

Financing Safer Roads -

*Supporting the development of
safer road infrastructure*

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European Bank
for Reconstruction and Development

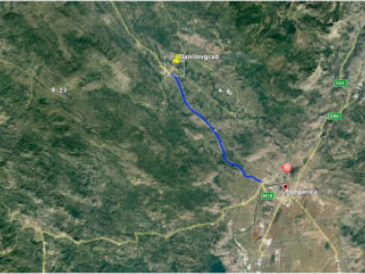
EBRD Road Projects in Europe



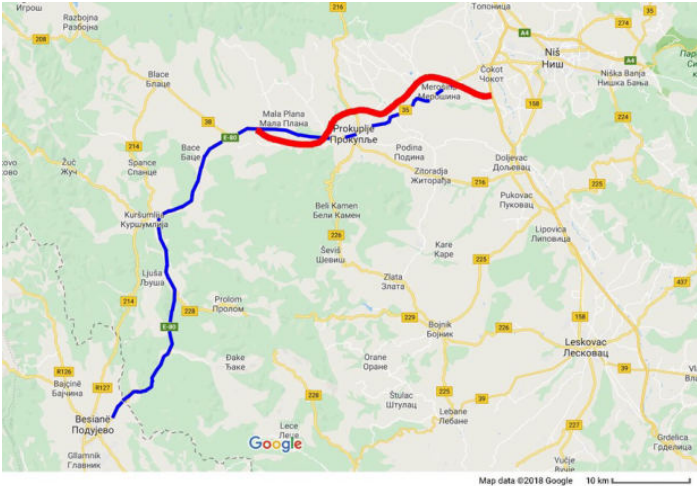
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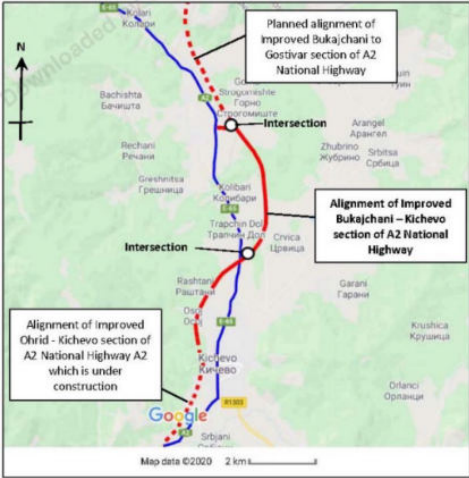
BIH - Corridor Vc BIH



Montenegro – Main roads reconstruction



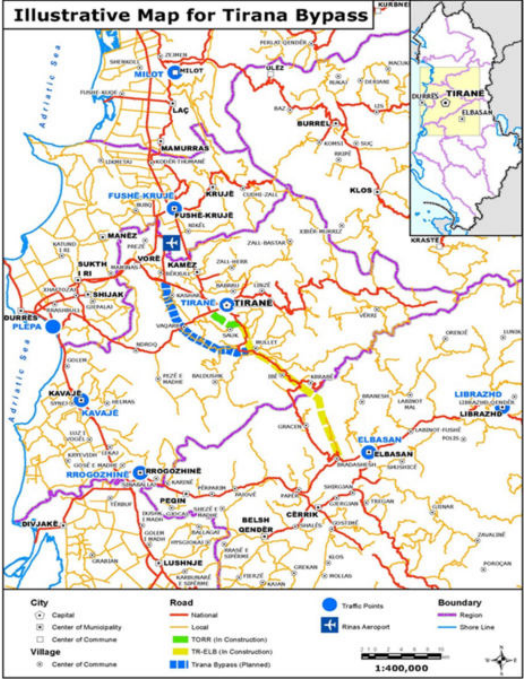
Serbia - Route 7 Highway (Niš and Beloljin)



North Macedonia – Corridor VIII



Kosovo - Route 6 B, motorway Kijevë – Kline – Zahaq



Albania – Tirana by pass

Road Traffic Collisions resulting in a fatalities reported to the Bank on EBRD road projects



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SINCE 2020

- Albania – road collision with loss of whole family, accident on level crossing and 2 fatalities relating to a truck entering a road under construction
- BIH – accident during construction of a bridge pier with the loss of two lives
- Serbia – 3 fatalities - one linked to a vehicle collision with signs and structures, a separate incident with driver turning into on-coming traffic and bus driver hit by a 3rd party vehicle
- North Macedonia – traffic accident resulting in a company driver losing his life.
- Outside Road Projects - 1 in 4 fatalities reported on Projects investment in the Western Balkans was associated with a Road Traffic Collisions with workers driving for work

SUCH CASUALITES ARE PREVENTABLE



*** Currently under revision**

Traffic and Road Safety

30. The client will identify, evaluate and monitor the potential traffic and road safety risks to workers and project-affected communities throughout the project life-cycle and, where appropriate, will develop measures and plans to address them. For projects that operate moving equipment on public roads and other forms of infrastructure, the client will seek to prevent the occurrence of incidents and injuries to members of the public associated with the operation of such equipment.
31. The client will take into consideration relevant EU road and traffic safety management standards⁴⁴, identify road safety measures for both motorised and non-motorised road users and incorporate technically and economically feasible and cost-effective road safety components into the project design to mitigate potential road safety impacts on the local affected communities. Where appropriate, the client will undertake a road safety audit for each phase of the project and routinely monitor incident and accident reports to identify and resolve problems or negative safety trends. For clients with vehicles or fleets of vehicles (owned or leased), the client will introduce GIP arrangements to manage road and traffic risks⁴⁵ and will provide appropriate training to workers on driver and vehicle safety. The client will ensure regular maintenance of all project vehicles.

E&S Policy (2019) – PR4



Develop measures and plans to address traffic and road safety risks



Incorporate technically and economically feasible and cost-effective road safety components into the project design



Undertake a road safety audits and routinely monitor incident and accidents



Introduce Good International Practice arrangements to manage road and traffic risks for vehicles and fleets

PR 1 – where affected individuals or groups are identified as disadvantaged or vulnerableESMP will include ..measures so that impacts do not fall disproportionately on them.

PR 10 – meaningful engagement with interested parties ...taking into account the needs of disadvantaged or vulnerable groups.



EBRD Strategies

Country Strategy

‘.....emphasis will be made towards road safety looking at safer roads, occupational road risk, raising awareness of communities who are most at risk and capacity building. TC funds may be required....’

Transport Strategy – Strategic Direction

- *Continue to work collectively with other MDBs to tackle road safety issues;*
- *Engage with national authorities at the policy level to encourage the development of national and regional road safety strategies where opportunities arise, including safe driving campaigns, black spot management, data collection and so on;*
- *Continue to engage with educational institutions in the economies where the Bank invests to support training of professionals involved in safe road design and road safety auditing; and with local communities to raise awareness of road safety through locally-targeted road safety campaigns;*
- *Promote private sector occupational road safety, focusing on safe driving practices, telematics, improving driver behaviour;*
- *Require road safety audits for Bank-funded projects, focusing on safe designs and modal intersections, such as level crossings*

Challenges in the Western Balkans



Crash Data

- Description and Location missing or limited
- Prevents infrastructure improvements

Road Design

- Designs approved before RSA
- Limited opportunity to apply any recommendations
- Designs focus on vehicles and rather than needs for vulnerable road users

Planning

- Little consideration between planning of buildings and highway safety
- Planning needs to consider access / egress to the highway

Maintenance

- Need to factor in ongoing maintenance
- Unrepaired guard rails, faded signs, worn road markings - Safety concern
- Responsibility for road maintenance can be unclear - highway authority or local municipality

Traffic Management

- Work zones can be unsafe
- Road Safety not reflected in ops ctrl
- Temporary signals operate over unrealistic long length – driver non-compliance



**Building Safer Infrastructure
(Road Safety Audits /
Inspections)**

**Occupational Road Risk
(ISO 39001)**

Safer Roads

**Public Awareness
(Targeted campaigns,
Stakeholder Engagement)**

**National Governance
(ISO 39001, Updating Design
Standards, Training)**

EBRD Activities in Road Safety (2013-2021)



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Collaboration



Member of the
UN Road Safety
Collaboration / Friend
of the UN Envoy



MDB Road Safety
Working Group



Internal Road Safety
Working Group



Close partnerships
with various Road
Safety NGOs

Capacity Development



Occupational
Road Risk Toolkit



Road Safety
Engineering
eLearning Training



Road Tunnel
Safety Training



Road Safety
Auditor Training

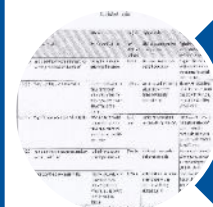
Project Integration



Transition
Impact



ESDD Traffic
and Road
Safety Tools



E&S Action
Plans



TC Project
Support

MODULE 1

Introduction to the EU Directive on Tunnel Safety

EBRD Road Safety Engineering
E-learning Package




Safety Measures

- ❖ Safety measures implementation based on safety parameters.

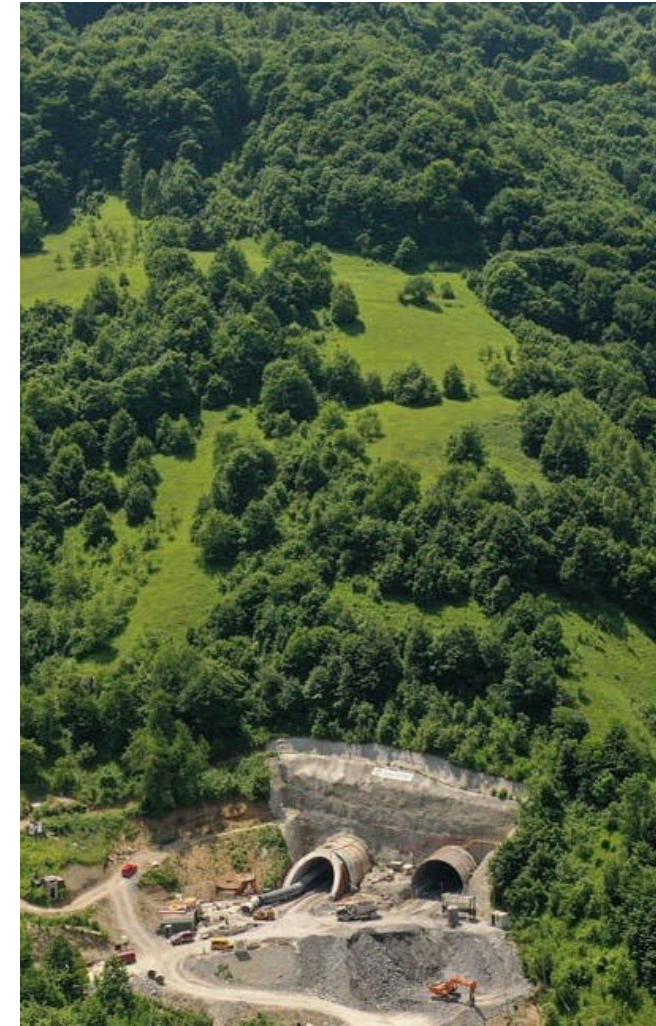
Infrastructure		Operation	Users / Vehicles
Tunnel length	Lane width	Uni- or bi-directional traffic	Heavy Goods Vehicles
Number of tubes	Alignment	Traffic volume per tube	Dangerous Heavy Goods Vehicles
Number of lanes	Characteristics of access roads	Congestion risk	Presence of disabled users
Cross section	Geography and meteorology	Emergency response	
Construction type			

- ❖ Risk Analysis to define additional safety measures if special conditions exist.



TRAINING MODULES

1. Introduction to the EU Directive on Tunnel Safety
2. Benchmarking organizational arrangements
3. Risk Analysis and Assessments
4. Tunnel Infrastructure and Geometry
5. Drainage, water supply, lighting, power and ventilation
6. Fire safety and access for emergency services
7. Emergency planning
8. Road signs and markings and managing driver behaviour
9. Tunnel operations



Corridor Vc in Bosnia and Herzegovina



Road safety

Road safety

Transport is a vital part of everyday life, as well as economic growth and social development.


But every day, 3,300 people around the world are killed due to road traffic incidents. That is approximately 1.2 million people each year.

In addition to that, as many as 50 million people are injured or disabled by road traffic crashes every year.

The majority of road traffic deaths and injuries affect people in low and middle-income

 Road safety

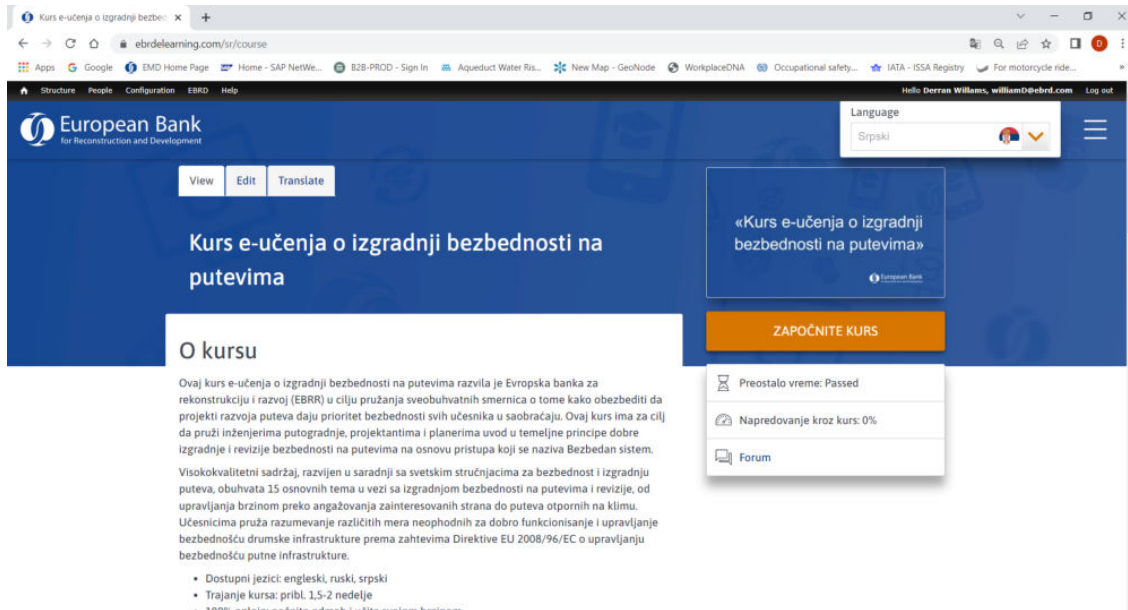
 The EBRD approach to road safety

 Working with other MDBs on road safety

EBRD Tools and Resources

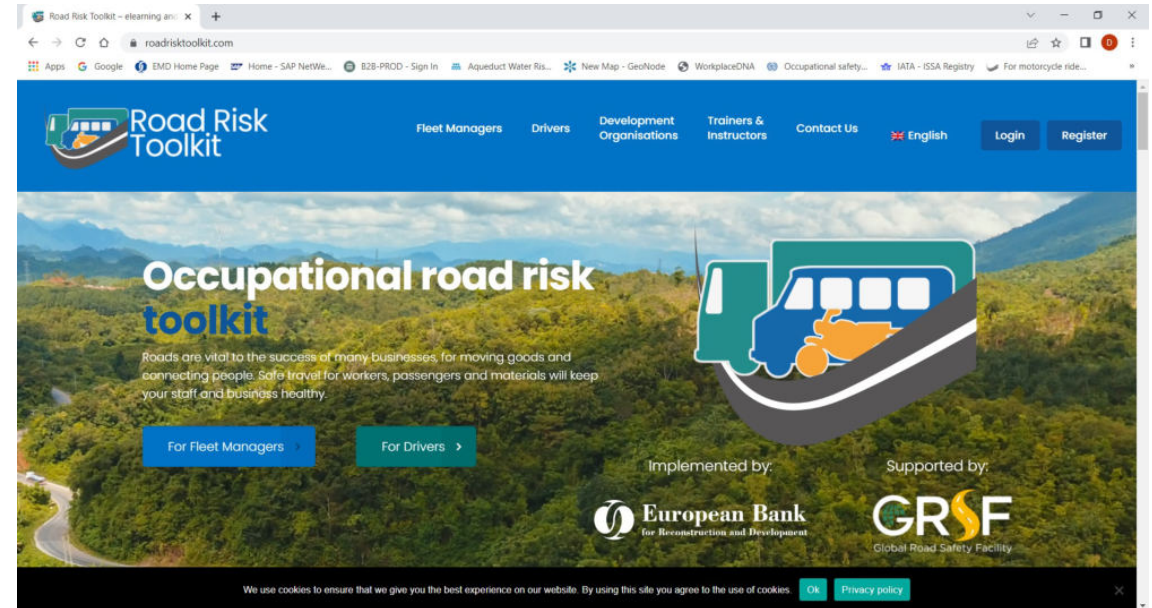


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Road Safety Engineering (Available in English, Russian, Serbian)

<https://ebrdelearning.com/>



Occupational Road Risk Toolkit (Available in various languages)

<https://roadrisktoolkit.com/>

Continuing Road Safety Support.....



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Road Safety Auditing with local engineers participating in the Audit Team – Bosnia in Herzegovina

Implementation of ISO 39001 High Authority - Serbia

Supporting the implication of Road Safety Auditing Certification Training - Montenegro

Tunnel Road Safety Training – Bosnia in Herzegovina

What's next?

Contact



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