



Eastern Partnership
ROAD SAFETY OBSERVATORY



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Eastern Partnership Road Safety Observatory

ANNUAL REPORT 2024



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Eastern Partnership Road Safety Observatory

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6	Introduction	7	Message from the technical secretariat of EaP RSO
8	Introducing the Eastern Partnership Road Safety Observatory	10	Road safety in the Eastern Partnership countries
13	A common commitment to road safety	15	Alignment with CADaS standards
17	Good practice examples	19	Our work so far
22	Next steps: Programme for 2025		

INTRODUCTION

The European Union and its member states have a shared commitment and vision to reduce road deaths to close to zero by 2050. This commitment extends to our neighbouring countries in the Eastern Partnership with whom we aspire to work together to ensure safe regional transport networks. These networks underpin our mutual trade, tourism, cultural exchanges and regional cooperation. By investing in road safety, we help to safeguard all our communities and build closer and secure ties between our member countries and our neighbours.

This shared vision was endorsed on 6 June 2019 through a Joint Declaration signed at the Eastern Partnership Ministerial meeting on Transport in Luxembourg.¹ The Joint Declaration included in its objectives the agreement to work toward the establishment of a new Eastern Partnership Road Safety Observatory (EaP RSO) tasked with addressing and improving road safety. The purpose of the EaP RSO is to act as a catalyst for developing and strengthening road crash data in each member country, and to support the harmonisation of crash data to enable better national and regional road safety management.

Despite the difficulties posed by the global pandemic and regional conflict, the shared vision for a new Eastern Partnership Road Safety Observatory came into fruition in February 2024. The new Observatory hosted in Georgia, has now begun work to improve road safety data and build collaboration with National Data Coordinators and other stakeholders in the Eastern Partnership countries. This work has been supported by the World Bank and the European Commission’s Directorates General for Neighbourhood and Enlargement Negotiations (DG NEAR) and for Mobility and Transport (DG MOVE).

In this first Annual Report of the EaP RSO, there is already much to celebrate – including the establishment of a new website, productive exchanges and data sharing by member countries, and evidence of a great desire to learn from best international practice. In this, its founding year, the Observatory has already demonstrated great potential for saving lives through good road safety data management.

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1. <https://data.consilium.europa.eu/doc/document/ST-9658-2019-ADD-1/en/pdf>

MESSAGE FROM THE TECHNICAL SECRETARIAT OF EAP RSO

The establishment of the Eastern Partnership Road Safety Observatory with the support of the European Commission represents a crucial step in fulfilling the commitments made by the Republic of Armenia, Republic of Azerbaijan, Georgia, Republic of Moldova, and Ukraine in the Eastern Partnership Declaration on Road Safety of 2018.

This Declaration recognises the devastating human and economic toll of road traffic injuries across the region and sets out a commitment to addressing it. The Eastern Partnership Road Safety Observatory, which started work on 1st February 2024, will serve as a cornerstone institution for converting these high-level commitments into measurable progress by participating countries, particularly with regards to reducing fatal and serious road traffic injuries by 50% by 2030.

By establishing a regional Road Safety Observatory – a joint centralised platform for policy exchange and systematic and consolidated data collection on road traffic deaths and serious injuries – countries of the Eastern Partnership (EaP) region can ensure that policy decisions are based on robust evidence rather than assumptions. This role becomes even more critical when considering the importance of protecting vulnerable road users, enforcing speed limits, and promoting safer infrastructure – all of which require detailed data analysis and cross-country comparisons to identify the most effective interventions.

The Technical Secretariat for the Observatory is located in Georgia at the ISET Policy Institute, a non-governmental policy think-tank, and is managed jointly with the UK-based charity, EASST (Eastern Alliance for Safe and Sustainable Transport). We, ISET Policy Institute and EASST, are strongly committed to assisting road safety lead agencies and other stakeholders across the region to address the challenges they face and support them in improving road safety through improved data collection, data management, and reporting.

Furthermore, the EaP RSO will serve as a catalyst for regional cooperation and knowledge exchange by providing a platform for sharing best practices, coordinating technical assistance, and harmonising data collection methodologies across Eastern Partnership countries, the Observatory will strengthen our collective capacity to address road safety challenges.

It will also facilitate closer alignment with EU standards and practices, supporting partner countries in adopting proven road safety measures while fostering continued dialogue between Eastern Partnership countries and the European Union. Through these functions, the Observatory will play a vital role in transforming our shared commitment to road safety into concrete actions that save lives.

INTRODUCING THE EASTERN PARTNERSHIP ROAD SAFETY OBSERVATORY



The Eastern Partnership Road Safety Observatory is a joint initiative of the five Eastern Partnership countries – Armenia, Azerbaijan, Georgia, Moldova, Ukraine – with the common goal of reducing road casualties by 50% by 2030.

In August 2020, the UN General Assembly adopted Resolution 74/299 on "Improving global road safety". The Resolution sets an ambitious target to cut road traffic deaths and injuries by half by 2030 and proclaims the UN Decade of Action for Road Safety 2021-2030.² The Resolution also cites the important role of road safety observatories in delivering this global target, calling on countries to “harmonise and make road safety data available and comparable.”

The Eastern Partnership Road Safety Observatory fulfils a key objective set by Transport Ministers and representatives of the Eastern Partnership countries at the Transport Ministerial Meetings in Ljubljana in April 2018 and Luxembourg in June 2019 aimed at:

“...improving the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with best EU and international practices, and to reporting this data to the future Regional Road Safety Observatory.”³

2. <https://documents.un.org/doc/undoc/gen/n20/226/30/pdf/n2022630.pdf>

3. https://neighbourhood-enlargement.ec.europa.eu/system/files/2018-05/eap_declaration_finalversion2604.pdf

The Observatory is a resource for all countries involved and will devote equal time to meeting their needs. Its focus is on enhancing the capacity of all EaP countries in data collection, reliability, and the effective usage for developing public policy and effective road safety strategies. While the Observatory will centralise some country-level data, its primary role is to catalyse the development or reinforcement of national road safety data collection, management, and analysis, encompassing key road risks beyond crashes. Its aim is to enable countries to make maximum use of high-quality data for the development of effective public policies – including safer road engineering and more effective police enforcement.

The Head of the Technical Secretariat is Tamar Sulukhia, Director of ISET and ISET Policy Institute, assisted by Emma MacLennan, President and Director General of EASST.

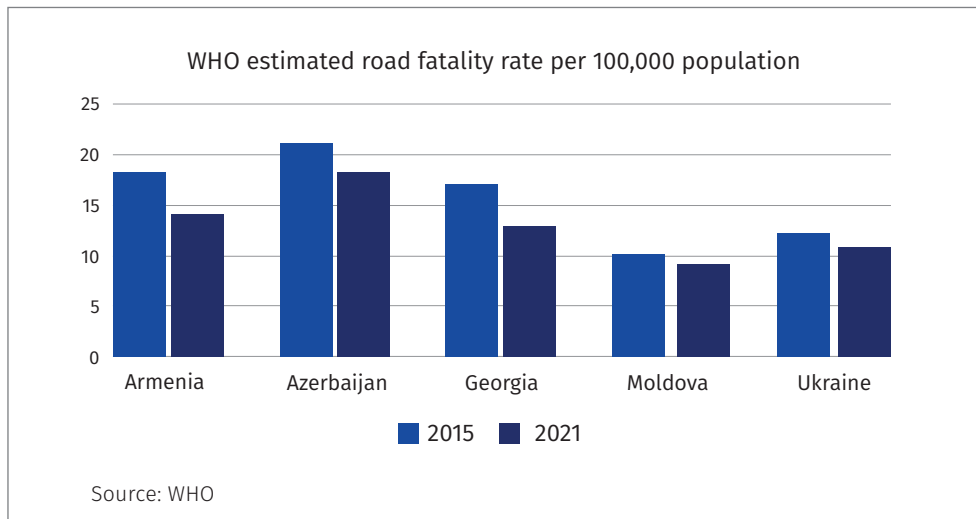
The Steering Committee, the key management body of the EaP RSO, is co-chaired by Tamar Sulukhia and Emma MacLennan. Members include country representatives appointed by member states, European Commission representatives, as well as participants from the project's data and policy working groups (e.g. National Data and Policy Coordinators, as designated by member countries through the Memorandum of Understanding). The aim of the Steering Committee is to provide strategic guidance and ensure coordination and complementarity across project activities. It meets annually, with additional meetings scheduled as needed.



ROAD SAFETY IN THE EASTERN PARTNERSHIP COUNTRIES



According to the most recent Global Status Report on Road Safety, published by WHO in 2023, every year around 1.2 million people lose their lives on the world’s roads and between 20 and 50 million suffer life-changing injuries. Vulnerable road users (i.e. pedestrians, cyclists, motorcyclists, and users of micro-mobility devices such as e-scooters) account for over half of all road traffic deaths. Fatality rates in some Eastern Partner countries are substantially higher than the European Union-27 average of 4.5 deaths per 100,000 population in 2021.⁴ Road death and injury is a major problem in all EaP countries requiring urgent attention.

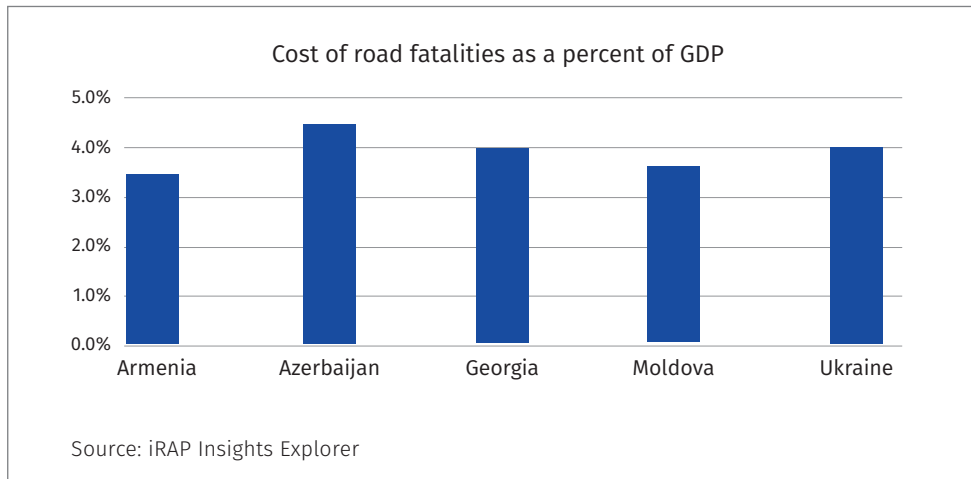


Road death and injury is the biggest killer of young people aged 5-29 in every world region. According to the global non-governmental organisation YOURS (Youth for Road Safety), more people aged between 15-29 die from road crashes than from HIV/AIDs, tuberculosis or homicide respectively. In addition to

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4. https://transport.ec.europa.eu/news-events/news/road-safety-eu-fatalities-below-pre-pandemic-levels-progress-remains-too-slow-2023-02-21_en

the human tragedy, road casualties bear high social and economic costs. On average, the cost of road deaths and serious injuries is around 4.5% of GDP across the five Eastern Partnership countries, much higher than the EU average of 2%.



Road safety is a complex, systemic issue. There are key risk factors which increase the likelihood of a crash occurring and increase the probability of death or injury as a result of a road traffic crash which apply in every country, and are prominent in each of the Eastern Partnership countries.

Speed is arguably the single biggest risk factor. The higher the speed the more severe the consequences. The WHO estimates that for every 1% increase in speed, there is a 4% increase in fatal crash risk. The safest maximum speed in areas where pedestrians and traffic mix is 30km/h.

Other significant risk factors include non-use of seat-belts, child restraints, and helmets; distracted or impaired driving; unsafe vehicles and road infrastructure; inadequate post-crash care; inadequate legislation; age and experience; and a need for more effective enforcement of traffic laws.

Accurate and detailed road crash data can help stakeholders analyse risk factors and pinpoint priority issues for formulating road safety policies and measures. However, according to the World Bank Global Road Safety Facility, all EaP countries “need to adapt their crash-related data collection to international standards and expand data collection to other road safety aspects, thus creating more robust regional and national road safety systems.” In each country, vulnerable road users face particular risks which can be addressed with better data.

The EaP RSO hopes to improve the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with best EU and international practices to improve long-term data-led management of the region’s roads and reduce fatal and serious road injuries across all five countries.



A COMMON COMMITMENT TO ROAD SAFETY



In each Eastern Partnership country, significant steps have been taken to reduce road death and injury. The Observatory will build upon this strong basis to assist and enhance progress.

Armenia

The Government of the Republic of Armenia modified its crash data collection form in 2019 to conform more closely with the European Commission’s Common Accident Data Set protocol (CADaS). In 2023, a draft National Road Safety Strategy was published for public consultation along with an action plan for 2023-2027. This draft Strategy recognises that “In order to achieve the highest level of road safety in Armenia, it is necessary to take appropriate measures to achieve ‘Vision Zero’ and ‘Safe System Approach’ policies.”⁵ While the Strategy has not yet been approved, in support of these aims the Government is continuing to update their data management software, aiming to enhance its capacity, features, and analytical tools for better data recording and analysis. There is a strong cross-departmental commitment to prioritise road safety and casualty reduction.

Azerbaijan

The State Program on Road Safety 2019-2023 of the Azerbaijan Republic included in its objectives the adoption of “a systematic approach to take measures in changing attitudes to road safety, increasing road culture and use of vehicle and organisation of sufficient, safe and sustainable traffic.” This strategy also included as a main priority “collecting accurate statistic and other data, analytical analysis of the data and implementing preventive measures on the basis of data and monitoring the effectiveness of actions taken.”⁶ In December 2024, the State Road Police of Azerbaijan hosted the 2nd High Level Meeting on Road Policing for Road Safety in collaboration with the World Health Organisation to report on their progress and to identify best practices in road policing that can assist these aims.

5. <https://www.e-draft.am/projects/6176/digest>

6. <https://e-qanun.az/framework/41118>

Georgia

Georgia's National Road Safety Strategy 2022-2025 adopted in November 2023 has, at its heart, a commitment to the Vision Zero perspective, the Safe System Approach, and a shared responsibility amongst all stakeholders to deliver road safety results. In support of this, the Ministry of Economy and Sustainable Development has created a new sub-division dedicated to road crash data collection and analysis. Likewise, the Ministry for Internal Affairs has implemented a unified information database to capture core road crash data needed for implementing their road safety strategy. There is an active desire to develop and refine road crash data collection to meet the CADaS (Common Accident Data Set) standard.

Moldova

The Republic of Moldova is currently considering a draft National Road Safety Strategy to be published in early 2025, along with a costed action plan for implementation both in the short term and by 2030. The strategy is firmly based on a Safe System Approach, recognising the important roles to be played by all public stakeholders and by civil society actors. The draft Strategy includes a commitment to active participation in the EaP RSO, and the critical importance of improving the quality of road safety data to underpin government policies and approaches. Moldova is also in the process of updating and upgrading their system for collecting crash data with a view to achieving CADaS standards as soon as practicable.

Ukraine

Efforts to reduce road casualties in Ukraine have been severely impacted by the Russian invasion of Ukraine in February 2022. Despite this, the Government remains committed to reducing the burden of road crashes, which also divert much-needed resources provided by the Ukrainian emergency services. The Government is currently in the process of developing a crash data system involving data sharing to support their urban road safety projects. A key aim is to use data to identify and eliminate 'black spots' with a legacy of crashes and casualties. Data will also be used to improve traffic management and safety for vulnerable road users.



ALIGNMENT WITH CADAS STANDARDS



A review of data systems in the EaP member countries carried out by the World Bank in 2022 found the following deficiencies in data collection:

- ✓ The concept of a crash database was not clearly referenced in legislation, apart from in Azerbaijan.
- ✓ The principle of ‘open data’ (allowing sharing of data between authorities, with the academic community or with the public) was not adopted by any country, although progress had been made towards this in Moldova and Georgia.
- ✓ Each country within the EaP had deficiencies in the number of mini-CADaS variables collected, ranging from 16 out of 28 in Moldova to 24 out of 28 in Georgia.

Since this study was carried out, each of the countries concerned has taken steps to improve their road crash data collection. However, discrepancies still exist, and each country shares common challenges accompanied by a desire for training and capacity development.

To date, the Technical Secretariat has received data protocols from Armenia, Georgia and Moldova. Raw data from these countries has been shared with the Observatory’s Data Team, although this data is currently incomplete, and work is needed to ensure the format is compatible with CADaS protocols. This information should be available within the next few months. In the meantime, based upon ongoing discussions and meetings with key stakeholders, it has been possible to assess and identify areas of common concern where assistance with data collection and quality are needed. These include:

- ✓ **MAIS standards for injury data and better hospital/police/emergency service data alignment**
No EaP country currently uses the Maximum Abbreviated Injury Scale (MAIS) for trauma classification. This will be an early priority for training.
- ✓ **Key behaviour risk data**
No EaP country systematically collects data on key behaviour risk factors, apart from data

collected from violations or injury crashes. Only Armenia has participated in an ESRA (E-Survey of Road Users' Attitudes) survey which gives very helpful, self-reported information on road behaviour (including seat belt use, speeding, drink driving, and attitudes to road risk). Training on how to conduct systematic, regular surveys of road risk factors, along with a sharing of good practice by Armenian stakeholders on the value of ESRA surveys will be useful. A special pilot study on seat belt wearing is being planned to take place in Armenia in 2025.

✓ **Improving location data on road crashes**

All countries face challenges with accurate location data, particularly in remote areas – although this is less of a problem in Moldova due to its geography and widespread mobile network connectivity.

✓ **Filling CADaS gaps**

Every country has gaps in data compared to mini-CADaS protocols. We are awaiting a full analysis of data fields from each country to identify common gaps. Specific gaps could be the subject of more detailed training or attention in individual countries. For example, a lack of data on crashes in the vicinity of road works in Moldova.

✓ **Road crash investigation and data collection**

Assistance with police road crash investigation has been noted as a priority in each country. The availability and effectiveness of data collection forms, equipment, and resources (or lack thereof) are all factors which affect data quality along with the ability to coordinate with road asset management data and identify road safety engineering failings.

✓ **Using data for specific, local risk management and crash prevention**

Micro-data includes identifying black spots for engineering countermeasures. It also includes identifying localised behaviour issues – for example drink driving or risk to children in specific locations.

✓ **Digital and technical tools for improving data collection and visualisation**

Most EaP member countries are in the process of updating their data systems and can benefit from advice, practical examples and suggestions to assist them in this task.

Furthermore, for some of the countries, there is a discrepancy between the nationally published number of fatalities and the corresponding WHO estimate. This is a rather fundamental issue that will be addressed.

GOOD PRACTICE EXAMPLES



A key activity of the EaP RSO will be the sharing of best practice and learning from regional experience. Within the EaP there is a wealth of good practice examples to share between countries. These include:

Moldova: The National Road Traffic Regulations have been recently amended with 30km/h speed limit zones becoming mandatory on all streets around educational institutions, historic town/city centres, parks and other public areas where vulnerable road users mix with traffic.

Armenia: A real-time black spot data analytics platform has been launched containing data from over 23,000 road crashes. According to Kristine Ghalechyan, Deputy Minister of Territorial Administration and Infrastructure, “Such initiatives empower policymakers to make evidence-based decisions leveraging big data analytics and behavioural interventions.”

Georgia: Pedestrian safety has been prioritised through the introduction of 30km/h school zone speed limits in Tbilisi and other Georgian cities, along with new pedestrian-safe infrastructure, reducing road casualties in these areas. Georgia’s commitment to road safety is underlined by their hosting of the new Eastern Partnership Road Safety Observatory.

7. <https://www.roadsafetyawards.com/automobileclubofmoldova>

8. <https://roadsafetyfund.un.org/news/re-framing-road-safety-armenia-success-story>

9. <https://www.easst.co.uk/prioritising-child-pedestrians-improves-road-safety-around-schools-in-tbilisi/>

SPOTLIGHT ON GEORGIA

Georgia has launched an ambitious National Road Safety Strategy for 2022-2025 with the vision of achieving zero deaths and serious injuries on Georgian roads ("Vision Zero"). The strategy sets a concrete goal of reducing fatalities and serious injuries by 25% by 2025, to be achieved through five main objectives: improving road safety management, creating safer road users, developing safer infrastructure, ensuring safer vehicles, and enhancing emergency services. To manage this initiative, Georgia has established a new Road Safety Department at the Ministry of Economy and Sustainable Development (MoESD), Road Safety Analysis Department at the Ministry of Internal Affairs of Georgia, as well as an interagency commission with a working group, demonstrating a strong institutional commitment to road safety. The implementation plan includes numerous specific measures across all five objectives. Key initiatives include establishing a stable road safety funding system, improving data collection through the Road Safety Observatory, launching media and social awareness campaigns, reforming driver licensing systems, expanding surveillance and speed control measures, implementing traffic calming infrastructure, enhancing vehicle inspection processes, and improving emergency response capabilities. Future steps include creating a dedicated road safety fund by 2025, introducing road safety education in schools, reforming driving schools, implementing child car seat regulations, reducing speed tolerance margins, and establishing a centralised traffic management control centre, among other initiatives aimed at comprehensively addressing road safety challenges in Georgia.

Azerbaijan: In hosting COP29, Azerbaijan played a key role in promoting and endorsing the Multisectoral Actions Pathway (MAP) Declaration for Resilient and Healthy Cities. In the transport sector this calls on governments to “implement a vision for low- and zero-emission integrated and connected transport systems by promoting increased use of public transport and safe access to active mobility options...” The Ministry of Transport, Communications and High Technologies is overseeing the development of statistical databases involving multiple stakeholders to be synchronized under a ‘single electronic-analytical database’ on road safety, including a focus on pedestrian safety.

Ukraine: The State Emergency Service of Ukraine (SESU) has been working for over a decade to improve their post-crash emergency response. Their focus has been coordination and training, encouraging the participation of police, ambulance, and fire services in joint strategic planning and reporting to improve the effectiveness of road crash response.

A key feature of the Observatory’s work for the coming years will be to ensure a sharing of best practice and expertise.

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10. https://cdn.who.int/media/docs/default-source/environment-climate-change-and-health/map-urban-declaration.pdf?sfvrsn=d568da9_3

OUR WORK SO FAR



The work of the Technical Secretariat to date has focused on establishing a basis for cooperation. This has included identifying and meeting with key stakeholders in each country, presenting the Memorandum of Understanding and obtaining signatures from four countries – Armenia, Georgia, Moldova and Ukraine – to enable data-sharing, and identifying from each country their priority areas for training and technical assistance.

The EaP RSO Technical Secretariat has held approximately 30 documented meetings throughout the year. These meetings include:

- ✓ Introductory/onboarding meetings with country partners
- ✓ Technical meetings about data collection and management
- ✓ Training needs assessments
- ✓ Communications strategy development
- ✓ High-level stakeholder engagement
- ✓ Knowledge sharing webinars
- ✓ Capacity building sessions

The meetings demonstrate a systematic approach to establishing and strengthening the EaP RSO across its member countries. The EaP RSO Technical Secretariat maintains consistent communication with stakeholders from state agencies in member countries who are either directly or indirectly involved in advancing road safety initiatives, including: [for Armenia] Ministry of Territorial Administration and Infrastructure; Ministry of Internal Affairs; Patrol Police; Road Department Fund; [for Georgia] Ministry of Economy and Sustainable Development; Ministry of Internal Affairs; Ministry of Regional Development and Infrastructure; Transport and Urban Development Agency; Land Transport Agency; Ministry of Health; 112 Emergency Response Center; [for Moldova] Ministry of Internal Affairs; Patrol Police Directorate; Ministry of Infrastructure and Regional Development; Public Medical and Health Institution; Ministry of Health; and the State Road Administration; [for Ukraine] Ministry of Internal Affairs; Patrol Police.

In parallel, a Communications Working Group has been established including representatives from each country to oversee and contribute to the Observatory's outreach and campaigns. We have developed the [Eastern Partnership Road Safety Observatory website](#) linked to social media platforms for sharing information between Observatory members and with the wider public. The aim of the website is to serve as a central digital platform, fulfilling two core roles: a public information hub and a private space for member states to submit data and view country-specific analysis and collaborate to enhance road safety and sustainable mobility across the region.

As the website is further developed, its public-facing portal will include:

- ✓ An overview of the Observatory and the road safety situation in member countries
- ✓ Latest road safety data, statistics, and trend analysis
- ✓ Evidence-based best practice and policy recommendations
- ✓ Regular publications and thematic articles
- ✓ Regional success stories and case studies
- ✓ News and upcoming events
- ✓ Technical resources and methodological guidelines
- ✓ Interactive data visualisations
- ✓ Information on road safety and sustainability initiatives

The member-only area will include:

- ✓ Secure, country-specific access to unpublished resources and data [viewable only by authorised country representatives]
- ✓ A platform for inter-country knowledge exchange and collaboration
- ✓ Discussion forums for sharing expertise and challenges
- ✓ Country-specific datasets and internal reports [viewable only by authorised country representatives]
- ✓ Tools for data harmonisation and comparative analysis
- ✓ Direct communication channels with road safety experts
- ✓ Access to specialised training materials
- ✓ Repository for confidential documents [viewable only by authorised country representatives]

The Technical Secretariat will regularly update the website's content with reports on road safety data and policy developments, analysis, publications, and thematic articles. This dynamic approach will ensure stakeholders have access to current information and facilitates meaningful regional cooperation in road safety enhancement.

The core work of the Observatory – that of collecting and analysing country data to identify and help to fill gaps in road safety data – has just begun. To date, we have received a signed Memorandum of Understanding (MoU) from the Republic of Armenia, Georgia, Republic of Moldova, and Ukraine with a commitment to share data.

Since its launch in February 2024, the EaP RSO has actively engaged with stakeholders through meetings, information sessions, and collaborative discussions to collect comprehensive road crash data from each member country. While varying national procedures and country-specific challenges have temporarily delayed the acquisition of raw data, continued cooperation and unified efforts among member countries are expected to facilitate the sharing of raw crash data in the near future.

A fundamental objective of the EaP RSO is to standardise and streamline data collection and analysis across member countries while supporting their national road safety data collection efforts and policy development. This mission will be accomplished through the establishment of a centralised database containing regional data that member countries can analyse for evidence-based policy making.



NEXT STEPS: PROGRAMME FOR 2025



The EaP RSO will serve as a crucial platform for advancing road safety across Eastern Partnership countries through data-driven decision making and regional cooperation. By providing reliable analytics, the Observatory will enable policymakers to make informed, data-driven decisions. This systematic approach to data collection and analysis will help countries identify their most pressing road safety challenges and develop targeted interventions. Furthermore, the Observatory will create valuable opportunities for Eastern Partnership countries to share knowledge and best practices, fostering a collaborative approach to road safety improvement while promoting the standardisation of safety metrics across the region.

Beyond its immediate role in data collection and analysis, the EaP RSO will play a vital part in building long-term capacity and aligning regional practices with European and international standards. Through its training programs and knowledge-sharing initiatives, the Observatory will help develop local expertise in road safety management and strengthen national data collection systems. This alignment with EU standards and international best practices not only improves the quality of road safety initiatives but also supports the Eastern Partnership countries' broader goals of European integration.

The work programme for Year 2 (February 2025 – January 2026) is built around five strategic objectives (listed below) and demonstrates an ambitious and comprehensive approach to strengthening road safety across the Eastern Partnership region:

1. Improvement in beneficiary countries' capacities in developing and implementation of the national road safety strategies and/or actions plans, where requested, as well as in collecting, managing and using data.

A significant focus in 2025 will be placed on developing national-level support and capacity building. The Technical Secretariat will work closely with member countries to develop their road safety data strategies. This includes quarterly meetings with National Data Coordinators and comprehensive training programs covering various aspects of road safety data management (such as data frameworks, data

collection and management, blackspot management, MAIS+, legal compliance with EU standards, and data driven policies, etc.) Specialised studies in member countries will also be carried out demonstrating a commitment to support evidence-based policy making.

2. Data collection across the region allowing better comparison as well as underpinning regional initiatives, based upon MiniCADaS and CADaS.

In the coming year, efforts will focus on integrating regional crash data into a centralised database while maintaining rigorous quality standards across member countries. The project team will conduct continuous monitoring of MiniCADaS and CADaS implementation progress; identifying and addressing implementation challenges through regular stakeholder engagement. Technical capacity building will be strengthened through focused workshops and webinars on data harmonisation, supplemented by follow-up meetings with member countries to ensure effective adoption of standardised data collection practices and overcome any emerging obstacles. Throughout the year, emphasis will be placed on quality assurance, standardisation of data collection methods, and fostering collaboration among partner countries to achieve a cohesive regional approach to road safety data management.

3. Simplify and unify technologies for data collection to improve timeliness, accuracy, completeness and relevance to policy formulation.

The work plan for Year 2 focuses on building a robust central database at ISET and ensuring all member countries can effectively contribute to and access this resource. Specialised SQL training and data visualization capabilities will be developed to support this initiative.

To support local capacity development, two specific country studies are also planned for Year 2:

- ✓ A study on seatbelt use in Armenia
- ✓ An analysis of the 15 km/h tolerance margins for speeding in Georgia

The success of these initiatives will be monitored through regular reporting mechanisms, including quarterly updates to the Steering Committee and comprehensive progress reports. The work plan also emphasises continuous stakeholder engagement through regular meetings, forums, and working groups to ensure alignment with member countries' needs and priorities.

4. Communicate road safety data and practices to a wider audience to promote the safe system approach and development of policy responses to common challenges.

Significant emphasis will be placed on knowledge sharing and communications. The EaP RSO will maintain an active digital presence through its website and social media platforms, regularly publishing best practice recommendations and case studies. The EaP RSO also plans to participate in major international events, including the 4th Global Ministerial Conference on Road Safety in Morocco and the International Transport Forum's 2025 Summit in Leipzig, Germany.

A notable initiative will be the development of a regional campaign to promote safe speeds, including the implementation of 30km/h speed limits in urban areas. The campaign will take place across Year 2 and Year 3, highlighting the Observatory's forward-looking approach to road safety advocacy.

5. Strengthen and develop local capacity within the EaP region in crash data management/ analysis and the smooth operation of road safety observatory.

In the coming year, ISET's capacity as the host institution will be strengthened through systematic training programs, including sessions by data consultants and specialised training in crash data management. Regular coordination with National Data Coordinators and focal points will ensure smooth regional collaboration, while quarterly meetings with the European Commission and the Steering Committee will maintain project oversight. The technical infrastructure will be continuously assessed and upgraded, focusing on enhancing ISET's hosting capabilities and ensuring sustainable operations. Training programs will target specific needs identified through assessments, with comprehensive capacity building programmes developed by mid-year to address any gaps in expertise or technical capabilities.



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ISET Policy Institute

ISET Policy Institute is Georgia's highly reputable independent economic policy think-tank. It conducts independent policy research and analytics and offers evidence-based policy solutions to economic policy stakeholders, locally and regionally. It is also engaged in public awareness and capacity building of policy stakeholders.

EASST

EASST (Eastern Alliance for Safe and Sustainable Transport) is an independent UK-registered NGO whose mission is to save lives and prevent injuries by making road transport safer, greener and more sustainable for future generations. It operates through a regional partnership of local organisations across Eastern Europe, the Caucasus, Central Asia and South-East Europe.