **Road Crash Fatality** | Legislation does not provide for a definition of a fatality caused by a road crash. |
| **Road Crash Injury** | Legislation does not provide for a definition of an injury caused by a road crash. |
| **Vulnerable Road Users (VRUs)** | Legislation does not provide for a definition of vulnerable road users. |

The lack of detailed definitions for road crash fatalities, injuries, and vulnerable road users in Georgian legislation suggests a potential gap in the legal framework that could hinder targeted road safety initiatives and accurate data collection. Establishing clear and comprehensive definitions within the national traffic laws could enhance the understanding and implementation of safety measures, thus improving overall road safety management. It is imperative for Georgia to consider refining its legislative definitions to better align with international standards and best practices in order to protect all road users, particularly those most vulnerable.

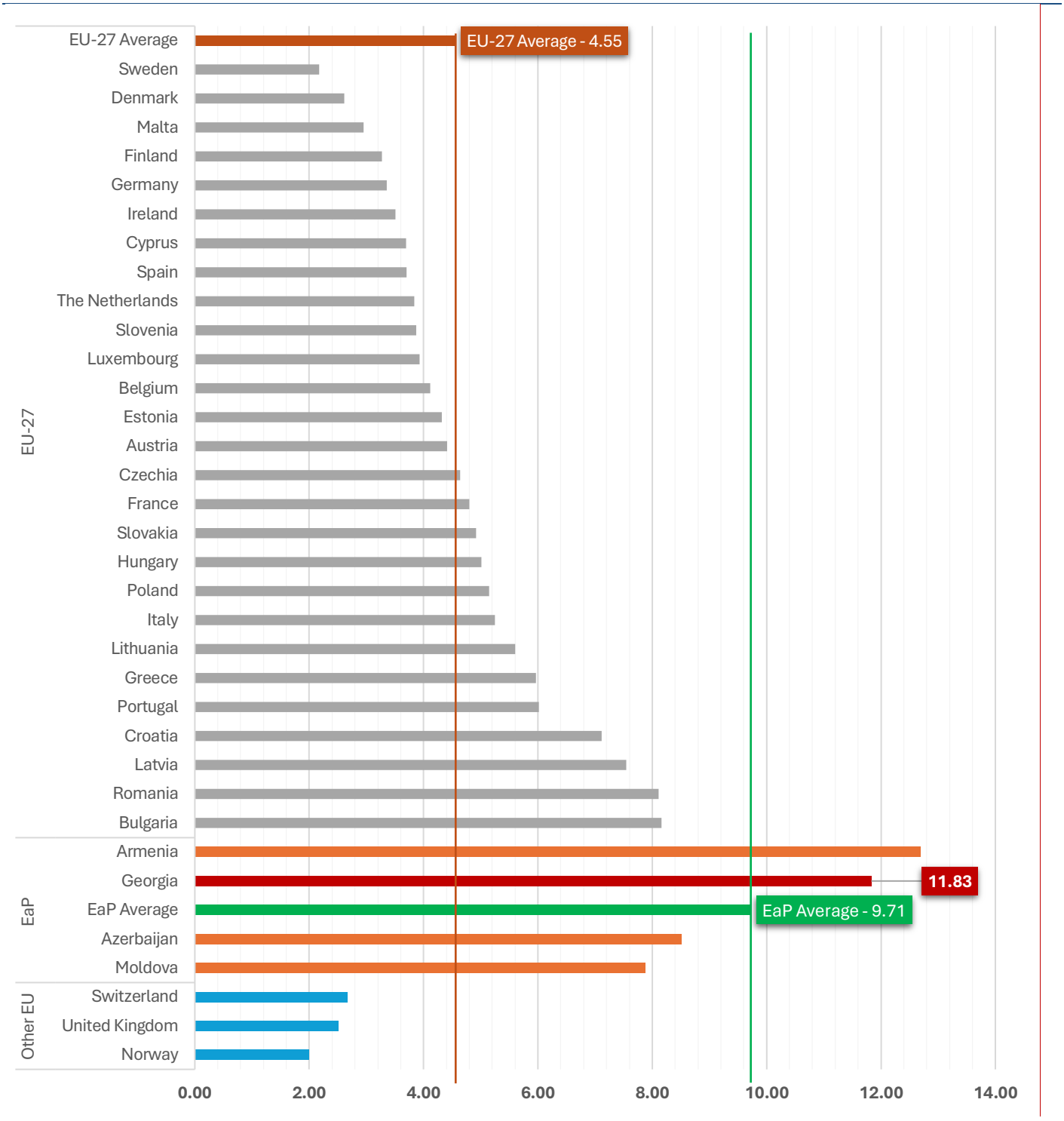
[6] Compilation of National Data from 2024 EaP Survey.
[7] EUROSTAT: ec.europa.eu/eurostat and World Bank Data Bank databank.worldbank.org .
[8] GDP Estimates for EaP Region, considering missing data for some countries.

# DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF GEORGIA

## General Road Safety Positioning (in comparison with EU - 27)

### Comparison of Georgia's Road Crash Fatality Rate with those of EU – 27 and EaP Countries

In the 2023 comparative analysis of road crash fatality rates Georgia is highlighted with a rate of 11.83, placing it above the Eastern Partnership (EaP) average of 9.71. This positions Georgia less favorably among its regional counterparts, such as Armenia (12.70), Moldova (7.88), and Azerbaijan (8.51), indicating room for improvement in road safety conditions or traffic regulations within the country.

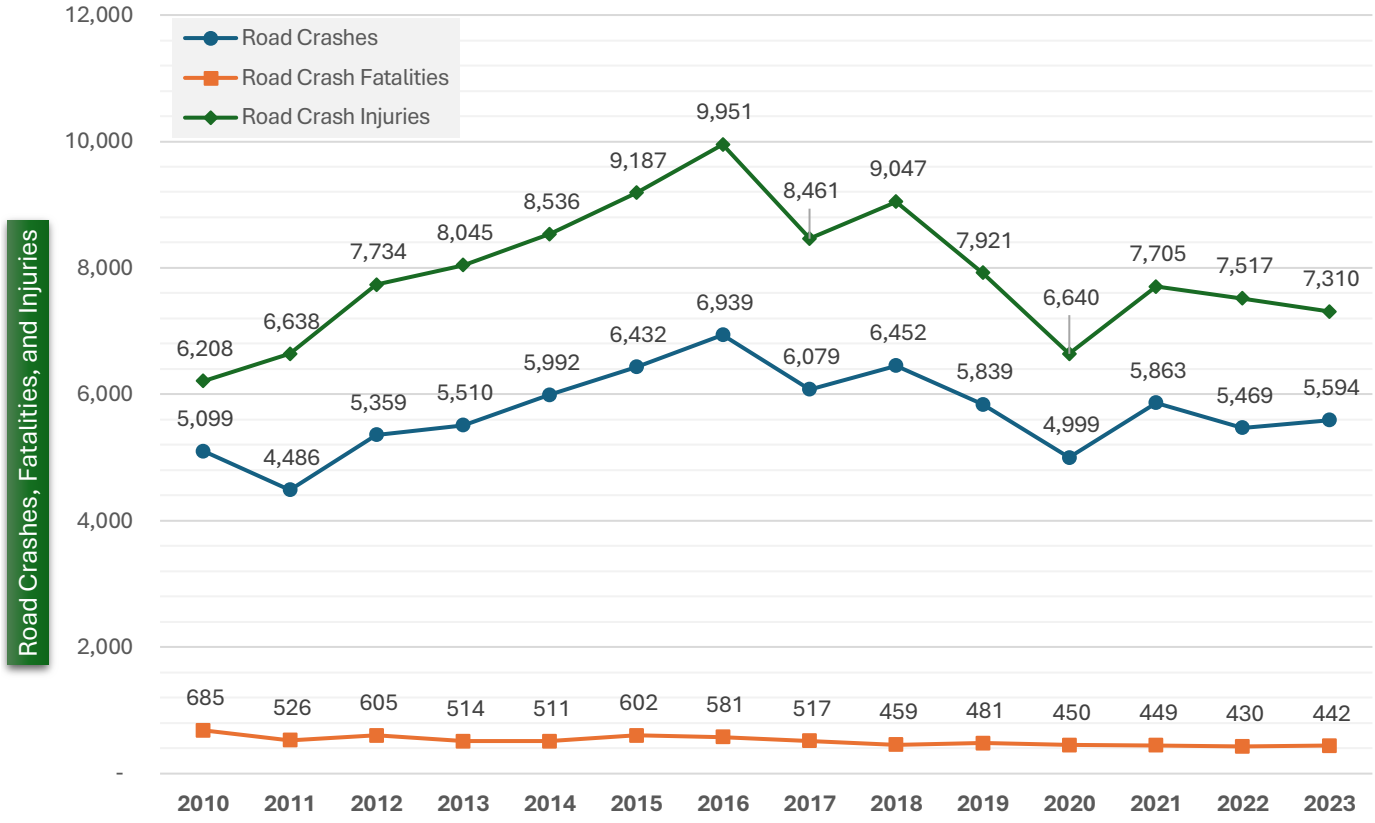


When broadening the comparison to the European Union (EU-27) countries, Georgia's fatality rate aligns more closely with the higher end of the EU spectrum. It is notably higher than the rates of countries like Bulgaria (8.16) and Romania (8.11), and significantly higher than those of Sweden (2.18) and Denmark (2.61), which represent the lowest fatality rates in the EU-27. Compared to the EU-27 average of 4.55, Georgia's rate is considerably higher, highlighting significant areas for potential improvement in its road safety protocols.

The disparity in fatality rates between Georgia and other countries in the EaP and EU-27 regions suggests that Georgia could benefit from a detailed examination of its road safety strategies. This examination could focus on infrastructure improvements, stricter enforcement of traffic laws, enhanced vehicle safety standards, and public safety awareness campaigns. Understanding and addressing these aspects will be crucial for Georgia in further enhancing road safety and potentially achieving fatality rates comparable to the more successful EU-27 countries.

## Road Crash Fatalities and Injuries Analysis

### Road Crashes, Fatalities and Injuries Analysis between 2010 to 2023




**Road Crashes Trend:** The number of road crashes in Georgia experienced notable fluctuations from 2010 to 2023. From 5,099 crashes in 2010 the number peaked at 6,939 in 2016, indicating an increase of 36% over six years, driven possibly by increasing vehicle registrations and urban traffic congestion. After its peak in 2016 road crashes saw a decline, especially in 2020 (4,999 crashes), which was likely influenced by pandemic-related mobility restrictions. The numbers gradually recovered to 5,594 in 2023, showing resilience in traffic activity levels.

**Road Crash Fatalities Trend:** Fatalities started at 685 in 2010 and peaked slightly lower than the crash numbers in terms of dramatic changes. The lowest number of fatalities was in 2022, with 430 deaths. The fatalities decreased by 37% from the highest in 2010 to the lowest in 2022, suggesting improved road safety measures or medical response effectiveness. By 2023 the fatalities slightly increased to 442, reflecting a marginal uptick in severe crashes.

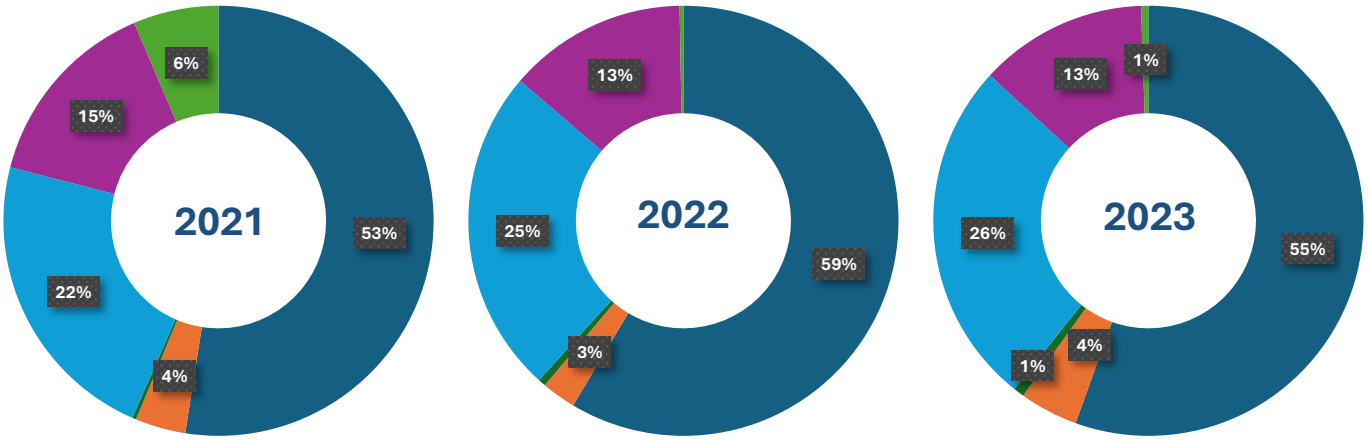
**Road Crash Injuries Trend:** Injuries from road crashes showed a generally increasing trend up until 2016, peaking at 9,951 injuries. This represents an increase of about 50% from 6,208 injuries in 2010. After peaking in 2016 injuries registered a decrease, stabilizing in the range of 7,000 to 8,000 from 2017 onwards. The total number of injuries in 2023 was recorded at 7,310.

**Road Crash Fatality Rate Overall Trend:** Starting at a high of 18.1 fatalities per 100,000 population in 2010, the fatality rate has shown a downward trend, decreasing to 11.8 by 2023. The lowest rate observed was 11.7 in 2022, with a minimal rise in 2023. This drop from 18.1 in 2010 to 11.8 in 2023 marks a decrease of approximately 35%, indicating possibly enhanced emergency response or vehicle safety improvements over the years.

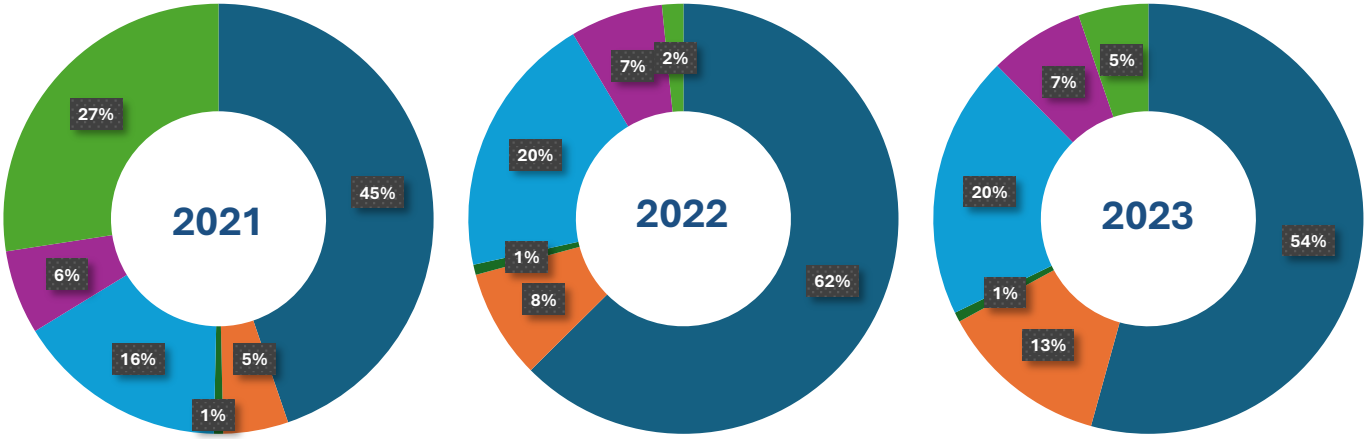
### Road Crash Fatalities and Injuries Distribution by Road User Group (2021 - 2023)

Drivers & Passengers of 4-Wheeled Cars & Light Vehicles
2/3 Wheelers
Cyclists
Drivers & Passengers of Heavy Trucks
Pedestrians
Other Categories

#### Road Crash Fatalities




#### Road Crash Injuries




#### Drivers & Passengers of 4-Wheeled Cars & Light Vehicles

This group saw a decrease in fatality distribution from 63.9% in 2022 to 53.4% in 2023 and a similar pattern in injury distribution, dropping from 58.4% in 2022 to 48.9% in 2023. These numbers underline their significant share of road crash impacts, driving the need for robust vehicle safety enhancements and traffic regulation enforcement.

#### Pedestrians

Pedestrians remain highly vulnerable, with their fatality distribution slightly reducing to 25.1% in 2023 and injury distribution at 17.8%. This persistently high distribution highlights the critical need for improved pedestrian safety infrastructure and targeted public safety campaigns.

### Drivers & Passengers of Heavy Trucks

There was a decrease in fatality distribution to 12.2% in 2023 for heavy truck occupants, while injury distribution slightly increased to 6.4%. These trends suggest ongoing risks for heavy vehicle operators that require specific safety interventions.

### 2/3 Wheelers

The fatality distribution for 2/3 wheelers increased slightly to 4.2% in 2023, while their injury distribution saw a significant rise to 11.5% in the same year. This marks an upward trend in their vulnerability, emphasizing the need for targeted safety measures for these road users.

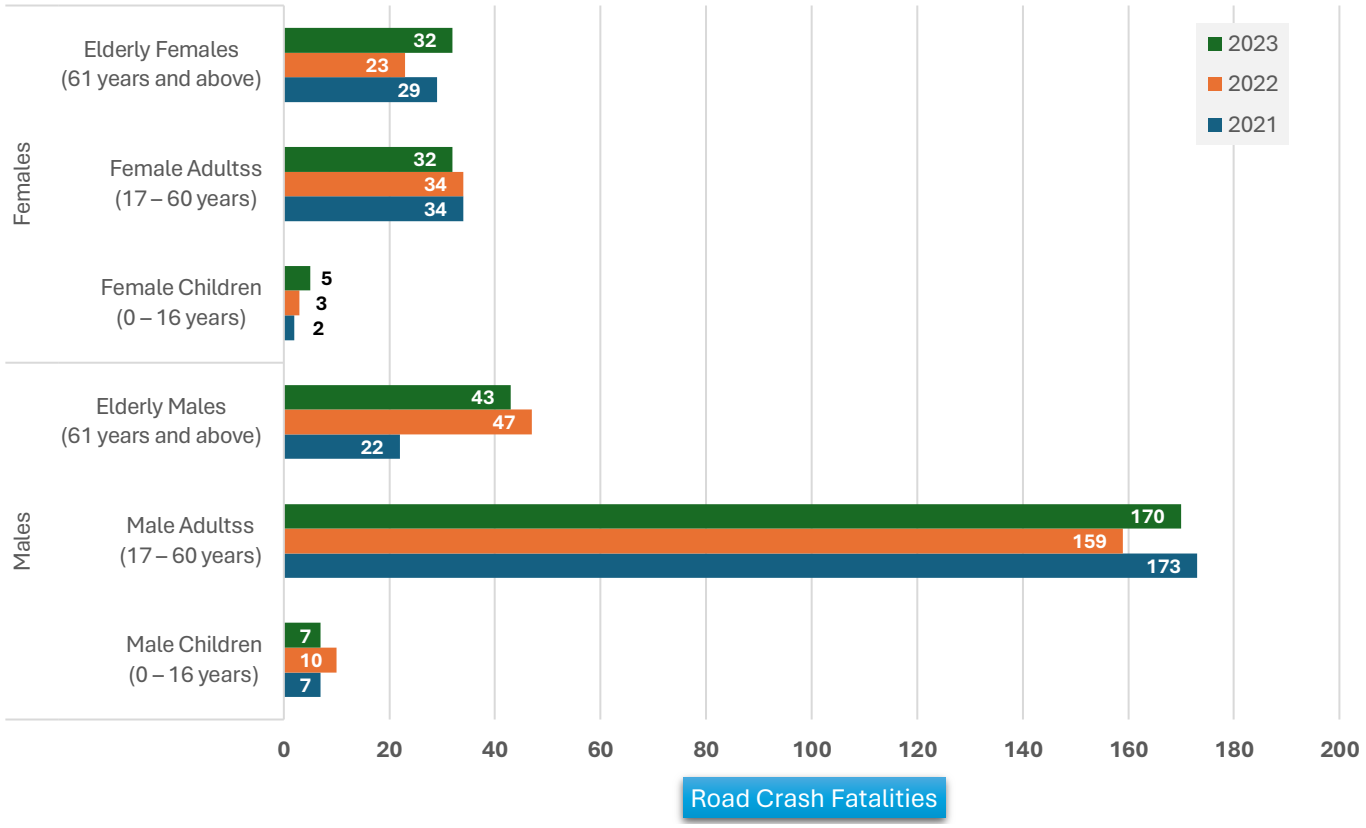
### Cyclists

Cyclists had a low but increasing share of fatalities, rising to 0.8% in 2023, with a stable injury distribution around 0.7%. Maintaining safety for cyclists through continuous monitoring and interventions is crucial, given their exposure to road risks.

### Other Categories

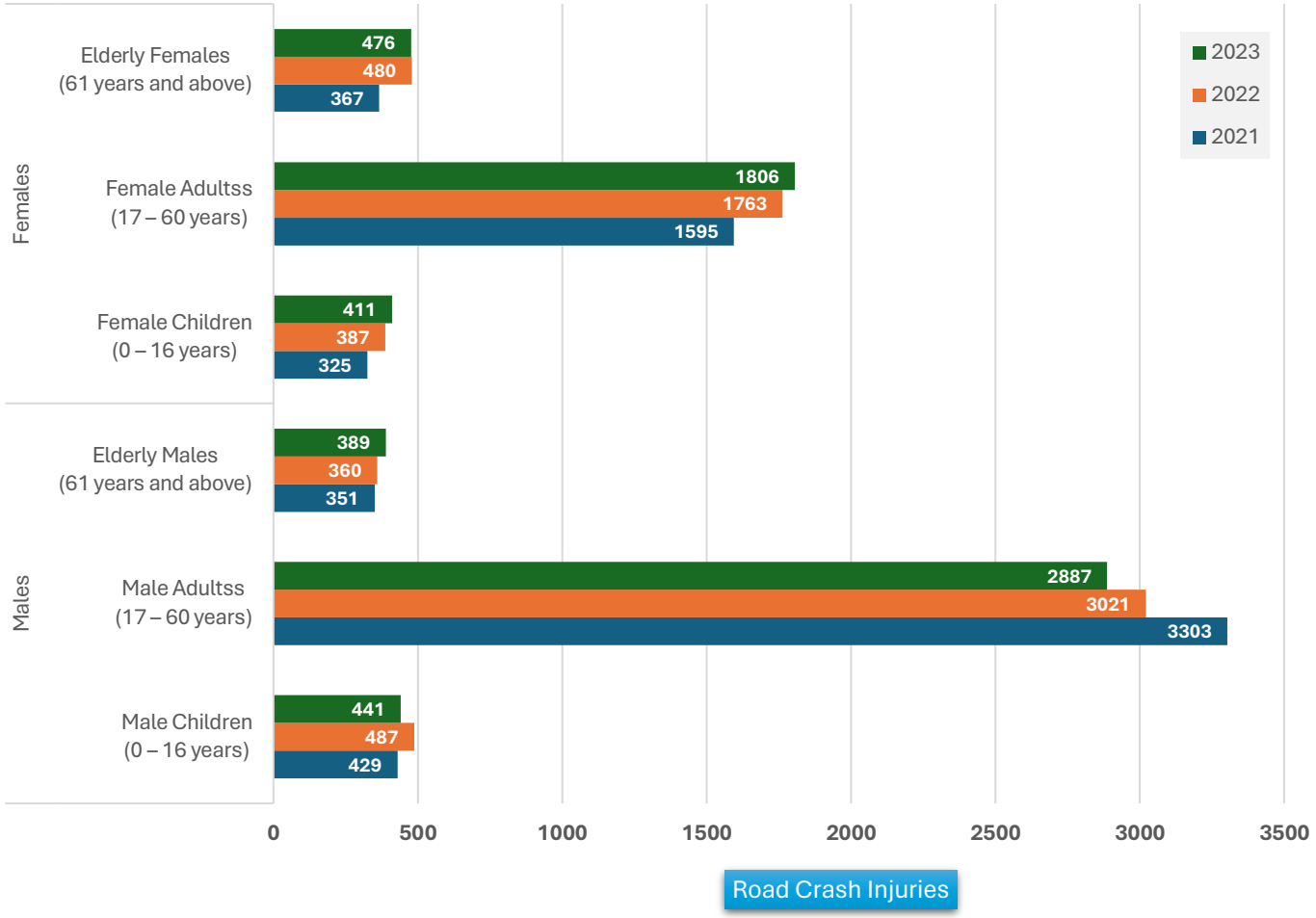
Other road user categories showed minimal but varied changes in fatality and injury distributions, indicating diverse impacts across these groups. Even minimal changes warrant attention to ensure comprehensive safety across all road user categories.

### Road Crash Fatalities Distribution by Age Group and Gender (2021 - 2023)




In Georgia road crash fatalities from 2021 to 2023 present distinct patterns across various age and gender groups, reflecting specific vulnerabilities. **Male adults (17–60 years) consistently accounted for the highest number of fatalities**, with a peak at 173 in 2021, slightly declining to 159 in 2022, and rebounding to 170 in 2023. **Elderly males (61 years and above) group exhibited a substantial increase in fatalities**, nearly doubling from 22 in 2021 to 47 in 2022, though slightly reducing to 43 in 2023. For females, **elderly females (61 years and above) demographic saw fluctuations in their fatality counts**, reducing to 23 in 2022 from 29 in 2021 but rising back to 32 in 2023. Fatality numbers among female adults (17–60 years) remained relatively stable. Children, both male and female (0–16 years), experienced lower fatality numbers, yet an increase was observed among female children from 2 in 2021 to 5 in 2023.

## Road Crash Injuries Distribution by Age Group and Gender (2021 - 2023)



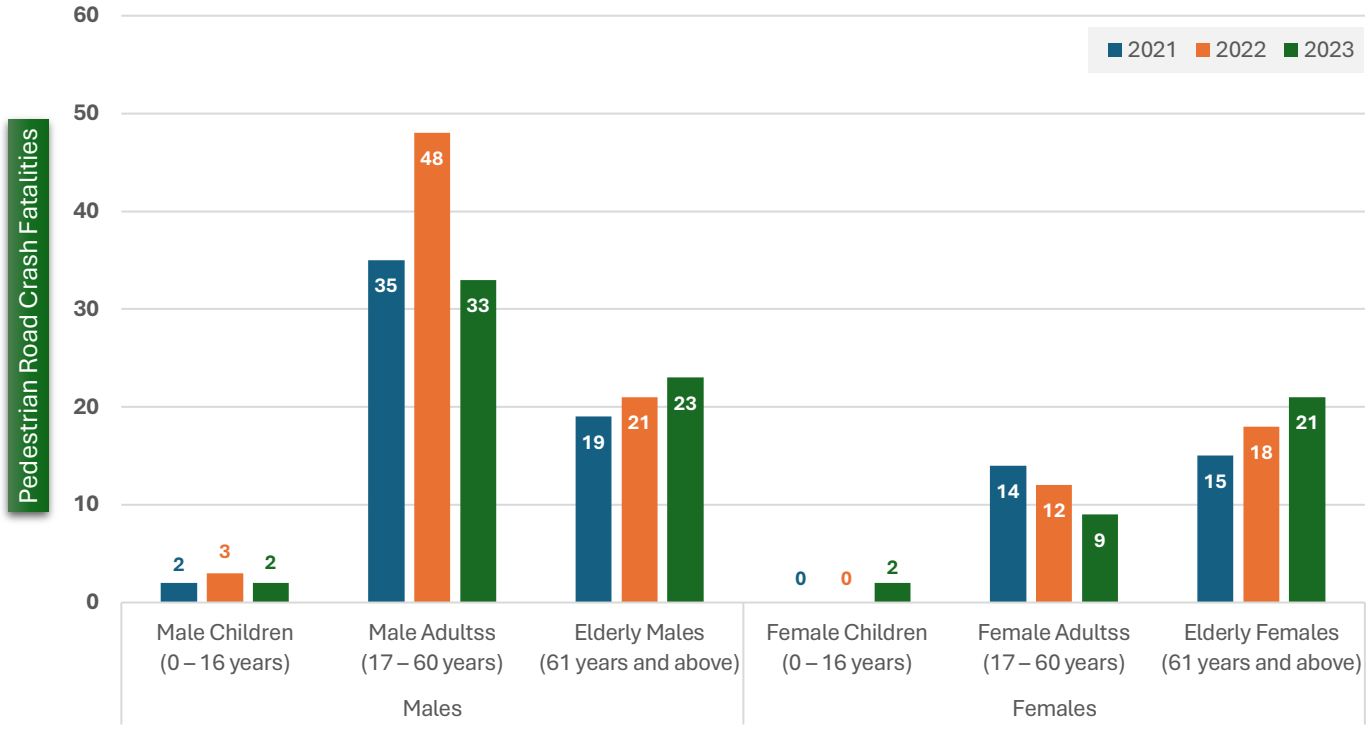

Data on road crash injuries in Georgia from 2021 to 2023 revealed significant trends across various demographic groups, highlighting specific vulnerabilities. **Male adults (17-60 years) faced the highest numbers of injuries**, with a decrease from 3,303 in 2021 to 2,887 in 2023, indicating ongoing risk despite a downward trend. Injuries for **both elderly males and females groups showed rising figures**, with the number of injuries among elderly males increasing to 389 and that among elderly females peaking at 480 in 2022 before a slight reduction. **Children, both male and female (0-16 years), experienced fluctuating but generally increasing injury numbers**, with female children's injuries climbing steadily to 411 in 2023. Female adults (17-60 years) demographic also registered a progressive rise in injuries over the years. The observed trends emphasize the need for continuous and targeted road safety measures to address the distinct risks faced by these groups and enhance protection for all road users in Georgia.

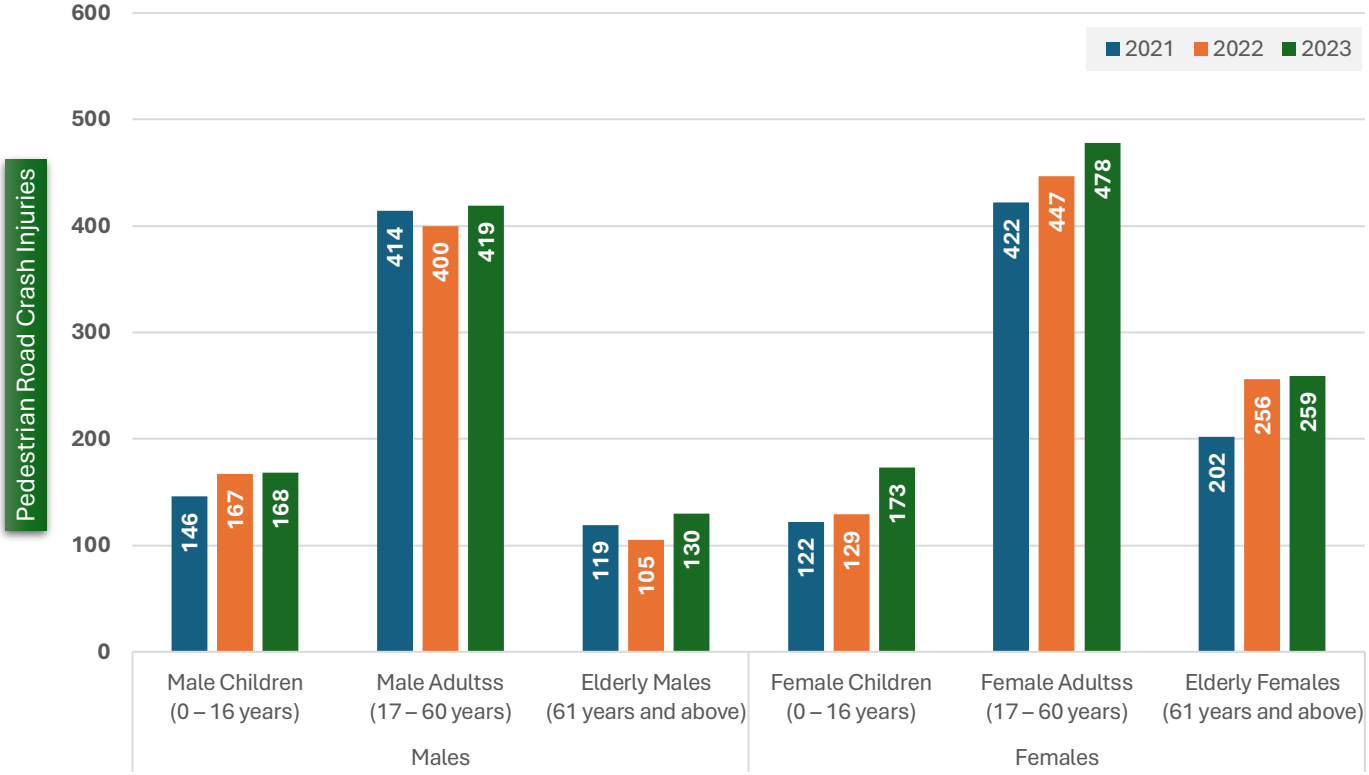
## Pedestrian Road Crash Fatalities and Injuries Distribution by Age Group and Gender (2021 - 2023)

Pedestrian fatalities in Georgia showed varied trends across different age groups and genders over the three years. **Male adults (17-60 years) consistently reported the highest numbers** with a slight decrease in 2022, followed by an increase in 2023, ending at 170 fatalities. **Elderly males (61 years and above) demographic experienced a significant rise in fatalities**, nearly doubling from 22 in 2021 to 47 in 2022, although this figure slightly declined to 43 in 2023. Meanwhile, **female children (0-16 years) and elderly females (61 years and above) groups both displayed gradual increases** in fatalities over the period, with elderly females experiencing a notable rise in fatalities numbers from 23 in 2022 back to 32 in 2023, reflecting their 2021 levels.

In terms of injuries, **male adults (17-60 years) also topped the charts but exhibited a downward trend** from 3,303 injuries in 2021 to 2,887 in 2023. Female adults (17-60 years) and elderly females (61 years and above) showed a contrasting trend, with injuries increasing annually, where **elderly females demographic saw a significant jump** from 367 in 2021 to 476 in 2023. **Both children groups experienced rising injuries**, with female children (0-16 years) registering an increase in injuries from 325 in 2021 to 411 in 2023, underlining an escalating concern for youth pedestrian safety.

The overall data from 2021 to 2023 reveals significant age and gender disparities in pedestrian road crash outcomes in Georgia. The **elderly and children are increasingly vulnerable, with dramatic fluctuations in fatalities among elderly males and in injuries among elderly females**. The consistent rise in injuries among children, coupled with relatively stable but significant fatality numbers among adult males, underscores an urgent need for targeted interventions. These should focus on enhancing pedestrian safety through improved infrastructure, public awareness campaigns, and tailored traffic management strategies to mitigate the risks faced by these high-risk groups.



## Road Crash Fatalities and Injuries Distribution in Urban and Rural Areas (2021 - 2023)

No specific data is available regarding the distribution of road crash fatalities and injuries in urban and rural areas in Georgia. This lack of data presents a significant gap in understanding the distinct dynamics and safety challenges these different environments face. It is essential to obtain this data to develop effective road safety strategies and interventions tailored to the unique characteristics of urban and rural settings in Georgia.

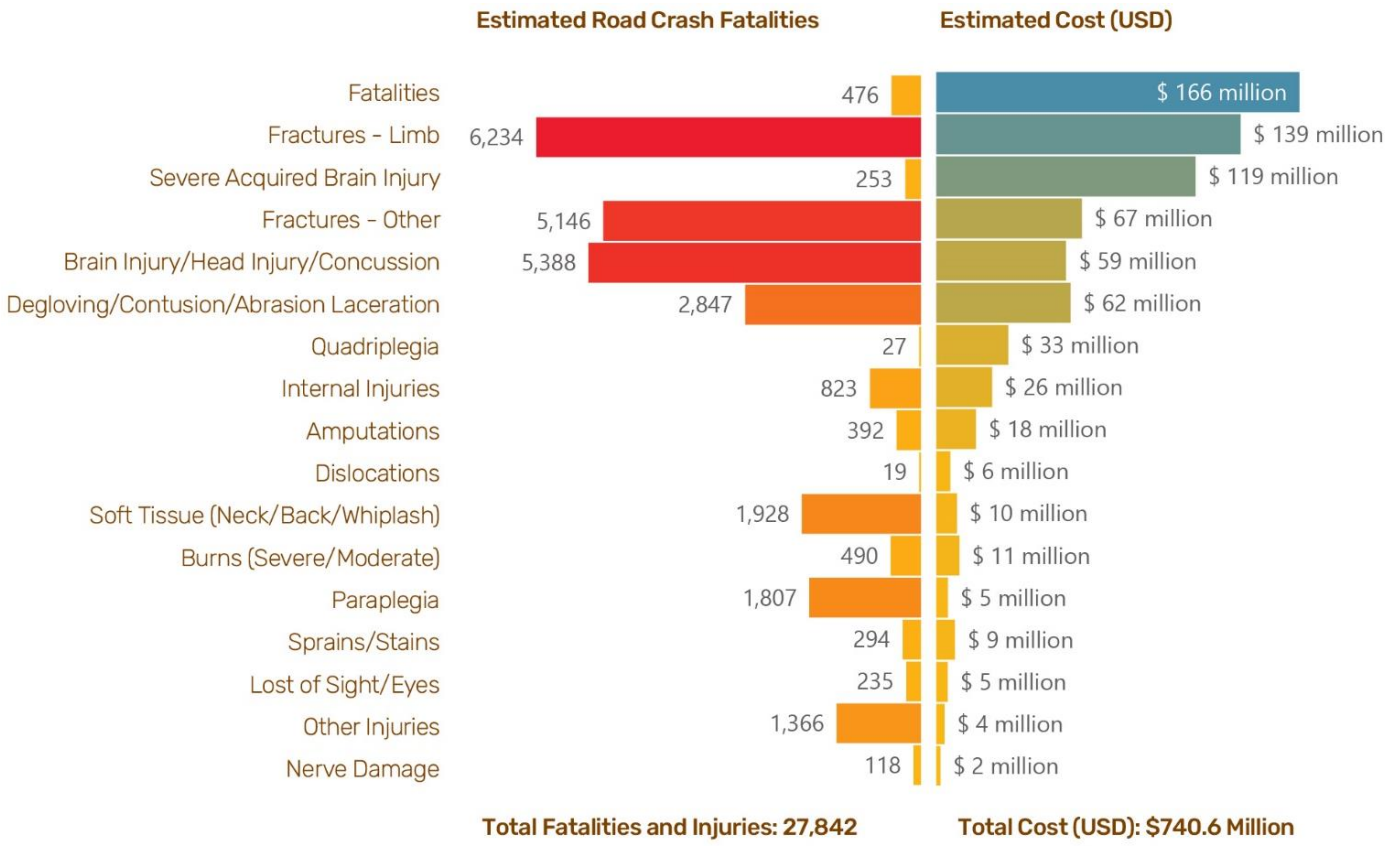
Gathering detailed and localized crash data will enable us to identify critical risk factors, assess the effectiveness of existing measures, and implement targeted improvements. This will be crucial for addressing the higher fatality rates typically seen in rural areas due to higher speeds and longer emergency response times and managing the higher incidence of crashes in urban areas with their complex traffic environments.

**Therefore, as a priority, efforts should be made to collect comprehensive road crash data for both urban and rural areas in Georgia. This data is fundamental to crafting policies and safety measures that effectively reduce road crash fatalities and injuries nationwide.**

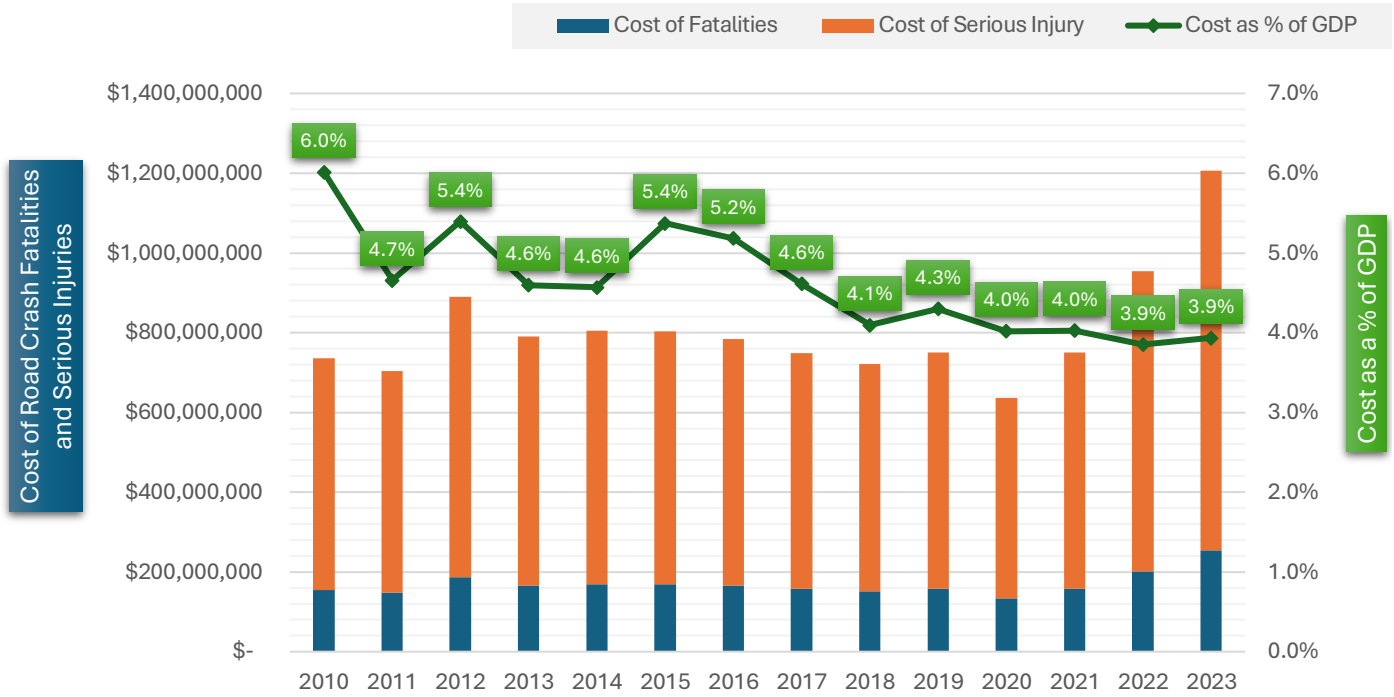
## Estimated Road Crash Fatalities and Injuries and Estimated Costs (iRAP Safety Insights – 2021 Data from 2024 WHO GRSS)

Globally, road crashes cost between 2% and 7% of GDP, emphasizing the significant financial burden they impose. The iRAP Safety Insight Explorer, using data from WHO and other organizations, provides detailed insights into the economic impacts of road crashes and supports the development of cost-effective road safety interventions.

In Georgia the economic and social cost of road crash fatalities and injuries (both serious and minor) is calculated using the general approximation rule developed by iRAP. This method estimates the cost of a fatality at 70 times the GDP per capita and the cost of a serious injury at approximately 25% of the Value of a Statistical Life (VSL). The iRAP Safety Insight Explorer provides a detailed breakdown of these costs and highlights the significant economic and social impacts of road crashes. **For Georgia the estimated cost in 2021 was US$740.6 million, which represents about 4.0% of the country's GDP.**



The economic and social cost of road crashes in Georgia, calculated using the iRAP methodology, highlights significant financial impacts over the years. Applying an estimated 15:1 ratio of serious injuries per fatality it is clear that these costs were substantial from 2010 to 2023. Specifically, in 2023 the cost of road crash fatalities was estimated at $254,020,494, while the cost of serious injuries was $952,576,853. This results in a total cost of $1,206,597,347, which accounts for 3.9% of Georgia's GDP. The graph below illustrates the trend in costs from 2010 to 2023, emphasizing the persistent and growing economic burden road crashes impose on the country.



# PILLAR 1 | ROAD SAFETY MANAGEMENT

## National and Subnational Strategies

The Ministry of Economy and Sustainable Development of Georgia acts as the lead agency on road safety in Georgia. This agency is responsible for coordinating the development and implementation of national and subnational strategies for road safety, which include measurable targets to reduce fatalities and serious injuries from road traffic crashes. The involvement of private sector and civil society stakeholders is integral to these strategies.

| EXISTING STRATEGY | EXISTING TARGETS | EXISTING LEAD AGENCY | DEFINED FUNCTIONS | NO FUNDING |
|---|---|---|---|---|
| National/ Subnational Strategies for Road Safety | Measurable Targets to Reduce Fatalities & Serious Injuries | Presence of a Road Safety Lead Agency (RSLA) | Defined Road Safety Functions for the RSLA | Dedicated Funding for Specific Road Safety Activities/Functions |

## Road Safety Lead Agency and Functions

The Ministry of Economy and Sustainable Development of Georgia oversees various functions essential for effective road safety management:

- **Coordination:** This includes coordinating intergovernmental working processes at the central government level, acting as the Secretariat for the Inter-Ministerial Road Safety Council, and overseeing road safety decision-making across the central government. The coordination also covers the preparation and execution of the road safety strategy and the development of related legislation.
- **Policy, Planning, and Monitoring:** The agency is responsible for policy planning, monitoring road safety, and executing strategies.
- **Public Outreach and Capacity Building:** Activities include public outreach initiatives and capacity-building programs focused on road safety.
- **Data and Knowledge Management Systems:** The agency is involved in analyzing safety data, statistics, and performance indicators to inform road safety strategies and decisions.

## Funding for Road Safety

The funding for road safety in Georgia includes several sources and fiscal measures:

- **Fiscal Measures:** Implementations include taxation on fuel/carburant and alcoholic beverages.
- **Funding Allocation:** While there is funding allocated in the government's budget for the lead agency to perform its functions, specific funds are not earmarked exclusively for road safety. According to the functional classification (COFOG), the field of transport's general government expenditure amounted to 2.4 billion GEL in 2021, 3.1 billion GEL in 2022, and 3.4 billion GEL in 2023.

The Ministry of Economy and Sustainable Development of Georgia plays a crucial role in managing road safety and overseeing coordination, policy planning, public outreach, and data management. Despite the comprehensive involvement in various functions, dedicated and earmarked funding for specific road safety activities remains an area for improvement. Continuous enhancement of strategies and allocation of resources are essential for further reducing road traffic fatalities and injuries in Georgia.

## Road Crash Data Collection System

### Institutional Framework and Responsibilities

The Ministry of Internal Affairs of Georgia (MIA) holds primary responsibility for the collection and management of road crash data.

The MIA oversees the development of the road crash database with technical and software support provided by the LEPL Operative-Technical Agency of Georgia under the State Security Service of Georgia. This comprehensive database integrates data from various sources including the civil registry (Ministry of Justice), border crossing records, and vehicle registration databases (LEPL - Service Agency of the Ministry of Internal Affairs). The LEPL Levan Samkharauli National Forensics Bureau supplies data on injuries and fatalities, which is then meticulously recorded by system investigators.

### Legislative and Operational Enhancements

As mandated by the "Law on Police," one of the essential functions of the police is to produce information databases to facilitate their legislative duties. In response to this mandate, the Traffic Safety Analysis Unit was established within the Information-Analytical Department of the MIA by the end of 2023. This unit is tasked with analyzing traffic accident causes, identifying black spots as defined by legislation, planning preventive measures, and participating in the development of road safety policy documents.

### Technological Advancements in Data Collection

MIA has advanced its traffic accident data collection and processing methodology, introducing a new module for the registration of traffic accidents aimed at creating a unified, digital, and GIS-oriented database for the entire region. This module aligns with the EU CADaS standard and facilitates the digital collection of comprehensive road accident data, including GPS coordinates. This data is accessible through the innovative online platform rcc.mia.ge, which plays a crucial role in the analytical decision-making process and ensures that relevant road safety agencies have access to existing data (excluding personal information)

### Technological Advancements in Data Collection

Significant efforts have been made to train relevant staff, including the Patrol Police Department in 2020 and up to 600 employees from MIA's territorial bodies in 2023 and 2024 on the new methodology. The goal is to ensure nationwide coverage and full operationalization of the new electronic module. Additionally, legal measures such as the Minister of Internal Affairs of Georgia's Order N1/15 on January 20, 2024, mandate the processing of traffic accident data by authorized employees.

### Data Availability and Sharing

Aggregated road crash data have been publicly available on the MIA website since 2015 and are updated on a quarterly basis. Detailed data is shared quarterly with the Ministry of Economy and Sustainable Development of Georgia and on request with other stakeholders, including municipalities and citizens. Plans are in place to enhance data sharing through the rcc.mia.ge platform, allowing for broader access to disaggregated road crash data.

Georgia has made substantial progress in enhancing its road crash data management systems. The ongoing developments and updates to the data collection and analysis methodologies signify a robust commitment to improving road safety and policymaking through enhanced data reliability and accessibility. This structured approach is crucial for effectively addressing road safety challenges and aligning local practices with international standards.

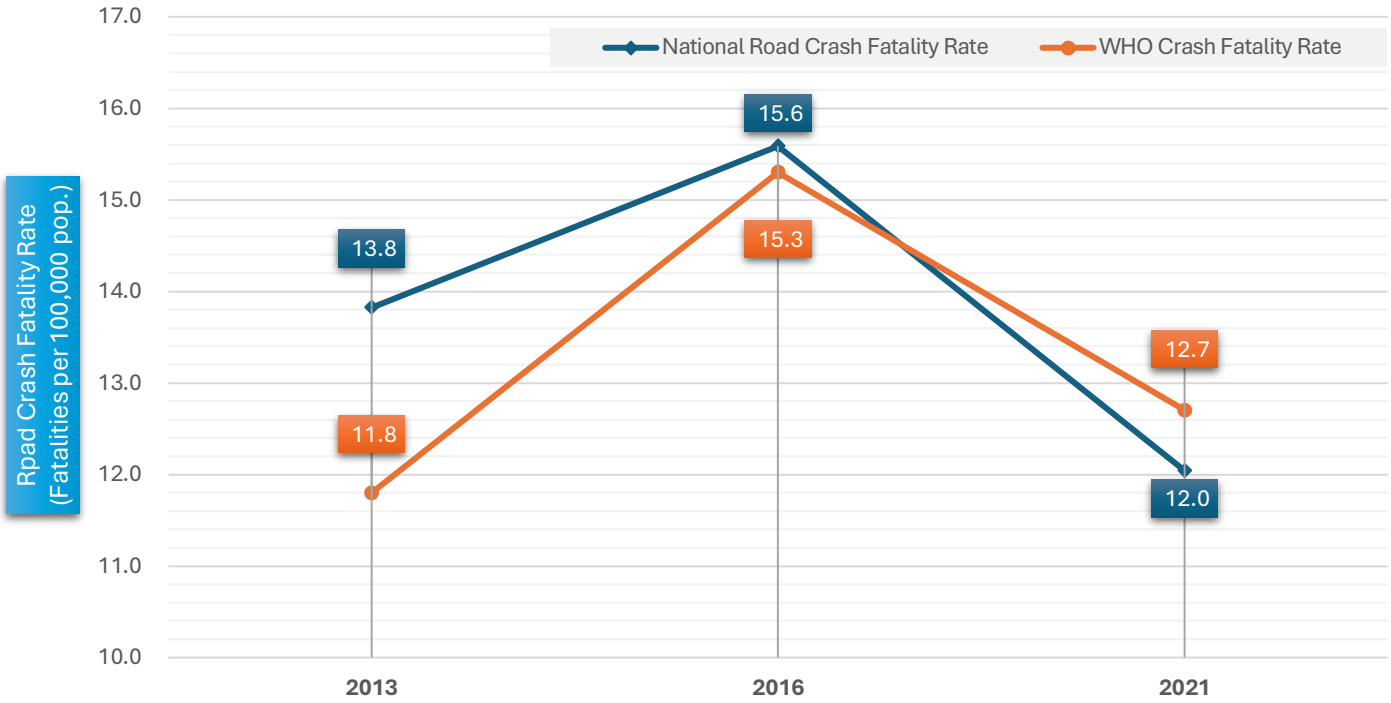
### Discrepancy in Road Crashes Fatalities and Injuries Data

An analysis of discrepancies between the national road crash fatality rates and those reported by the WHO for the years 2013, 2016, and 2021 provides insights into the accuracy of local data reporting compared to international standards. In 2013 the national fatality rate was recorded at 13.8, higher than the WHO's estimation of 11.8, resulting in a -15% discrepancy. This suggests that the initial data may have been overestimated locally or underestimated by WHO assessments.

By 2016 the alignment between national figures and WHO data improved significantly, with Georgia reporting a fatality rate of 15.6, very close to the WHO's 15.3, indicating a near-negligible discrepancy of -2%. This closer alignment reflects potential improvements in data collection and reporting methodologies employed within the country.

The trend observed in 2021 was a slight reversal, with the national rate reported at 12.0, marginally lower than the WHO's rate of 12.7, leading to a 5% discrepancy.

Although the differences are minor, they highlight the ongoing challenges in achieving full alignment with WHO estimates and underscore the importance of continued efforts to refine the accuracy of road safety data in Georgia. This ongoing refinement is crucial for developing effective road safety measures and policies that are based on reliable data.



# PILLAR 2 | SAFER ROADS AND ROADSIDES

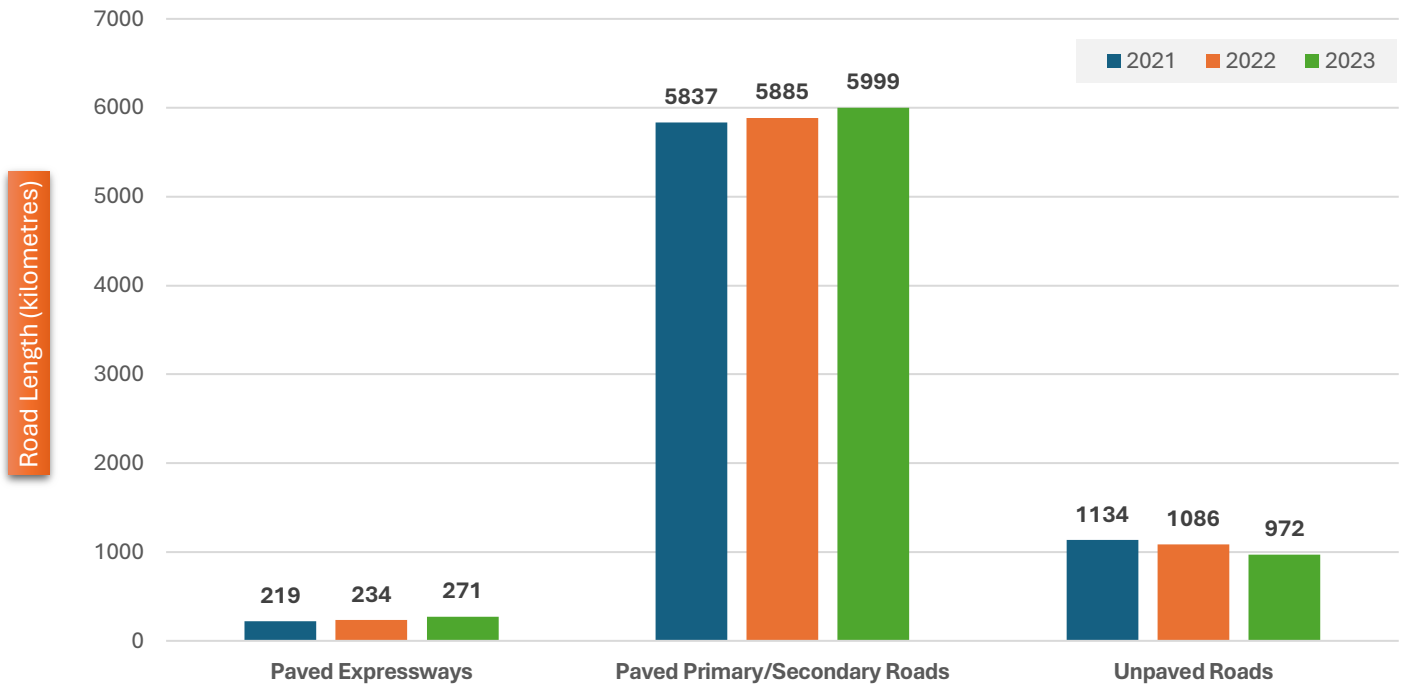
## Road Network Length

Ensuring safe roads and roadsides is critical to enhancing road safety infrastructure. This section introduces Georgia's total road network, highlighting the lengths of different types of roads over recent years. The following data presents the road network, including paved expressways, paved primary/secondary roads, and unpaved roads from 2021 to 2023, illustrating the development and expansion of the country's road infrastructure.

Between 2021 and 2023 Georgia saw significant changes in its road network:

- **Paved Expressways:** Increased from 219 km in 2021 to 271 km in 2023, marking a significant enhancement in the expressway network.
- **Paved Primary/Secondary Roads:** Grew from 5,837 km in 2021 to 5,999 km in 2023, indicating a steady expansion in paved road infrastructure.
- **Unpaved Roads:** Decreased from 1,134 km in 2021 to 972 km in 2023, reflecting a 14.3% reduction and an effort to improve road conditions by paving previously unpaved roads.

These changes highlight Georgia's ongoing efforts to expand and improve its road infrastructure, focusing on increasing the length of paved roads and reducing unpaved roads to ensure safer and more efficient transportation across the country.




## Road Safety Audits and Standards

| FOR PART OF NETWORK | EXISTING STANDARDS | EXISTING LEGISLATION | EXISTING PROGRAM | EXISTING STANDARDS |
|---|---|---|---|---|
| New Road Infrastructure Mandate Formal RSA/Star/Safety Rating Before Construction | Technical Design Standards for New Roads Accounting for Safety for all Road Users | Legislation for Periodic Safety Inspection and Maintenance of Existing Road Network | Systematic Program to Target Investment & Upgrade High-Risk Locations | Technical Standards Recognizing the Impact of Land Use on Transportation |

Georgia **mandates formal road safety audits and/or star/safety rating assessments for some parts of the road network prior to construction**, ensuring the safety of all road users. The country follows technical design standards, specifically the Georgian national standard SST Gzebi:2009 for Public Motor Roads, which includes geometrical and structural requirements. Design standards in Georgia provide for the **separation of pedestrians and cyclists from vehicular traffic**, enhancing the safety of these vulnerable road users.

Georgia recognizes the importance of land use and how it influences the expected mix of different road users within the transport system. The country has technical design and operational standards that account for these considerations.

### Maintenance and Safety Inspections

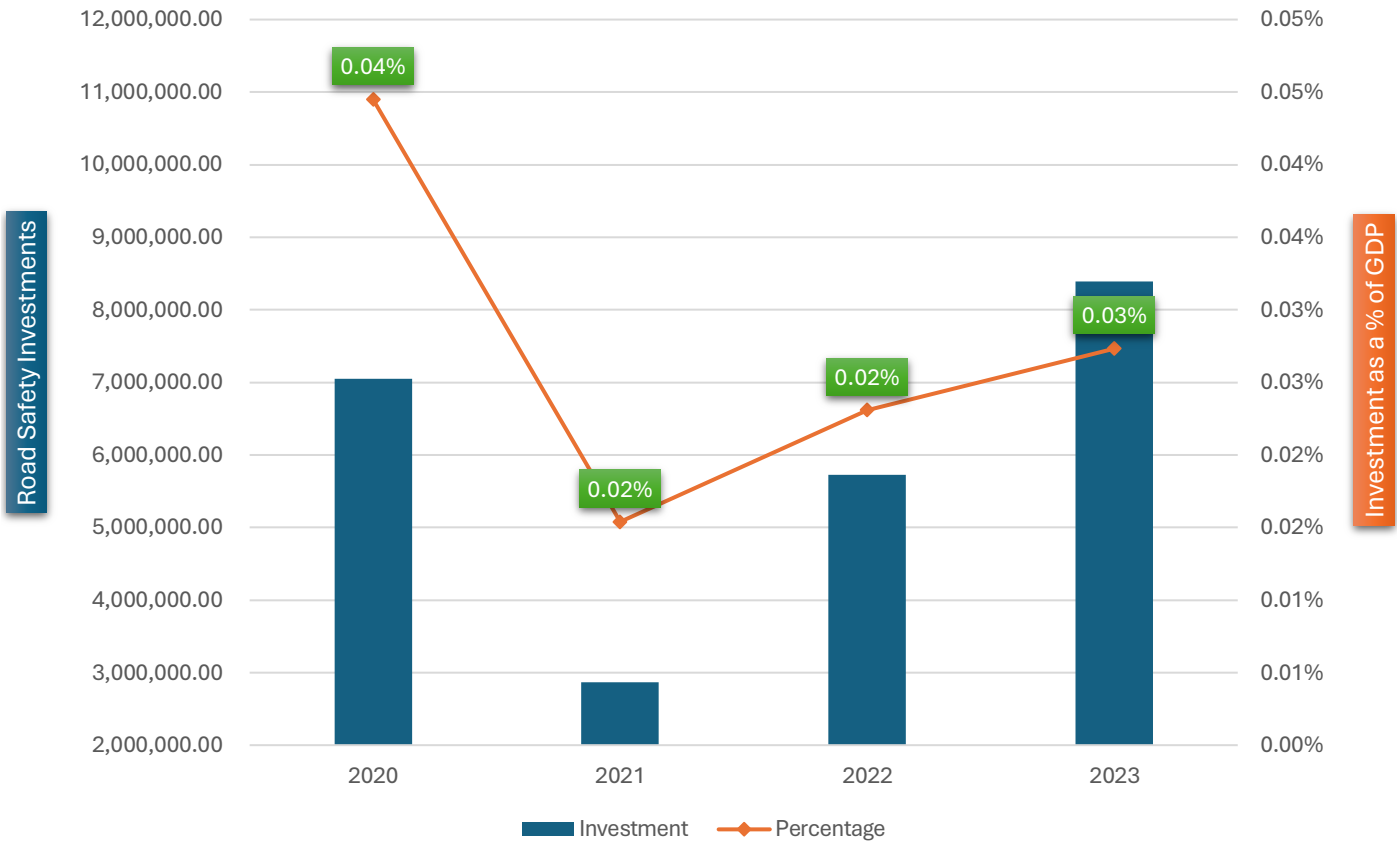
Legislation in Georgia requires the **existing road network to undergo periodic maintenance safety inspections and formal road safety assessments**. The standards followed for these inspections include the Road Safety Inspection (RSI) Guideline dated 2011. Approximately **20% to 50% of the national road network undergoes safety rating assessments**. In 2023 an estimated 247.7 km of roads were audited, with previous years reporting 541.4 km in 2022 and 341.05 km in 2021. The guidelines used for auditing include the Road Safety Audit (RSA) Guideline dated 2011.

Georgia has implemented a **systematic program to target investment and upgrade high-risk locations for all road user types on existing roads**. In 2020 a joint command by the Ministry of Regional Development and Infrastructure and the Ministry of Internal Affairs approved the rule "On approval of the procedure for the implementation of measures for the black spots elimination on international and secondary road network to ensure safe movement on these roads."

### EC 96/2008 Directive Implementation

Georgia has **partially implemented the necessary measures to align with the European road safety standard, EC 96/2008 Directive**.

Road Safety Investments



## Recent Road Safety Project Details

| Period | Project Title | Project Status | Road Safety Component |
|---|---|---|---|
| **2022** | 1) A roundabout and traffic islands arrangement in the village of Apeni, on 21km+550 m of Gurjaani-Chabukiani-Apeno-Kabali secondary road (Sh-170).<br>2) Traffic islands arrangement adjacent to the roundabout at the junction and branching of Igoeti-Kaspi-Akhalkalaki (km8) and (Sh-61) Kaspi-Kavtiskhevi (km0+00) secondary roads (Sh-63).<br>3) Connection of Zemo Khandaki in km41+300m of Zahesi-Mtskheta-Kavtiskhevi-Gori-Skra-Kareli-Osiauri secondary road (Sh-29) arrangement.<br>4) A roundabout and traffic islands arrangement on km0+900 m of Akhmeta-Telavi-Bakurtsikhe secondary road (Sh-42), in Akhmeta.<br>5) Traffic islands arrangement at the connection of the village of Patardzeuli on km41+700m of Tbilisi-Bakurtsikhe-Lagodekhi (border with the Republic of Azerbaijan) international highway (S-5). | Completed | Roundabouts, safety islands, road signs, and road markings on defined sections of roads in Kakheti and Shida Kartli. |
| **2022** | 1) A roundabout and traffic islands arrangement at the junction and branching of Kutaisi (Tskaltubo turn) – Tskaltubo – Tsageri – Lentekhi - Lasdili (km-8) and (Sh-112) Tskaltubo-Partskhanakanevi (km0+00) secondary roads (Sh-15).<br>2) A connecting at the junction and branching of Kutaisi (Saghoria) – Baghdati – Abastumani – Benara (km10) and (Sh-51) Vartsikhe-Rokhi (km0+00) secondary highways arrangement.<br>3) Traffic islands arrangement adjacent to a roundabout at the junction and branching of Kutaisi (Saghoria)–Baghdati–Abastumani–Benara (km23) and (Sh-13) Baghdati-Vani-Dapnari (km0+00) domestic roads (Sh-14) in Baghdati.<br>4) A roundabout and traffic islands arrangement with bollards in km30 (adjacent to a bridge crossing) of Baghdati-Vani-Dapnari secondary road, in Vani.<br>5) A roundabout and traffic islands arrangement in km31 (Vani center) of Baghdati-Vani-Dapnari secondary road, in Vani.<br>6) Traffic islands arrangement adjacent to an existing roundabout in km72 of Kutaisi (Choma)-Alpana- Mamisoni Pass (border with the Russian Federation) of secondary road (Sh-16) in Ambrolauri.<br>7) Traffic islands arrangement adjacent to an existing roundabout at the junction and branching of Kutaisi (Choma)-Alpana- Mamisoni Pass (border with the Russian Federation) (km73) and (Sh-17) Kutaisi (Motsameta) –Tkibuli –Ambrolauri (km83) roads (Sh-16) in Ambrolauri.<br>8) A roundabout and traffic islands arrangement at the junction and branching of km216 (Nakhshirghele Interchange)–Kutaisi-Tbilisi-Senaki-Leselidze international road and (Sh-103) Ianeti-Didi Jikhaishi-Khoni (km0+00) secondary roads.<br>9) A connection arrangement at the junction and branching of Kutaisi (Avtokarkhana)–Khoni –Samtredia (km19) and (Sh-52) Tskaltubo –Khoni (15+200m) secondary roads.<br>10) A connection arrangement at the junction and branching of Kutaisi (Avtokarkhana)–Khoni–Samtredia (km20) and (Sh-53) Khoni-Matkhoji-Martvili (km1) secondary roads. | Completed | Roundabouts, safety islands, road signs, and road markings on defined sections of highways in Imereti, Racha-Lechkhumi, and Kvemo Svaneti. |
| **2022** | Conducting iRAP research to identify safety quality and existing risks related to international and secondary roads in Kvemo Kartli. | Completed | iRAP research on 200 km road. |
| **2022** | Arrangement of a street lighting network on Samtredia - Grigoleti road section: Lot 2 (Estimated length 18.5 km). | Completed | 18.5 km street lighting network. |
| **2022** | Conducting inspections to improve existing safety of the secondary road network (in total 82 sections, 2121.1 km) in Imereti, Samegrelo-Zemo Svaneti, Racha-Lechkhumi, Kvemo Svaneti, and Adjara. | Completed | RSI on 82 sections, 2121.1 km. Infrastructure is arranged in accordance with the identified activities. |

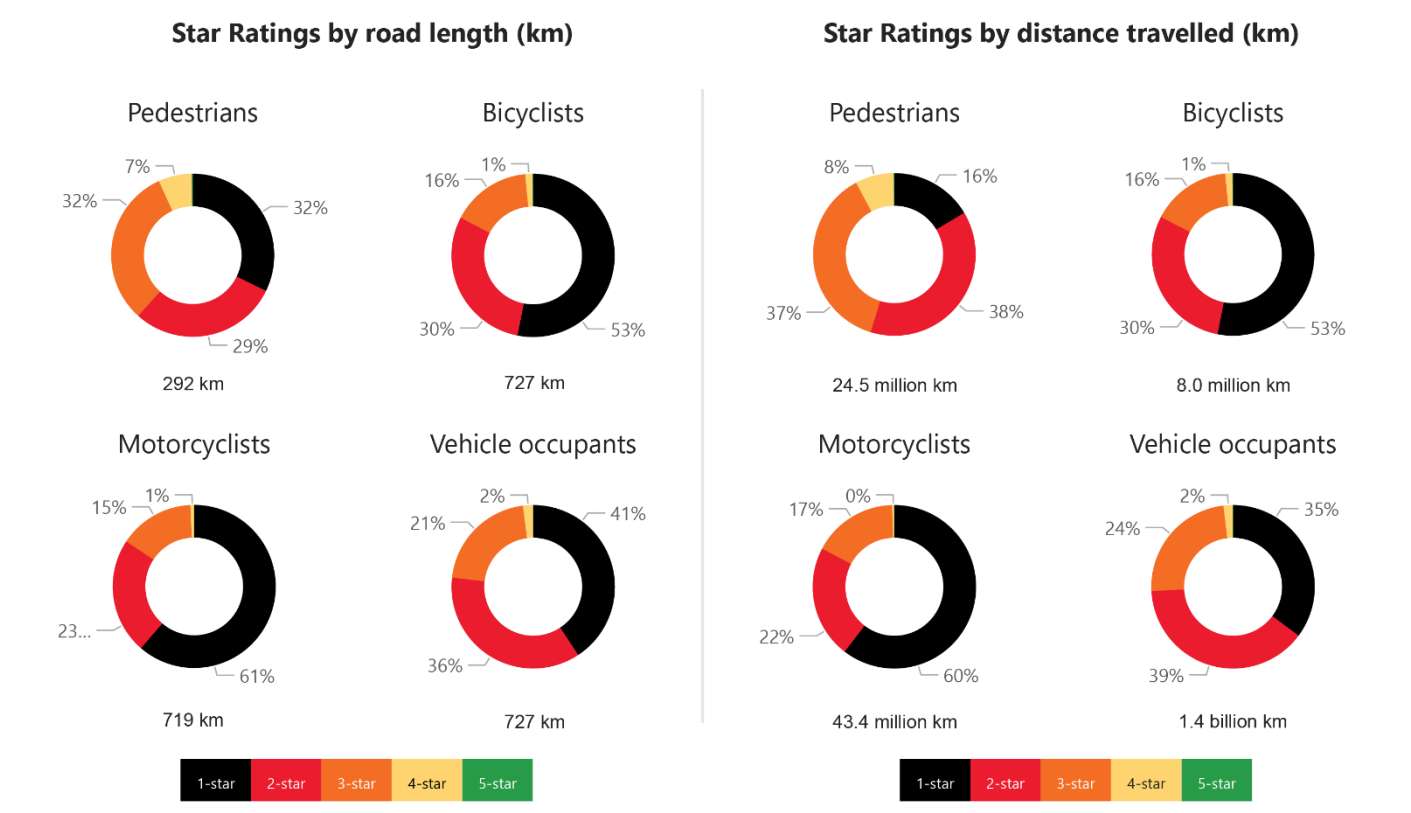
| Period | Project Title | Project Status | Road Safety Component |
|---|---|---|---|
| **2022** | Identify and prioritize problematic sections within a two-kilometer radius of the E60 and E70 routes through Georgia, compiling a long list. Draft a priority list and inspect road safety on the spot, compile a short list of black spots and prepare detailed cost estimation, design documentation. | Completed | Identification and prioritization of black spots within a two-kilometer radius of the E60 and E70 routes in Georgia.<br><br>Draft priority list and road safety inspection have been carried out; cost estimation and detailed design documentation prepared for a short list of black spots. |
| **2023** | Arrangement of a street lighting network on Samtredia - Grigoleti road section: Lot 4 (Estimated length 9 km). | Completed | 9 km street lighting network. |
| **2023** | Arrangement of a street lighting network on Samtredia - Grigoleti road section: Lot 1 (Estimated length 11.5 km). | Completed | 11.5 km street lighting network. |
| **2023** | Arrangement of a street lighting network on Lochini interchange of Tbilisi-Bakurtsikhe (border with the Republic of Azerbaijan) international road including the roundabout of Vaziani military base. | Completed | 8.1 km street lighting network. |
| **2023** | Arrangement of a street lighting network (estimated length 25 km) on Tsikhisdziri - Shashvebi section (left direction) of Tbilisi-Senaki Leselidze (border with the Russian Federation) international road km46-km71. | Completed | 25 km street lighting network. |
| **2023** | Arrangement of a street lighting network on the interchanges of Tbilisi-Gori Road section of Tbilisi-Senaki - Leselidze (border with the Russian Federation) international road. | Completed | 28.65 km street lighting network. |
| **2023** | Arrangement of a street lighting network on km248 (Bashi-Akhalsopeli road interchange) of (S1) Tbilisi-Senaki-Leselidze (border with the Russian Federation) international road – km31+680 – km33+720 Kutaisi-Geguti-Sakolia-Bashi-Ianeti secondary road (S-104) - km34+550-km36+630 Kutaisi-Samtredia motorway of Tbilisi-Senaki Leselidze km -216 secondary road (Sh-204). | Completed | 4.5 km street lighting network. |
| **2023** | Conducting inspections to improve existing safety of the secondary road network (in total 77 sections, 2162.2 km) in Kakheti, Kvemo Kartli, and Mtskheta-Mtianeti. | Completed | RSI on 77 road sections, 2162.2 km. Infrastructure is arranged in accordance with the identified activities. |
| **2023** | Purchase of appropriate scales to control the movement of heavily loaded vehicles on international and domestic roads in Guria and Imereti regions. | Completed | 38 scales have been purchased to control the movement of heavily loaded vehicles and handed over to the Ministry of Internal Affairs of Georgia. |
| **2023** | Technical means of organizing traffic - Development of technical regulations for the use of road signs, markings, and traffic lights. | Completed | Approved technical means of organizing traffic - technical regulations for the use of road signs, markings, and traffic lights. |
| **2023** | Implementation of measures to improve the current safety situation of the international and domestic roads in Mtskheta-Mtianeti region (arrangement of metal guardrails and wire ropes). | Completed | 45,492 m long metal guardrails and 20,000 m long wire ropes. |
| **2024** | Implementation of inspections to improve existing safety on the internal road network (52 road sections, 938.5 km) in Shida Kartli, Samtskhe-Javakheti, and Guria regions. | Ongoing | RSI on 52 road sections, 938.5 km. Infrastructure is arranged in accordance with the identified activities. |
| **2024** | Arrangement of road safety improvement infrastructure in the frame of rehabilitation works on the internal road (Sh-38) Vaziani-Gombori-Telavi Road section km27-km60: pedestrian sidewalk 4,400 m, on some sections metal guardrails 36,100 m. | Ongoing | Pedestrian sidewalk 4,400 m, on some sections metal guardrails 36,100 m. |
| **2024** | Conducting iRAP research to identify safety quality and existing risks on the international and internal roads in Imereti region. | Ongoing | iRAP research on the 150 km road. |
| **2025** | Arrangement of road safety improvement infrastructure in the frame of rehabilitation works on the internal road (Sh-42) Akhmeta–Telavi-Bakurtsikhe road section km25+00-km30+00: 2 circular crossroads, 2 pedestrian crossings and regulated traffic lights, and pedestrian sidewalk 6,900 m. | Ongoing | 2 circular crossroads, 2 pedestrian crossings and regulated traffic lights, and pedestrian sidewalk 6,900 m. |

| Period | Project Title | Project Status | Road Safety Component |
|---|---|---|---|
| **2025** | Arrangement of road safety improvement infrastructure in the frame of rehabilitation works on the internal road (Sh-42) Akhmeta–Telavi-Bakurtsikhe road section km60+00-km63+00: 1 circular crossroads, pedestrian sidewalk 1,700 m, pedestrian sidewalk 4,500 m. | Ongoing | 1 circular crossroads, pedestrian sidewalk 1,700 m, pedestrian sidewalk 4,500 m. |
| **2025** | Arrangement of road safety improvement infrastructure in the frame of rehabilitation works on the internal road (Sh-38) Vaziani–Gombori-Telavi road section km1-km26.5: 1 circular crossroads and pedestrian sidewalk 3,400 m. | Ongoing | 1 circular crossroads and pedestrian sidewalk 3,400 m. |
| **2025** | Arrangement of road safety improvement infrastructure in the frame of rehabilitation works on the internal road (Sh-63) Igoeti – Kaspi - Akhalkalaki road section km9-km20: 1 circular crossroads, bike path 1,600 m, pedestrian sidewalk 2,400 m. | Ongoing | 1 circular crossroads, bike path 1,600 m, pedestrian sidewalk 2,400 m. |
| **2025** | Conducting iRAP research to identify safety quality and existing risks on the international and internal roads in Guria and Adjara regions. | Ongoing | iRAP research on the 200 km road. |
| **2025** | Implementation of inspection to improve existing safety on internal road network (22 road sections, 1,328.4 km) in the whole country. | Ongoing | RSI on 22 road sections, 1,328.4km. Infrastructure is arranged in accordance with the identified activities. |

## iRAP Safety Insights – Star Rating for Existing Infrastructure and Business Case [2021 WHO GRSS Data]

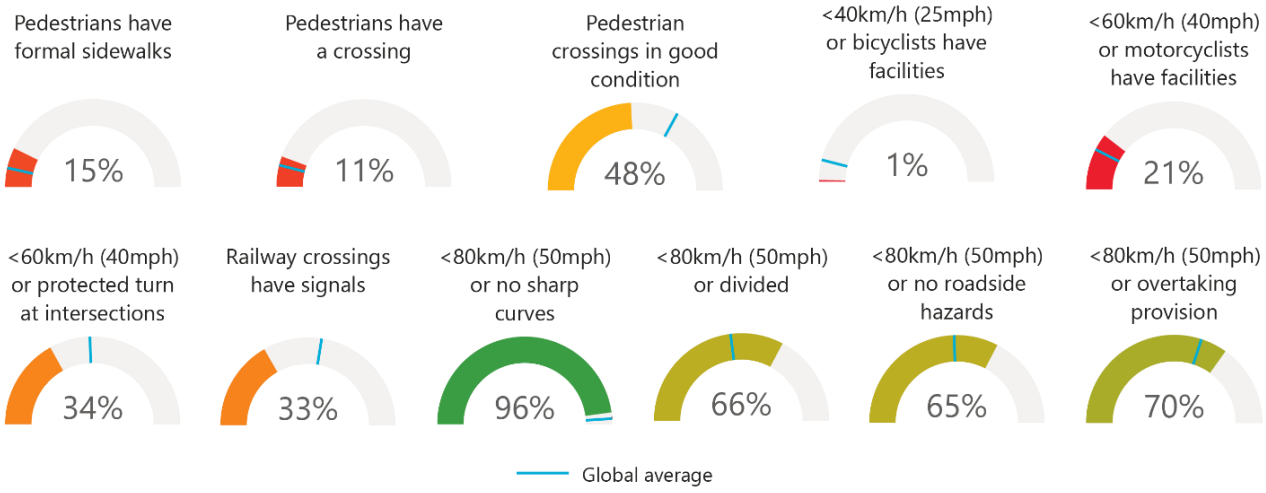
Georgia conducted some iRAP studies to assess the star ratings of its road infrastructure. Approximately 727 km of the road network has been surveyed, which constitutes about 11.5% of the national and local roads combined. Such studies are crucial for providing data-driven insights that road authorities can use to enhance road safety.

The results show that only 39%, 17%, 16% and 23% of the road network are 3-star or better for Pedestrians, Bicyclists, Motorcyclists, and Vehicle Occupants respectively. However, in terms of distance travelled only 46%, 17%, 18%, and 26% of the distance travelled are of 3-star or better rating for Pedestrians, Bicyclists, Motorcyclists, and Vehicle Occupants respectively. Infrastructure safety key performance indicators are also highlighted for the road network surveyed, showing very minimal vulnerable road user safety infrastructure.

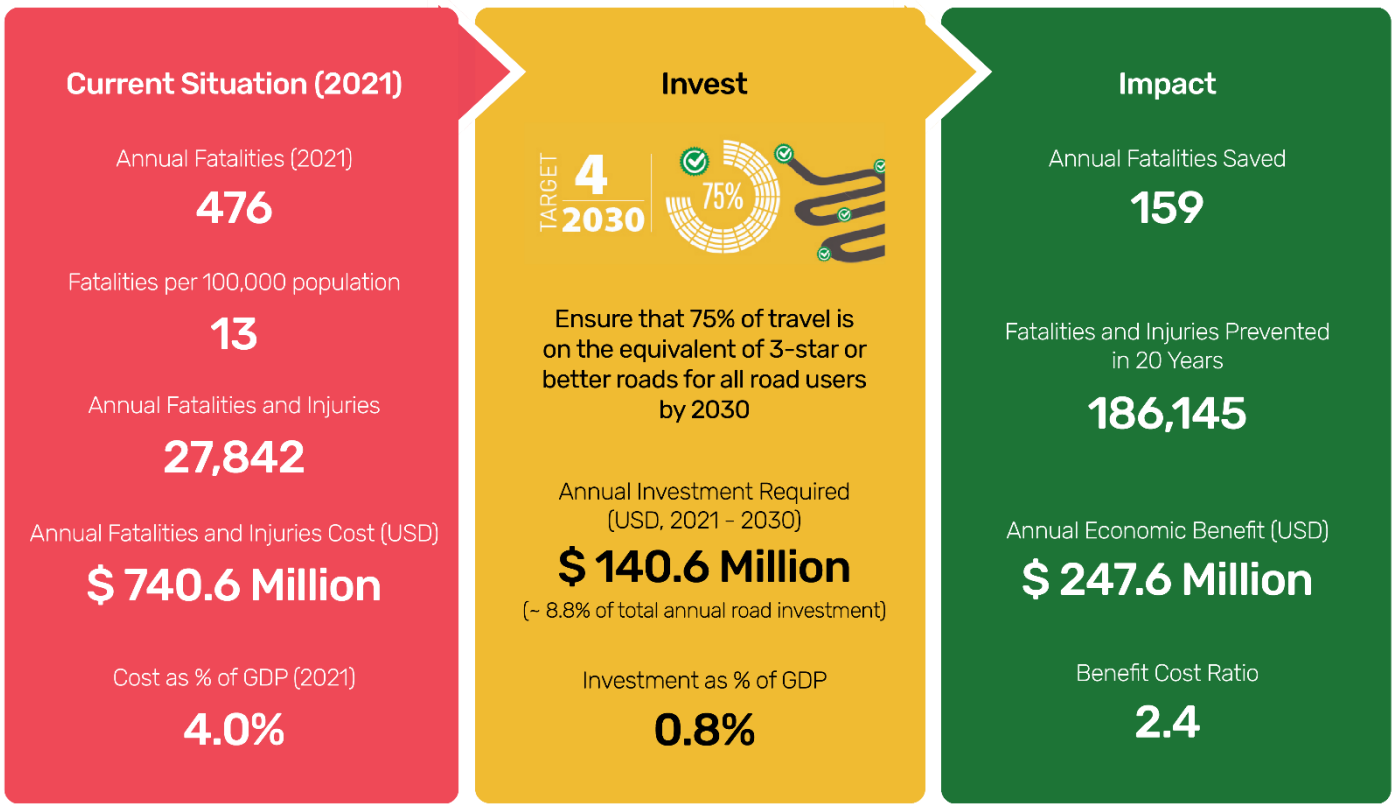


**Road length rated 3-Star or better**


**Infrastructure safety key performance indicators (KPI)**



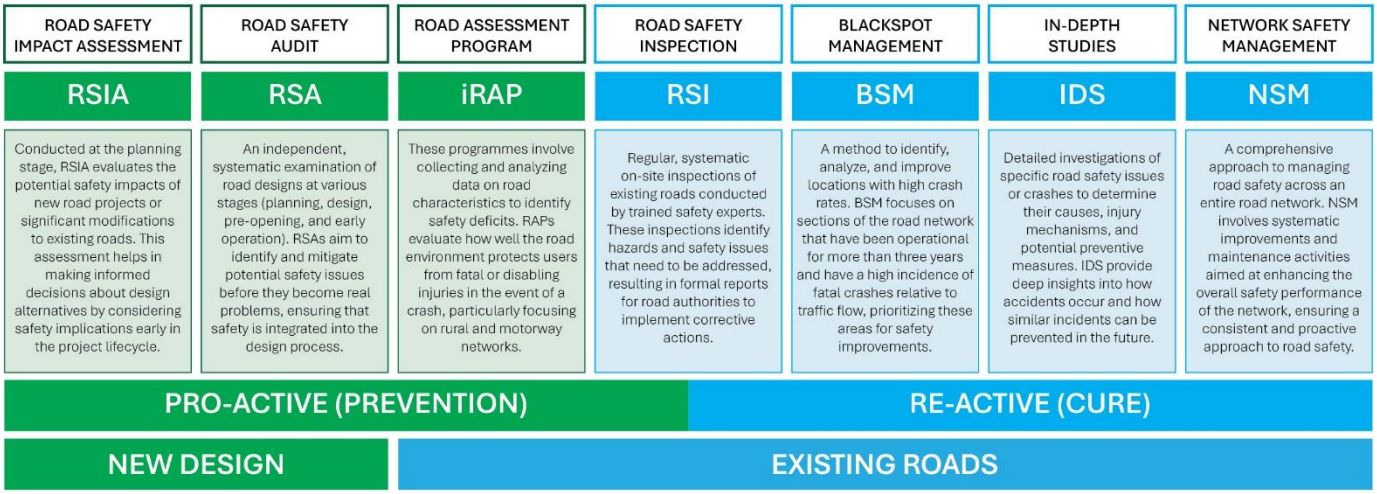

The iRAP Business Case for Georgia highlights the potential benefits of investing in road safety. An annual investment of 0.8% of GDP, approximately $140.6 million annually from 2021 to 2030, could significantly improve road safety outcomes. This investment is projected to save 159 lives annually, prevent 186,145 fatalities and injuries over 20 years, and generate an annual economic benefit of $247.6 million, resulting in a benefit-cost ratio of 2.4.




*Source: iRAP Safety Insights Explorer (https://irap.org/safety-insights-explorer/).*

## Road Infrastructure Safety Assessment Performance (2018 Baseline)

Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (RISM) is a legislative act designed to enhance road safety across the European Union. This directive establishes procedures to ensure that safety considerations are integrated into all phases of road infrastructure management. Its main objective is to reduce road crashes and fatalities by implementing safety management practices in the planning, designing, and operating of road infrastructure within the trans-European road network. The directive emphasizes preventive measures and proactive safety assessments to achieve its goals. The chart below summarizes the RISM procedures covered under the directive.




In 2018 the Eastern Partnership (EaP) Transport Panel Secretariat conducted a benchmarking survey on implementing the EU road safety Directive in each EaP country. This survey was carried out in two phases: (i) Quantitative Survey - EaP countries self-reported the extent to which they had implemented the individual measures prescribed by Directive 2008/96/EC. This initial phase aimed to gather data on the adoption levels of the directive's safety management practices; (ii) Qualitative Survey - Conducted by the World Bank team, this phase focused on a detailed evaluation of the four main tools of road safety management: Road Safety Audit (RSA), Road Safety Inspection (RSI), Road Safety Impact Assessment (RSIA), and Blackspot Management (BSM)—the qualitative survey aimed to better understand the current implementation status and challenges faced by the EaP countries.

This benchmarking exercise aimed to identify key focus areas and set intermediate objectives for national road safety action plans. The survey also aimed to pinpoint areas of low progress where targeted assistance could be most beneficial. By identifying specific gaps and needs, the benchmarking survey supports the development of more effective road safety strategies and action plans, ultimately contributing to improving road safety across the EaP region.

***The percentage scores in the table below indicate the level of implementation for the various objectives and desired outcomes. A low score signifies a low level of implementation, whereas a high score indicates that the country is well on its way to fully implement the specific aspect.***

| Impact Indicator Used | ARM | AZE | GEO | MDA | EaP Average |
|---|---|---|---|---|---|
| **Implementation of RSIA (Road Safety Impact Assessment)** | | | | | |
| Legal basis for RSIA exists | 90 | 95 | 5 | 5 | 49 |
| Adequate RSIA manual in official use | 80 | 95 | 5 | 5 | 46 |
| Trained staff for RSIA available | 60 | 50 | 5 | 10 | 31 |
| Road Authorities have a budget to purchase RSIA | 50 | 95 | 5 | 5 | 39 |
| All major new roads and reconstructions passed the RSIA procedure | 75 | 95 | 5 | 5 | 45 |
| RSIA Recommendations being accepted in the feasibility stage | 80 | 95 | 5 | 5 | 46 |
| **Total Scores for Road Safety Impact Assessments (RSIA)** | 435 | 525 | 30 | 35 | 256 |

| Impact Indicator Used | ARM | AZE | GEO | MDA | EaP Average |
|---|---|---|---|---|---|
| **Implementation of RSA (Road Safety Audit)** | | | | | |
| Legal basis for RSA (Road Safety Audit) exists | 85 | 50 | 30 | 5 | 43 |
| Adequate RSA manual in official use | 95 | 70 | 85 | 5 | 64 |
| Trained road safety auditors available | 25 | 50 | 50 | 30 | 39 |
| Road Authorities have a budget to purchase RSA | 25 | 95 | 10 | 5 | 34 |
| All new, reconstructed, and rehabilitated roads are being safety audited | 50 | 95 | 10 | 25 | 45 |
| RSA Recommendations being implemented by Roads Authority | 80 | 95 | 50 | 20 | 61 |
| **Total Scores for Road Safety Audits (RSA)** | 360 | 455 | 235 | 90 | 285 |
| **Implementation of RSI (Road Safety Inspection)** | | | | | |
| Revision (update) of road design standards undertaken | 75 | 95 | 75 | 85 | 83 |
| Revision (update) of road design norms (guidelines) undertaken | 65 | 95 | 80 | 20 | 65 |
| Convention of road signs/signals 1968 fully implemented | 60 | 95 | 50 | 30 | 59 |
| Vehicle Restraint Systems (VRS) standard based on EN 1317 | 50 | 95 | 20 | 5 | 43 |
| Work zone protection based on best international practice | 70 | 95 | 75 | 35 | 69 |
| Harmonization between standards/norms/guidelines and other legislation undertaken | 80 | 50 | 80 | 50 | 65 |
| **Average Scores for Road Safety Inspections (RSI)** | 400 | 525 | 380 | 225 | 383 |
| **Black Spot Management – BSM (Black Spot Management)** | | | | | |
| Legal basis for BSM (Black Spot Management) exists | 60 | 50 | 10 | 10 | 33 |
| Adequate BSM Manual in official use | 50 | 35 | 70 | 5 | 40 |
| Clear definition (criteria) of black spot exists | 80 | 80 | 10 | 20 | 48 |
| Trained black spot investigators available | 80 | 80 | 40 | 30 | 58 |
| Annual black spot improvement program in place | 95 | 75 | 75 | 5 | 63 |
| **Black Spot Management – BSM (Black Spot Management)** | | | | | |
| Road Authorities have dedicated funds for BSM improvements | 90 | 50 | 50 | 10 | 50 |
| BSM recommendations being implemented by the Road Authority | 90 | 70 | 70 | 50 | 70 |
| **Average Scores for Black Spot Management (BSM)** | 545 | 440 | 325 | 130 | 360 |
| **Road Assessment Program (RAP) – e.g., iRAP** | | | | | |
| Legal basis for RAP (Road Assessment Program) exists | 60 | 20 | 10 | 5 | 24 |
| RAP implemented on the road network | 50 | 20 | 10 | 20 | 25 |
| Annual RAP program exists | 50 | 20 | 10 | 5 | 21 |
| Road Authorities have dedicated funds for RAP improvements | 60 | 80 | 10 | 5 | 39 |
| RAP recommendations being implemented by Roads Authorities | 80 | 80 | 10 | 5 | 44 |
| **Average Scores for Road Assessment Programs (RAP)** | 300 | 220 | 50 | 40 | 153 |

| Impact Indicator Used | ARM | AZE | GEO | MDA | EaP Average |
|---|---|---|---|---|---|
| **Application of traffic calming measures** | | | | | |
| Legal basis for the application of traffic calming measures exists | 60 | 50 | 10 | 10 | **33** |
| Adequate traffic calming manual in official use | 50 | 35 | 70 | 5 | **40** |
| Clear criteria for the selection of traffic calming measures exist | **80** | **80** | 10 | 20 | **48** |
| Trained staff available | **80** | **80** | 40 | 30 | **58** |
| Road authorities have dedicated funds for traffic calming implementation | **95** | 75 | 75 | 5 | **63** |
| Traffic calming recommendations being implemented by Roads Authority | **90** | 50 | 50 | 10 | **50** |
| **Average Scores for Traffic Calming Measures** | **455** | **370** | **255** | **80** | **290** |
| **Application of road design standard/norms/guidelines revision** | | | | | |
| Revision (update) of road design standards undertaken | **85** | **95** | **80** | 50 | **78** |
| Revision (update) of road design norms/guidelines undertaken | 75 | **80** | **80** | 50 | **71** |
| Convention of road signs/signals 1968 fully implemented | **100** | **95** | **80** | **100** | **94** |
| Vehicle Restraint Systems (VRS) standard based on EN 1317 | 60 | 70 | **80** | **80** | **73** |
| Work zone protection based on best international practice | 40 | 50 | 50 | 50 | **48** |
| Harmonization between standards/norms/guidelines and other legislation undertaken | 60 | **80** | **80** | 70 | **73** |
| **Average Scores for Road Design Standard Revision** | **420** | **470** | **450** | **400** | **435** |
| **Building the capacity of engineers and technical staff** | | | | | |
| Adequate Manuals/Guidelines for safety engineering produced | 50 | 75 | 70 | 10 | **51** |
| Selected Government, Consultants, and Academic staff trained | 35 | 75 | 60 | 5 | **44** |
| Different road safety curricula for university courses (RSIA, RSA, RSA, RAP, BSM, TC) | 40 | 50 | 30 | 30 | **38** |
| Students being taught about safe design approaches during their studies | 50 | 50 | 30 | 70 | **50** |
| **Average Scores for Capacity Building** | **175** | **250** | **190** | **115** | **183** |

Speed Limits and Comparison with Safe Speed Limits

| EXISTING LEGISLATION | EXISTING 20 KPH ZONES | NO ADOPTION | AUTOMATED ENFORCEMENT | Not Known |
|---|---|---|---|---|
| National Legislation Setting Maximum Speed Limits | 30 km/h Zones in Urban Areas | Adoption of Road Safety Policies for Cities & School Zones | Enforcement Mechanisms | Proportion of Road Traffic Fatalities attributable to excess speed |

Georgia has established **national legislation under the Law of Georgia on "Road Traffic" that regulates permissible vehicle speed limits for private passenger cars and motorcycles**. This law sets administrative responsibility for exceeding permissible speeds as outlined in the Code of Administrative Offenses of Georgia. A comparison of the set speed limits and the Suggested Safe Systems Speed Limits as well as the potential decrease in fatal road crashes when adopting the safer speeds is shown in the table below.

| | ROAD CATEGORY | | |
|---|---|---|---|
| | URBAN | RURAL | MOTORWAYS |
| Maximum Speed Limit in Georgia | 60 km/h | 90 km/h | 110 km/h |
| Maximum Speed Limit **(with a Speed Tolerance Limit of 15 km/h)** | 75 km/h | 105 km/h | 125 km/h |
| Difference from Recommended Safe System Speeds[9] | **+45 km/h** | **+35 km/h** | **+35 km/h** |
| Potential Decrease in Fatal Road Crashes when Enforcing Safe System Speed Limits[10] | **97% decrease** | **80% decrease** | **73% decrease** |

### Maximum Urban Speed Limit

According to Article 33, Clause 6 of the Law of Georgia "On Road Traffic," unless otherwise stipulated by law, vehicles are allowed to travel at a speed of no more than 60 km/h in populated areas and no more than 20 km/h in residential areas. In certain sections where road conditions permit, the speed limit can be increased by setting up appropriate traffic signs.

### Maximum Rural Speed Limit

According to Article 33, Clause 7 of the Law of Georgia "On Road Traffic," the speed limits in rural and certain populated areas are as follows:

- "A" category vehicles and "A1", "A2", and "B1" subcategory vehicles: up to 80 km/h.
- "B" category vehicles: up to 90 km/h; if towing a light trailer: up to 80 km/h.
- "BE" category vehicles: up to 70 km/h.
- "C" and "CE" category vehicles, "C1" and "C1E" subcategory vehicles: up to 70 km/h, 60 km/h if transporting passengers.
- "D1" and "D1E" subcategory vehicles: up to 80 km/h.
- "D" and "DE" category vehicles: up to 70 km/h.

In addition, under Article 33, Clause 8:

- "T" and "S" category vehicles: up to 40 km/h.
- "AM" category vehicles: up to 45 km/h.
- Two-wheeled electric self-driving vehicles: up to 20 km/h.
- Towing mechanical vehicles: up to 50 km/h.

### Maximum Rural Speed Limit

As for the highways, Article 33, Clause 7 specifies that "B" category vehicles are allowed to drive at a maximum speed of 110 km/h.

[9] Safe System Recommended Speed Limits: *Residential & Urban – 30 km/h; Rural – 70 km/h; Motorways – 90 km/h.*
[10] Potential decrease in fatal road crashes when enforcing Safe Systems Speed Limits calculated using the Nilsson's Power Model connecting speed and road trauma (M.H. Cameron, R. Elvik, 2010).

### Authority and Enforcement

Georgia employs several enforcement mechanisms to ensure compliance with road safety regulations:

- **Police Officers:** Police officers carry speedometers to monitor vehicle speeds.
- **Automatic Detection Systems:** The use of automatic detection systems such as cameras has been implemented to monitor and enforce speed limits and other traffic regulations.
- **Infrastructure Modifications:** Adjustments to road infrastructure to support enforcement.

Since November 1, 2017, Georgia has been using "Smart Cameras" to automatically detect the five most common administrative violations:

- Crossing at a red light
- Crossing a double line
- Driving in the bus lane
- Driving against the direction of traffic
- Exceeding the speed limit

In areas with a high frequency of violations, operators monitor General Vision Cameras to manually detect administrative violations. Additionally, average speed control sections have been installed nationwide, allowing the calculation of average speed based on the time interval from one point to another. Since 2019 Public Safety Command Center 112 has been using Smart Cameras to identify vehicles that have not undergone mandatory technical inspections.

### Proportion of Vehicles Traveling Over the Posted Speed Limits

The best estimate of the proportion of vehicles traveling over the posted speed limits is not available from the provided data. Specific data sources, such as police reports or research studies, would be required to provide this estimate.

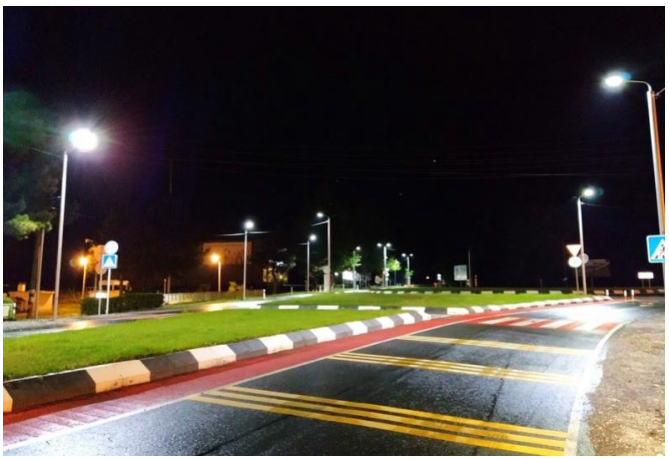
### Proportion of Annual Road Traffic Fatalities Attributable to Excess Speed

The best estimate of the proportion of annual road traffic fatalities in Georgia attributable to excess speed is not available from the provided data. This information would require specific data sources, including police reports or research studies, to determine the national or regional estimate.

#### Speed Calming Infrastructure

| Speed Calming Infrastructure Category | Presence in Georgia (Present/Not Present) | Brief Description/Narrative of Implementation and Results |
|---|---|---|
| **Narrowing,** e.g., islands and pinch points | PRESENT | Road Narrowing through Islands are utilized on international and secondary roads, mainly at intersections. Vehicle crashes, deaths and serious injuries decreased in the areas where this was introduced, which demonstrates an improved speed management. |
| **Vertical Deflections,** e.g., road humps | PRESENT | In accordance with the Norms, road humps are in use on international and secondary roads near schools and kindergartens. They help ensure the safety of pedestrians and vulnerable road users as well as reduce speed. |
| **Horizontal Deflections,** e.g., chicanes and mini-roundabouts | PRESENT | Horizontal deflections were built on some road sections in urban areas. These measures are conducive to ensuring the safety of pedestrians and reducing speed. |
| **Blocking or Restricting Access,** e.g., street closures, median diverters, pedestrian zones, cul-de-sacs, etc. | PRESENT | These solutions are provided mainly in the capital city and on the local road sections. These aren't provided on international and secondary roads in Georgia. Their implementation is ensuring pedestrian safety conditions. |
| **Road markings, signs, and furniture**, e.g., colored surfacing | PRESENT | Colored surfacing is mainly provided on roundabouts on international and secondary roads; colored surfacing signs are also used near school and kindergartens. This has resulted in improved safety of road users. |

Road Narrowing through use of Islands in Georgia



Coloured Surfacing on Roads in Georgia

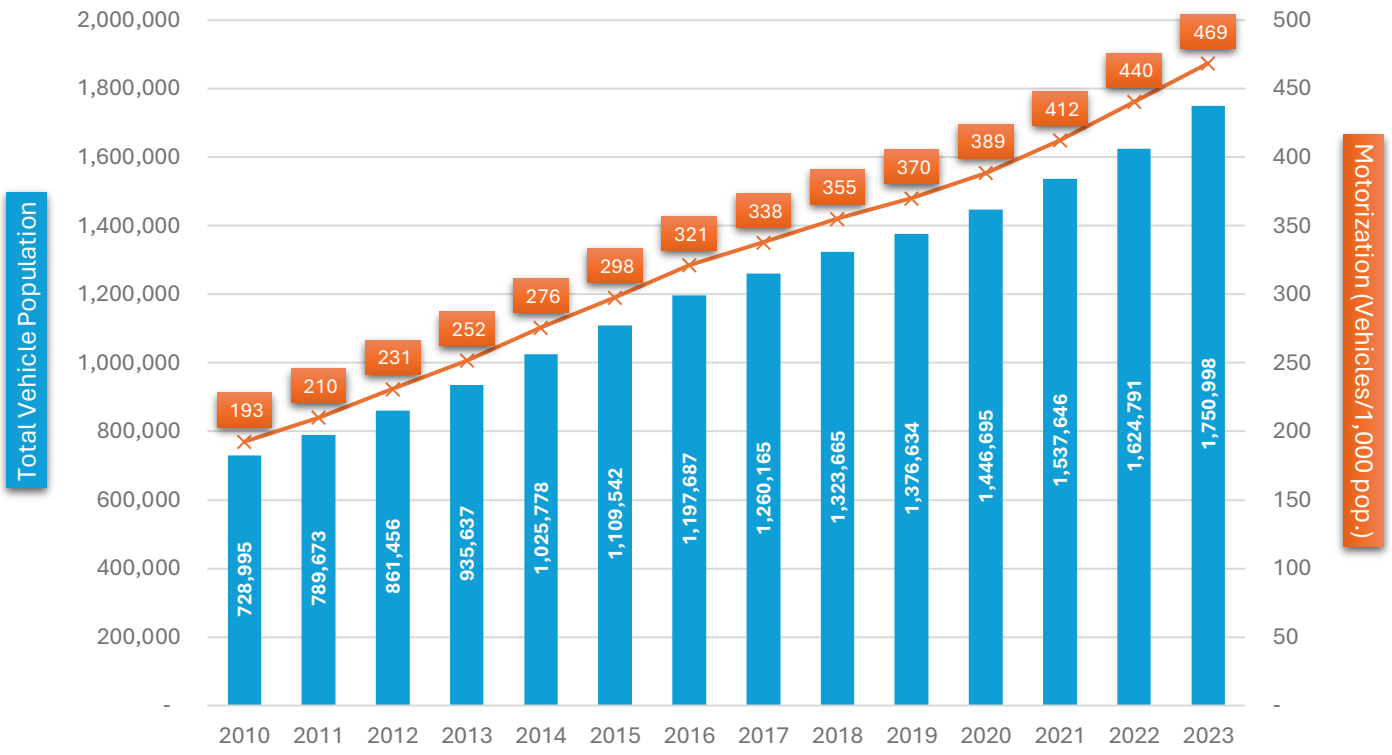

Sample of Coloured Road Signs Near Schools/Kindergartens – 30 kph

# PILLAR 3 | SAFER VEHICLES

## Vehicle Population and Distribution

From 2021 to 2023 Georgia experienced a notable increase in its vehicle population and motorization rates. The total number of vehicles rose from 1,537,646 in 2021 to 1,750,998 in 2023, a **13.9% increase**. Cars and 4-wheeled light vehicles saw significant growth, increasing from 1,265,867 to 1,438,585 **(13.7%)**, with the motorization rate rising from 340 to 385 vehicles per 1,000 people. Motorized 2/3 wheelers more than doubled in numbers from 17,103 to 34,405 **(101.2%),** and their motorization rate grew from 5 to 9 per 1,000 people.

Heavy trucks increased from 108,728 to 117,986 **(8.5%)**, with a motorization rate rise from 29 to 32 per 1,000 people. Buses numbers slightly decreased from 55,599 to 54,147 **(2.6%)**, maintaining a stable motorization rate of around 14 to 15 per 1,000 people. The "Others" category increased from 90,349 to 105,875 **(17.2%)**, with the motorization rate growing from 24 to 28 per 1,000 people. Overall, the motorization rate in Georgia increased from 412 to 469 vehicles per 1,000 people, indicating a growing vehicle ownership rate across various vehicle types.




| | | | | | Other Vehicles |
|---|---|---|---|---|---|
| 2023 | 82.2% | 6.7% | 2.0% | 3.1% | 6.0% |

## Compliance with UN Vehicle Safety Regulations

In Georgia vehicle regulations for safety features in 4-wheeled and 2/3-wheeled motorized vehicles show significant gaps. For 4-wheeled vehicles there are no standards for front and side impact protection to ensure occupant safety in crashes. Additionally, there are neither requirements for Electronic Stability Control to prevent skidding and loss of control, nor Advanced Emergency Braking systems to reduce collisions, nor pedestrian protection standards to mitigate the severity of impacts with motor vehicles. Similarly, no regulations mandating anti-lock braking systems or daytime running lights exist for 2/3 wheeled motorized vehicles. These shortcomings highlight areas where vehicle safety regulations could be strengthened to improve road safety.

| | | | | | |
|---|---|---|---|---|---|
| Frontal Impact (No.94) Side Impact (No.95) | NOT APPLIED | Electronic Stability Control No.140 (GTR 8) | NOT APPLIED | Autonomous Emergency Braking Systems | NOT APPLIED |
| Pedestrian Protection No.127 (GTR 9) | NOT APPLIED | Moto rcycle Anti-Lock Brakes No.78 (GTR3) | NOT APPLIED | Seat Belt & Anchorages (No.16 & 14) | NOT APPLIED |

## Import Regulations and Periodic Maintenance

| | | | |
|---|---|---|---|
| REGULATED | NO AGE LIMIT | EXISTING REGULATION | ANNUAL OR BI-ANNUAL |
| Export/Import Regulation of Used Vehicles | Import Age Limit Based | National Legislation for Periodic Inspection | Inspection Period |

### Export/Import Restrictions

Georgia **imposes specific restrictions on the export and import of used vehicles**. Current legislation does not restrict the import of second-hand cars into Georgia for free circulation or export from Georgia. However, technical regulations established by the Government of Georgia on June 28, 2023, mandate the introduction of maximum allowable emission norms in line with European Union standards. These regulations apply to various types of transport and other mobile-mechanical means that pollute the air with harmful substances. Technical regulations specify that the year of release for vehicles must correspond to or exceed the minimum limits determined by Annex No. 6 of the Regulation for the initial and temporary registration of M1, M2, M3, and N1, N2, N3 vehicles.

### Periodic Inspection of Motorized Vehicles

Georgia has national legislation mandating the periodic inspection of motorized vehicles. The inspection intervals vary based on vehicle category and age:

» **Annual and Bi-annual Inspections:** The frequency of inspections depends on the vehicle category and age. For example, motorized 4-wheeled light vehicles (such as passenger cars) and professional vehicles, regardless of size or number of wheels (e.g., taxis, minibuses), are included in the inspection scheme.

Georgia mandates a thorough and systematic periodic inspection methodology to ensure vehicle safety and compliance with regulations. Inspections involve a detailed visual examination conducted by trained and supervised employees at designated inspection sites. This visual inspection covers various aspects of the vehicle's condition to identify any visible defects or issues that could affect its safety or performance.

Additionally, specific test equipment is employed for certain critical checks. For example, brake testers are mandatory for assessing the efficiency and reliability of a vehicle's braking system. This combination of visual inspection and technical testing ensures that vehicles meet the required safety standards before they are allowed to operate on public roads.

## Vehicle Insurance

| | | | |
|---|---|---|---|
| NO LEGISLATION | NOT KNOWN | NOT REGULATED | NO FUND |
| National Legislation Mandating Motor Insurance | Percentage of Vehicle Fleet Insured | Maximum/Minimum Insurance Premium | Fund for Victims of Uninsured/ Unidentified Vehicles |

Georgia has enacted legislation that mandates motor insurance for all vehicles circulating on its roads. The law "On the mandatory civil liability insurance of the owner of a motor vehicle registered in a foreign state moving on the territory of Georgia" is in force. This regulation applies to citizens of Georgia, foreign nationals in Georgia, and stateless persons.

According to Article 3 of this law, when a motor vehicle registered in a foreign state enters Georgia, the owner or driver must insure their civil liability for the motor vehicle during their entire stay in the country, with a minimum period as specified in Article 5 of the law. Compulsory insurance covers damage caused by the motor vehicle and the resulting insured event. The amount and terms of the insurance premium are determined by Article 5 of the law.

### Coverage Included in Mandatory Motor Insurance

The mandatory motor insurance in Georgia includes coverage for material damage caused by the insured vehicle, personal injuries, death, and disability. Additionally, it provides legal advice support to help policyholders navigate any legal issues arising from road incidents.

### Fund for Victims of Uninsured or Unidentified Vehicles

Information on whether Georgia has a fund to cover victims of uninsured or unidentified vehicles is not specified in the provided data. The funding mechanisms for such a fund, if it exists, are also not detailed.

# PILLAR 4 | SAFER ROAD USERS

## Seatbelt Usage

Georgia has enacted **national legislation mandating the use of seat belts**. According to Article 21, Clause 9 of the Law "On Road Traffic," drivers are required to use seatbelts when operating a mechanical vehicle (unless the vehicle's construction does not include seatbelts). Additionally, drivers must ensure that **passengers sitting on the right or left side, passengers at least 16 years old sitting in the back seat, and children under 3 years of age sitting on the lap of a passenger in the back seat also use seatbelts**.

| National Legislation on Seatbelt Use | Passenger Applicability | National Legislation on Seatbelt Standards | Estimated Seatbelt Wearing Rates (2023) | | |
|---|---|---|---|---|---|
| EXISTING REGULATION | BOTH FRONT & REAR SEAT | NO REGULATION | Not Known | Not Known | Not Known |
| | | | Driver Only | Front Seat | Rear Seat |

## Enforcement of Seatbelt Laws

The enforcement of seatbelt laws in Georgia involves **administrative penalties**. Article 118 (Prima) of the Code of Administrative Offenses of Georgia stipulates administrative liability for drivers or passengers who fail to use seatbelts while driving. The sanction includes a fine of **40 GEL** (approx. 15 US$) **and a reduction of 5 points from the driver's license**.

## Motorcycle Helmet Usage

Georgia has **national legislation mandating helmet use**. According to Article 43, paragraph 10 of the Law of Georgia "On Road Traffic," drivers and passengers of motorcycles, mopeds, quad bikes, and snowmobiles must use appropriate special helmets. **Georgia does not have national legislation regarding helmet standards**.

| National Legislation on Helmet Use | National Legislation on Helmet Standards | Children Restriction as Passengers | Helmet Wearing Rates (2023) | | Motorcycle Helmet Enforcement |
|---|---|---|---|---|---|
| EXISTING REGULATION | NO REGULATION | < 12 YRS. RESTRICTED | Not Known | Not Known | ADMINISTRATIVE PENALTIES |
| | | | Drivers | Passengers | |

## Enforcement of Motorcycle Helmet Laws

Article 118 of the Code of Administrative Offenses of Georgia imposes responsibility for not using a helmet when required. In particular, the failure of the driver and/or passenger to wear a motorcycle helmet while driving a rear-wheel drive bicycle, moped, light quad bike, or motorcycle will result in the driver being fined **100 GEL** (approx. 36 US$) **and the number of points awarded for the driver's license will be reduced by 5 points**.

## Drink Driving

| National Legislation on Drink Driving | Are Fatally & Non-Fatally Injured Drivers Tested for BAC | Proportion of Road Traffic Fatalities attributable to alcohol impairment | Blood Alcohol Concentration (BAC) Limits | | |
|---|---|---|---|---|---|
| EXISTING REGULATION | ALL DRIVERS TESTED | Not Known | < 0.03 g/dl | < 0.03 g/dl | < 0.03 g/dl |
| | | | General Population | Young/Novice Drivers | Professional/Commercial Drivers |

## National Drink Driving Law and Enforcement Mechanism

**Georgia has national legislation that prohibits driving under the influence of alcohol.** The main mechanism used to enforce drink driving laws is the use of breath testing at specific locations or times (e.g., holiday periods, outside pubs or bars). This also includes sobriety checkpoints and a Penalty/Demerit Point system.

On September 7, 2021, Article 116 of the Code of Administrative Offenses was amended to make the responsibility for driving a vehicle under the influence of alcohol dependent on the ethanol content in the driver's blood, with different fines determined accordingly. Specifically:

- A blood ethanol content of not less than 0.3 and not more than 0.7 ppm will result in the **suspension of the right to drive a vehicle for 6 months**.
- A blood ethanol content of more than 0.7 ppm will result in the **suspension of the right to drive a vehicle for 1 year**.
- Evading the test to determine alcohol intoxication while driving will result in a **suspension of the right to drive a vehicle for 1 year instead of 6 months**.

The article also provides for more severe punishments (e.g., administrative imprisonment) in cases involving aggravating circumstances. **Causing less severe damage to the health of another person as a result of driving under the influence of alcohol is punishable under criminal law**, and the person will be held responsible in accordance with Article 276, Part 3 of the Criminal Code of Georgia. On November 30, 2022, the article was amended again to correct practical deficiencies, including changing the threshold for administrative liability for driving under the influence of alcohol from 0.3 ppm to more than 0.3 ppm.

## Drug Driving

| EXISTING REGULATION | NOT KNOWN | Not Known | NO DATA |
|---|---|---|---|
| National Legislation on Drug Driving | Are Fatally & Non-Fatally Injured Drivers Tested for BDC | Enforcement Mechanisms | Proportion of Road Traffic Fatalities attributable to drug impairment |

Georgia has national legislation that restricts the use of drugs (whether medicinal or illegal) while driving. Article 21, paragraph 15 of the Law of Georgia "On Road Traffic" prohibits driving a vehicle in a state of alcoholic, narcotic, or psychotropic intoxication, or under the influence of medicinal drugs that reduce reaction and attention. Additionally, Article 20, paragraph 4 prohibits transferring a vehicle for driving to a person who is in a state of alcoholic, narcotic, or psychotropic intoxication.

According to the first paragraph of Article 276 of the Criminal Code of Georgia, driving a car, tram, trolleybus, tractor, or other mechanical vehicle **under the influence of a narcotic, psychotropic, or new psychoactive substance is punishable by a fine or imprisonment for up to one year**. Additionally, according to Article 115 (Prima) of the Code of Administrative Offenses of Georgia, **transferring a vehicle to a person in a state of alcoholic, narcotic, or psychotropic intoxication leads to administrative responsibility**.

Currently, **neither a list indicating the drugs tested for, nor an estimate of the proportion of annual road traffic fatalities in Georgia attributable to drug impairment is available**.

## Child Restraint

| EXISTING REGULATION | NO REGULATION | < 3 YRS. RESTRICTION | NO DATA |
|---|---|---|---|
| National Legislation on Child Restraint Use | National Legislation on Child Seat Standards | Age or height specified for children requiring child restraint | Percentage Rate of Child Restraint Usage |

**Georgia has national legislation regarding child restraint use**. In accordance with Article 26, Clause 6 of the Law of Georgia "On Road Traffic Regulation," it is **prohibited to carry a child under 12 years old in the front seat of a car**. According to paragraph 7 of the same article, when transporting a **child under the age of 3 in the back seat of a passenger car, a special stroller, seat, or holding device that corresponds to the child's height and weight must be used**. Additionally, Article 21, Paragraph 9 of the same law states that a passenger of at least 16 years of age sitting in the back seat of a vehicle with a child under 3 years of age on their lap must wear a seat belt.

## Distracted Driving

| EXISTING REGULATION | Talking/Texting on the Phone | BANNED | NO BAN |
|---|---|---|---|
| National Legislation on Distracted Driving | Behaviors Constituting Distracted Driving | Ban on Hand-held Mobile Phone Use | Ban on Hands-free Mobile Phone Use |

**Georgia has a national legislation that restricts distracted driving**. According to Article 21, Clause 8 of the Law of Georgia "On Traffic", the driver must **refrain from any actions that are not related to driving while the vehicle is in motion**. The driver is prohibited from using **mobile communication while driving**. This prohibition does not apply when the driver is using a mobile communication device's headset or the hands-free (or remote) talking function, provided both hands are free to drive the vehicle.

## Driver Licensing

| EXISTING PROCESS | EXISTING LEGISLATION | NO LEARNER'S PERMIT | EXISTING SYSTEM | EXISTING REGULATIONS |
|---|---|---|---|---|
| Formal Driving Licensing Process for Motorized Vehicles | Is Licensing Supported by Legislation | Learner's Permit Requirement before Full License | Penalty/Demerit System for Repeat Offenders | Mandatory Driving Time & Rest Periods for Professional Drivers |

### Formal Licensing Process

**Georgia has a formal driving licensing process for motorized vehicles, supported by legislation**. This process includes **practical tests only** to ensure that drivers have the necessary skills and understanding of road safety.

### Learner's Permit and Full License

**New drivers in Georgia are not required to hold a learner's permit before obtaining a full license.** The specific minimum mandated period between the issuance of a learner's license and obtaining a full license is not stated. However, the candidate must pass a physical driving test. Other minimum requirements include submitting a document confirming the compliance of their health condition. To obtain categories/subcategories B, BE, C, C1, D, and D1, it is mandatory to pass the theoretical driving test, the first stage of the practical test (on a closed course), and the second stage of the practical test (in real traffic conditions). Categories/subcategories A, A1, A2, CE, C1E, DE, and D1E require passing the theoretical and practical tests. Categories AM, T, and S are obtained only by passing the theoretical exam. Additionally, admission to exams for categories/subcategories C, C1, D, D1, CE, C1E, DE, and D1E is permitted only after completing the relevant training at a driving school. Professional drivers in Georgia must comply with additional licensing requirements.

The earliest age a person is legally allowed to drive a motorized vehicle varies depending on the vehicle type:

- "AM" category vehicles - 16 years
- "A1" subcategory vehicles - 17 years
- "A2" subcategory vehicles - 18 years
- "A" category vehicles:

- 21 years, if the person was granted the right to drive a vehicle of the "A2" subcategory at least 2 years before the request for the right to drive a vehicle of this category
- 24 years, if there is no circumstance defined by subsection "4.1"
- "B1" subcategory vehicles - 16 years
- "B" category vehicles - 17 years
- "BE" category vehicles - 18 years
- "C1" and "C1E" subcategory vehicles - 18 years
- "C" and "CE" category vehicles - 21 years
- "D1" and "D1E" subcategory vehicles - 21 years
- "D" and "DE" category vehicles - 24 years
- "T" category vehicles - 17 years
- "S" category vehicles - 18 years

### Penalty/Demerit System

Georgia has a penalty/demerit system for repeat driving offenders. A total of 100 points are awarded for a driver's license, valid for one calendar year. The scores reduction system does not apply to violations recorded by video or photo cameras.

### Mandatory Driving Time and Rest Periods

Georgia has government-issued rules for mandatory driving time and rest periods for professional drivers, implemented for international traffic. **The maximum allowed driving time is no more than 4.5 hours, with a mandatory break time of at least 45 minutes.**

# PILLAR 5 | POST-CRASH CARE

## National Emergency Care Access Number Coverage

| | | |
|---|---|---|
| SINGLE NUMBER | NATIONAL COVERAGE | **112** (Emergency Number) |
| No. of Emergency Care Access Numbers | Emergency Care Access Number Coverage | National Emergency Care Access Numbers and their Use |

## Post-Crash Care Laws & Governance

### Laws Governing Emergency Care Services

**Georgia has laws that provide for universal access to emergency care services.** These laws include mandates for financial risk protection or requirements that emergency care is provided free of charge. This legislative framework ensures that individuals can access necessary emergency medical services without the burden of upfront payments, thereby enhancing the accessibility and equity of emergency care across the country.

### Oversight of Emergency Care

**The leading office for emergency care in Georgia is the LEPL Emergency Situation Coordination and Urgent Assistance Center within the Ministry of Health.** This office is responsible for overseeing emergency care, including trauma care. It ensures the effective management and coordination of emergency care services nationwide. By centralizing oversight, the Ministry of Health aims to maintain high standards of emergency medical care, optimize resource allocation, and ensure that emergency services are efficiently delivered to all regions of Georgia.

## Post-Crash Care Coverage and Access

| | | |
|---|---|---|
| **~ 96%** | ADEQUATE DISTRIBUTION | EXISTING STANDARDS |
| Population Coverage by Prehospital Ambulance System | Distribution and Access to Emergency Care Facilities | Standardized Assessment of Emergency Care Systems |

### Access to Prehospital Ambulance System

An estimated **96% or higher of Georgia's population has access to effective coverage** by a formal prehospital ambulance system. This includes care at the scene and during transport.

### Distribution and Access to Emergency Care Facilities

Georgia has adequate emergency care facilities distributed across the country. The number, level, distribution, and accessibility of these facilities meet the population needs in both urban and rural settings.

### Standardized Assessment of Emergency Care Systems

There has been a standardized assessment of the prehospital and facility-based emergency care systems conducted at the national level in Georgia. This assessment is not related to disaster response but focuses on the everyday prehospital and facility-based emergency care systems.

## Trauma Registry

| Existence of a Trauma Registry | Latest Year of Trauma Registry Data | Trauma Registry Characteristics |
|---|---|---|
| NO TRAUMA REGISTRY | NO TRAUMA REGISTRY | NO TRAUMA REGISTRY |

### Trauma Registry Existence and Data Availability

Currently, Georgia does not have a trauma registry in place. Since there is no trauma registry, there is no available data.

### Trauma Registry Characteristics

If implemented, a trauma registry in Georgia could be detailed and categorized according to the International Classification of Diseases, 10th Revision (ICD-10). It would record various characteristics of injuries, including the context in which they occurred. This could include data on injuries from road accidents, street incidents, sports-related activities, household accidents, professional settings, and military events. Such a structured approach would provide a thorough understanding of trauma causes and help shape preventive measures and policies.

## Provider Certification and Assistance

| National Emergency Care Service Numbers | Certification Pathway for Prehospital Providers | Psychological Assistance for Road Victims | Legislation for Rehabilitative Medical Care |
|---|---|---|---|
| NATIONAL COVERAGE | EXISTING CERTIFICATION | NO ASSISTANCE | NO LEGISLATION |

There is a formal, government-ratified certification pathway for prehospital providers in Georgia. This ensures that medics, technicians, nurses, and other first responders are properly trained and certified, maintaining high standards of emergency care nationwide.

### Emergency Access and Coverage

Georgia has a national emergency care access telephone number, 112, which provides complete coverage across the country. This single emergency care services access number ensures that all areas use the same number, facilitating quick and efficient emergency responses.

### Psychological Assistance and Rehabilitative Care

Currently, Georgia does not provide free public/government services for psychological assistance to road victims or their families. This highlights a gap in the support system for individuals affected by road incidents. Also, there is no legislation that guarantees rehabilitative medical care to all injured persons, regardless of their ability to pay. This indicates that rehabilitation medical care is not considered an essential or basic health service under current laws, presenting a challenge for ensuring comprehensive post-crash care.

## Post-Crash Response Times and Time to Care Centers

| | Average Response Times | Time to Care Centers by Responders |
|---|---|---|
| Urban Areas | **17 Minutes** | **Not Known** |
| Rural Areas | **18 Minutes** | **Not Known** |

The LEPL Public Safety Command Center "112," operating under the Ministry of Internal Affairs of Georgia, serves as the nation's Emergency Response Center. This center is responsible for receiving emergency calls from across the country via the unified number, 112, available 24/7. Upon receiving an emergency call, "112" swiftly transfers the information to the appropriate response services, including the police, emergency ambulance, or fire/rescue service. The average time taken to process and transfer these emergency calls to the relevant services, whether from urban or rural areas, is impressively quick at just 1 minute and 45 seconds.

### Training for First Responders

The training for first responders in Georgia is conducted through several accredited programs to ensure comprehensive preparedness and expertise. These programs include:

- "Stabilization and Transport of the Trauma Patient and Emergency Cardiovascular Care"
- "Emergency Medical Aid Course for Nurses"
- "Course of Specialization of Emergency Medical Assistance Doctor"
- "Primary Medical Aid"
- "Basic First Aid"
- "Emergency Medical Aid Course for Emergency Medical Technicians"

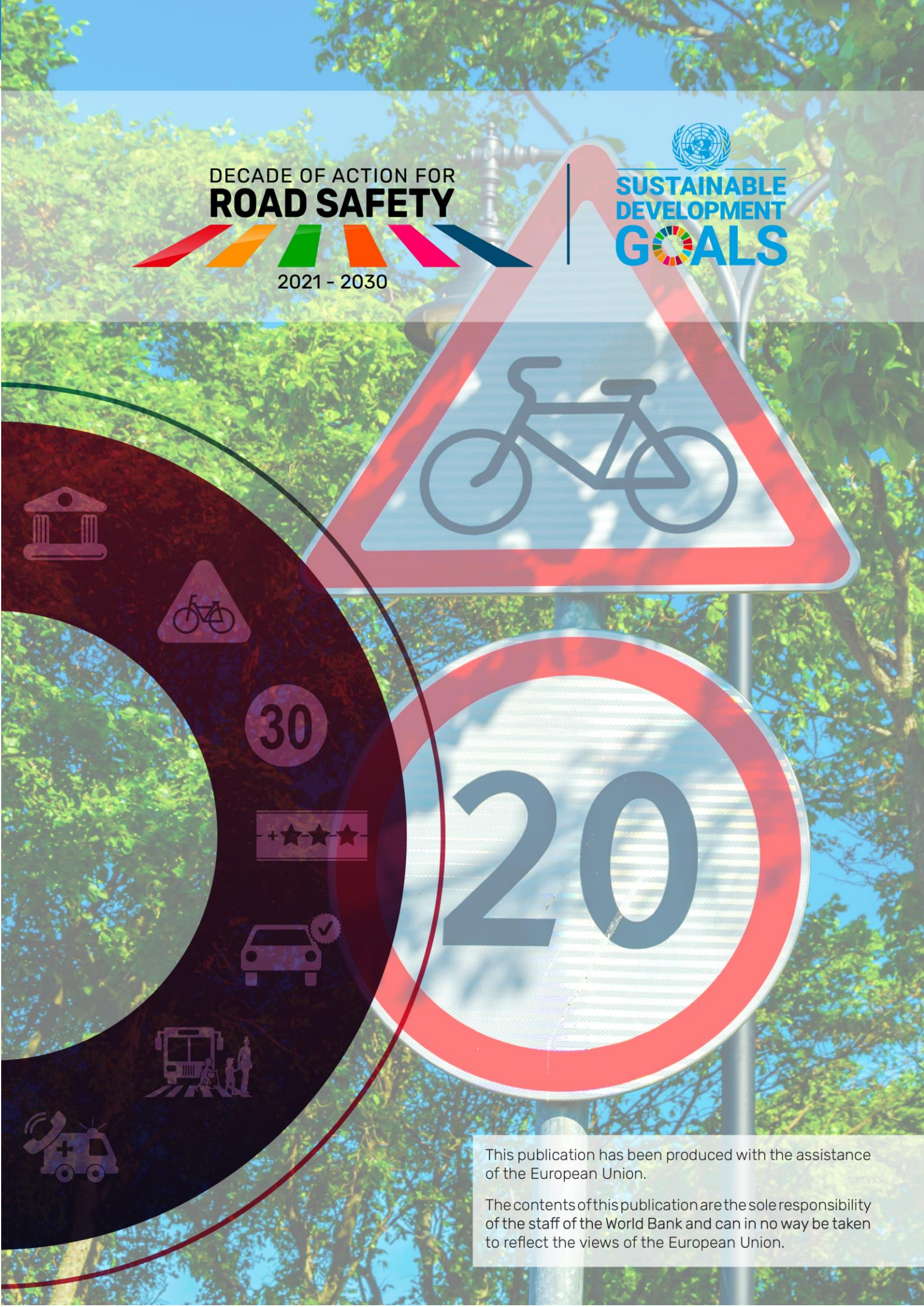
Additionally, 112 call takers undergo an 8-week vocational training program, which covers:

- Effective communication and language skills
- Computer skills
- Introduction to psychology
- General medical knowledge
- Police Priority Dispatch System (PPDS)
- Fire Priority Dispatch System (FPDS)
- Medical Priority Dispatch System (MPDS)
- Practical training at Public Safety Answering Points (PSAPs)

Candidates become eligible to work at the 112 Center after successful completion of theoretical examinations and practical training, thus ensuring they are well-prepared to handle emergency situations efficiently.

DECADE OF ACTION FOR
ROAD SAFETY
2021 - 2030

SUSTAINABLE DEVELOPMENT GOALS

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