



Twinning Fiche

Project title: Support in Establishment of Comprehensive Road Safety Database and Further Improvement of Road Safety Management in Georgia

Beneficiary administration: Ministry of Economy and Sustainable Development of Georgia, Ministry of Internal Affairs of Georgia, LEPL-National Center for Disease Control and Public Health

Twinning Reference: GE18 ENI TR 03 21

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EU funded project

TWINNING TOOL

List of Abbreviations:

AA- Association Agreement

BA – Beneficiary Administration

CADaS – Common Accident Data Set

EaP – Eastern Partnership

EU – European Union

EUD - Delegation of the European Union to Georgia

GDP – Gross Domestic Product

MAIS - Maximum Abbreviated Injury Score

MIA- Ministry of Internal Affairs

MoJ- Ministry of Justice

MoESD- Ministry of Economy and Sustainable Development

MoIDPLHSA - Ministry of Internally Displaced Persons from the Occupied Territories, Labour, Health and Social Affairs of Georgia

NCDC - National Center for Disease Control and Public Health

PAO – Programme Administration Office

PAR- Public Administration Reform

PL – Project Leader

PSC – Project Steering Committee

RIA- Regulatory Impact Assessment

RTA – Resident Twinning Adviser

STE – Short term Expert

ToT – Training of Trainers

UK – United Kingdom

UN – United Nations

WHO – World Health Organization

1. Basic Information

1.1 Programme: Support for the Implementation of the EU-Georgia Association Agreement, ENI/2018/041-415, Direct Management.

For projects financed by a basic act under the 2014-2020 or previous MFFs, 11th or previous EDF, until further notice please insert:

***For UK applicants:** Please be aware that following the entry into force of the EU-UK Withdrawal Agreement¹ on 1 February 2020 and in particular Articles 127(6), 137 and 138, the references to natural or legal persons residing or established in a Member State of the European Union and to goods originating from an eligible country, as defined under Regulation (EU) No 236/2014² and Annex IV of the ACP-EU Partnership Agreement³, are to be understood as including natural or legal persons residing or established in, and to goods originating from, the United Kingdom⁴. Those persons and goods are therefore eligible under this call.*

1.2 Twinning Sector: Transport

1.3 EU funded budget: 1 300 000 EUR

1.4 Sustainable Development Goals (SDGs): Goal 3. Ensure healthy lives and promote well-being for all at all

¹ Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community

² Regulation (EU) No 236/2014 of the European Parliament and of the Council of 11 March 2014 laying down common rules and procedures for the implementation of the Union's instruments for financing external action.

³ Annex IV to the ACP-EU Partnership Agreement, as revised by Decision 1/2014 of the ACP-EU Council of Ministers (OJ L196/40, 3.7.2014)

⁴ Including the Overseas Countries and Territories having special relations with the United Kingdom, as laid down in Part Four and Annex II of the TFEU.

ages; Target 3.6. halve the number of global deaths and injuries from road traffic accidents.

2. Objectives

2.1 Overall Objective(s):

The Overall Objective of the project is to enhance the road safety management component in Georgia in line with the EU-Georgia Association Agenda.

2.2 Specific Objective:

The Specific Objective of the project is to improve the policy-making capacity in the field of the road safety at the institutional level, as well as quality of the crash data collection and analysis methods.

2.3 The elements targeted in strategic documents i.e. National Development Plan/Cooperation agreement/Association Agreement/Sector reform strategy and related Action Plans

The Twinning project is fully in line with the requirements of the EU-Georgia Association Agreement (AA) and aims to support further effective implementation and fulfilment of the objectives set out in the Agreement. The Twinning project is also in line with the Association Agenda between the European Union and Georgia which states that its parties shall cooperate to enhance further implementation of the Union *acquis* in all transport modes mentioned in annexes XXIV and XV-D of the Association Agreement and to support Georgia in activities to improve safety across transport modes (aviation, road, maritime, railway).

Strengthening Road Safety Management is also envisaged by Eastern Partnership Declaration on Road Safety endorsed by the Ministers of Transport and representatives of the EaP countries, including Georgia; In 2015, Georgia, along with all other UN member states, expressed willingness to implement Sustainable Development Goals and Targets set for 2030, amongst the SDG 3- Ensure Healthy Lives and Promote Well-Being for All at All Ages; Improving the quality of data collection at the national, regional and global levels is also considered as one of the mechanisms of stabilizing and reducing the forecast level of road traffic fatalities envisaged by the Global Plan of the Decade of Action for Road Safety declared by the WHO.

According to the Governmental Programme of Georgia 2021-2024 “Toward Building a European State”⁵, ensuring road safety is one of the main priorities of the Government of Georgia. In this regard, it is planned to elaborate and approve the National Road Safety Strategy for 2021 - 2025 and the Action Plan for 2021-2022, within the framework of which significant activities and measures will be implemented to reduce the number of fatalities and serious injuries on the roads of Georgia. At the same time, the use of international assistance instruments will be intensified, including in relation to the EU and within the Eastern Partnership cooperation format.

According to the Road Safety 2020 National Action Plan of Georgia, the following activities are envisaged in relation with the subject of this Twinning Project:⁶

- Complete registration and analysis of traffic accidents through the unified database and ensuring access to existing data for all relevant agencies responsible for road safety issues;
- Retraining of the personnel of the Ministry of the Internal Affairs (MIA) to collect comprehensive and high quality data on road traffic accidents;
- Adoption and introduction of the definition of serious and light injuries according to MAIS scale (Maximum Abbreviated Injury Score - MAIS) provided by the EU;
- Adoption and introduction of standard definitions of deaths caused by road injuries (30 days from the accident to death);
- Vehicles Patrol Police Department of the MIA are fully equipped with onboard computers to collect crash data; etc.

3. Description

⁵ http://gov.ge/files/41_78149_280277_GP.pdf

⁶ These activities are also envisaged by the draft 2021-2025 Road Safety National Strategy and its implementation 2021-2022 Action Plan which is planned to be approved within 2021

3.1 Background and justification:

In Georgia tangible measures have been carried out to address the road safety challenge in a more coordinated and consistent manner. More precisely, the 2016-2020 National Road Safety Strategy (*hereinafter – the “Strategy”*) was prepared with the assistance of the World Bank under the 4th EWHIP-IV Project of Improvement of East-West Highway in 2015, which was approved by the Government of Georgia in July 2016. The main objective of the Strategy is to reduce fatalities and serious injuries caused by road accidents. The Strategy is main policy framework document, which defines the priorities, sets out the objectives and determines main actors responsible for ensuring road safety in Georgia. The document sets out the key directions that lead to successful and sustainable long-term road safety management in the country and ensures the identification of the key road safety problems, a planned, systematic, results-focused response and long-term investment. As for all other countries, the overarching road safety problem in Georgia is the number and rate of deaths and serious injuries. The Strategy underlines the necessity of improvement of the recording and reporting of death and serious injuries in road traffic crashes in the national database.

As the implementation of the Strategy and the achievement of therein envisaged goals require effective and coordinated inputs of state institutions, six governmental agencies were determined responsible for road safety matters in the country and the Ministry of Economy and Sustainable Development (*hereinafter referred to: MoESD*) was defined as the leading agency for the implementation of the activities envisaged by the National Road Safety Strategy. Additionally, the Road Safety Inter-Agency Commission and Working Group were established in October 2016. The Commission is represented at a high level and it is chaired by the Deputy Minister of Economy and Sustainable Development of Georgia and the Working Group- which is chaired by the Deputy Head of Transport and Logistics Development Policy Department of the MoESD.

The MoESD, being the responsible authority for the road transport policy will be the direct beneficiary of the project. Together with the MoESD, the MIA and the National Center for Disease Control and Public Health (NCDC), will also be the beneficiaries of the project. The MIA will be responsible for coordinating activities related to crash data collection, process and analysis. The NCDC will be responsible for managing and coordinating activities related to health sector road traffic injury data and trauma registries.

As for the segregation of functions between the key actors responsible for ensuring road safety in the country, the Road Safety Inter-Agency Commission and the Working Group, together with the MoESD are tasked with coordinating Road Safety; the MoESD is responsible for land transport safety strategy, policy and analysis as well as for coordination of international/ regional road safety agreements/ strategies, vehicle safety policy, legislation and certification, the safety of heavy goods vehicle and public transport operations; road traffic and safety regulations are drafted and enforced by the MIA, which is also responsible for penalty system aspects, national crash reporting and database, driver and vehicle licensing and testing; Road infrastructure project management, road safety engineering policy, implementation of standards and instructions, safety audit, safety assessment and safety inspection, together with the aspects of land (allocated for respective roads) use planning, data systems supporting road safety planning and engineering fall within the competences of the Ministry of Regional Development and Infrastructure of Georgia and its Road Department; the Ministry of Education, Science, Culture and Sport of Georgia is responsible for road safety education in schools, school bus safety, safe school management systems, road safety promotion and community engagement; Emergency medical assistance policy and operation, trauma care and rehabilitation, work-related road safety, public health and road injury prevention strategy and policy, road safety promotion, health sector road safety traffic injury data and trauma registries fall within the responsibilities of the Ministry of Internally Displaced Persons from the Occupied Territories, Labour, Health and Social Affairs of Georgia; along with central governmental bodies, Tbilisi City Hall and other municipalities are also key actors in this regard, responsible for land use/ transportation planning, public transport licensing, road traffic management and safety engineering, road safety promotion, emergency assistance (Tbilisi City Hall).

The number of road accidents and fatalities remains unacceptably high in Georgia. The WHO “Global Status Reports”, the latest of which was published in 2018 using data from calendar year 2016, reports that in Georgia road deaths is 6th top cause of premature deaths for all age groups and 1st top cause of premature deaths for children and young adults aged 5-29 years. Based on available data of the MIA of 2008-2019, the highest number of road crashes and injuries took place in 2016 (6,939 crashes and 9,951 injuries), while the lowest number of road crashes and injuries happened in 2011 (4,486 crashes and 6,638 injuries). Since 2011 we can see the continuous increase in number of road crashes and injuries till 2016. The positive trend can be noticed in the case of road deaths in Georgia during the period of 2008-2019. The highest number of road fatalities has been recorded in 2008 (867 deaths), while

the lowest (459 deaths) in 2018. In 2018 the fatality rate per 100,000 was 12.35 which is 2.5 times higher than the EU average for the same year. Such figures bring huge economic costs, with the average annual loss to the country caused by road traffic accidents estimated at over 3% of GDP. Increased coordination between key stakeholders, strengthened human capacity at national and local levels, improved road safety data collection, analysis and dissemination, together with capacity building of relevant institutions remain prerequisite of establishment of safer roads throughout the country.

Traffic accidents regulated by Administrative Offences Code of Georgia (damage-only traffic crashes) are currently being registered in Administrative Violations Database that has been operational since 2006. Existing database is web based (road accident data is registered automatically from Patrol Police Car PC on spot and manually by data entry operators), partially GIS oriented (GPS coordinates are included in the road accident data set recorded from Patrol Police Car PC). But at the same time, according to the current crash data collection procedure, crash data for fatal and injury crashes are collected locally in paper-based form and submitted to the central level on a monthly bases which causes some unnecessary delays in data analysis.

In 2018 under the EaP Transport Panel cooperation on road safety the World Bank has implemented the country-level study to assess the degree of convergence of the national crash data sets with the EU's Common Accident Data Set (*hereinafter referred to: CADaS*). The MIA is now working on development of a new traffic accident data collection and processing methodology, that is being developed according to CADaS recommendations. A new module for the registration of traffic accidents, aiming to develop a unified database covering whole Georgia has been elaborated. The module implies digital collection of road accident related data and meets with the requirements of the EU CADaS standard. The program/module was piloted in one of the Tbilisi districts (Isani-Samgori district) in 2019. In 2020, relevant staff of the Patrol Police Department was trained in application of the new methodology. Starting from March 2021 the module is used in a test mode in the whole area covered by the Patrol Police Department. The data collected in accordance to the new methodology will be analyzed centrally, which will enable operability of road safety online platform (<http://rcc.mia.ge/>). It represents an important component in the process of making analytical decisions and will enable accessibility for the relevant road safety agencies to the existing data. After full implementation of the new electronic traffic accident registration program, 21 out of 28 MiniCADaS-required variables will be collected in Georgia for the MiniCADaS subset that should be targeted for submission to the EaP Road Safety Observatory (RSO).

Georgia is considered by WHO as to have good vital registration systems, which means that police death reports could be contrasted against death certificate reports in the country. Still in the WHO Global Road Safety Status report 2018 from 581 police reported deaths one sees the 599 WHO estimated deaths in Georgia. Data about road crashes is routinely collected by different institutions in Georgia: National Statistical Department, National Center for Disease Control (NCDC) and Ministry of Internal Affairs. The NCDC Medical Statistics Department was not able to estimate data proportion of different causes that were related to injuries. Since 2014 an additional cell "External causes of injuries and damage" was added in the table of external causes of trauma in the Reporting form of Hospitals where the codes were differentiated according to the ICD-10 Codes. However, operational constraints markedly limit the accuracy of data. For example, in some cases, police attending a crash scene do not follow up patients taken to hospital and hospitals do not record structured details about the location or the type of causative crashes.

The GeoStat collects mortality data in relation to demographic characteristics (age, gender, place of residence and etc.) and causes; however, this data is incomplete due to in most cases the external causes of injuries and damage are not specified in accordance with the ICD-10. GeoStat and police are unable to use a 30-day definition of the official road traffic fatality data as the official definition is yet to be elaborated and introduced. It shows the need for further improvements in communication between police and health sector to allow for crosscheck of fatalities within 30 days of the crash and severe hospital admissions (including MAIS3+).

It is desired to establish the trauma registry in Georgia, which will contribute to the understanding of the numbers of fatalities and serious road injuries and that allows to establish formal links with the health care sector and their data. This would not only relieve police officers from following up on victims after the crash, but it would also augment the body of knowledge on crashes assisting in the prioritization of the crashes leading to the more severe non-fatal injuries. Introduction of the definition of serious and light injuries at the legislative level in accordance with the MAIS scale (Maximum Abbreviated Injury Score - MAIS) is one of the priority tasks for Georgia according to the road safety action plan 2019.

It is worthwhile to mention that Georgia still suffers a lack of stable and sustainable management and funding for road safety interventions. There is no independent leading agency specially designed for road safety management and monitoring, also there is no separate budget considered for road safety actions within the general budget of the Government of Georgia. Besides, government agencies dealing with road safety do not usually allocate specific budget for road safety interventions. On the other hand, no financial contributions to enhance road safety are provided by Georgian insurance companies or the private sector.

The Twinning project is expected to contribute to the establishment of comprehensive Road Safety Database which would be of exceptional benefit to the process of enhancing Road Safety Management in Georgia. It includes introduction of a comprehensive road safety database that from the one hand will offer high quality data to all the agencies involved in the process of ensuring road safety and from the other hand, will create the possibility to make results and data based decisions in terms of defining road safety policy. While speaking regarding the importance of accurate database it is noteworthy that the project is expected to support relevant authorities in the establishment of National Trauma Registry providing information related to road traffic injuries. Hereby, given the complicity of road safety it is foreseen that the project will contribute to the development of Road Safety Management System and creation of special agency. Overall, the project will promote the standardization of road accident data collection and methodologies that would provide basic informational framework and core data for crash injury studies.

Specific attention will be paid to ensure that legal approximation process is supported under this Twinning project. The actions will be organized according to the national framework on policy development and to the better regulation approach supported also at the EU level.⁷ A better regulation approach requires that policies and legislation are prepared on the basis of the best available evidence (impact assessments) and according to an inclusive approach involving both internal and external stakeholders.

Furthermore, building on the lessons learnt and the Better Regulation agenda promoted at the EU level⁸, this Twinning project will contribute to the overall public administration reform in Georgia by ensuring the introduction of an inclusive and evidence-based approach to policy-making and legal drafting in the respective sector. It will also pay specific attention to accountability and reporting lines between concerned institutions. MoESD will ensure participation of the representatives of stakeholders in the actions to be undertaken through the project implementation period.

Domestic Legal Framework:

- “Law of Georgia on Management and Regulation of the Field of Transport”⁹
- “Georgian Law on Road Transport”.¹⁰
- “Georgian Law on Traffic”.¹¹
- “Georgian Law on Roads”.¹²

Apart from laws, transport in Georgia is regulated by the technical regulations of the Georgian Government:

- Technical Regulation No. 442 “Rules and Conditions for the Functioning of Bus Stations” of 31 December 2013.¹³
- Technical Regulation No. 4 “Rule for the Carriage of Passengers and Luggage by Road Transport” of 3 January 2014.¹⁴
- Technical Regulation No. 32 “Rule for Cargo Transport by Road” of 3 January 2014.¹⁵
- Technical Regulation No. 426 “Rule for the Operation of Control Equipment (Tachograph) Measuring Vehicle Movement Parameters”.¹⁶
- Technical Regulation No. 407 “Working and Rest Regimes of Crews of Vehicles Engaged in International

⁷ http://ec.europa.eu/info/strategy/better-regulation-why-and-how_en

⁸ http://ec.europa.eu/info/files/better-regulation-better-results-eu-agenda-0_en

⁹ <https://matsne.gov.ge/en/document/view/23692?publication=9>

¹⁰ <https://matsne.gov.ge/ka/document/view/28510?publication=35>

¹¹ <https://matsne.gov.ge/document/view/2169396?publication=20>

¹² <https://matsne.gov.ge/ka/document/view/28420?publication=21>

¹³ <https://matsne.gov.ge/ka/document/view/2188622?publication=9>

¹⁴ <https://matsne.gov.ge/ka/document/view/2189738?publication=4>

¹⁵ <https://matsne.gov.ge/ka/document/view/2190104?publication=10>

¹⁶ <https://matsne.gov.ge/ka/document/view/2188678?publication=2>

Road Transport” of 31 December 2013.¹⁷

- Technical Regulation No.510 on “Periodic Technical Inspection of Motor Vehicles and its trailers”.¹⁸

3.2 Ongoing reforms:

In recent years, Georgia has taken number of steps in regard to the development of the Road Safety system in the Country, namely: with the support of the World Bank National Road Safety Strategy 2016-2020 was adopted in 2016 setting the national targets for road safety. The coordination and monitoring of the Strategy implementation rest with the Inter-Agency Commission on Road Safety chaired by the Deputy Minister of the Economy and Sustainable Development. A working group was created under the Commission to facilitate the coordination. The Commission members are representatives of the Ministry of Economy and Sustainable Development, Ministry of Internal Affairs, Ministry of Regional Development and Infrastructure, Ministry of Education and Science, Ministry of Labour, Health and Social Affairs and Tbilisi Mayor’s Office.

For the purpose of implementation of the Strategy the Government of Georgia approved annual action plans in 2017, 2018, 2019 and 2020. These action plans envisaged numerous activities directed to the reduction of deaths and serious injuries caused by road crashes. As a result, despite the 15.4% increase in the number of registered vehicles in the country, the number of road accidents decreased by 16%, the number of serious injuries – by 20.4% and deaths – by 17.2% from 2016 to 2019.

As the Strategy expires by the end of 2020, there is a need to prepare a new strategy in line with international standards, including the UN Global Framework Plan of Action for Road Safety, 2030 Agenda and national policy documents. Therefore, it is the right moment to incorporate all recommendations prepared by the international and local organizations into the new strategy. As the Government of Georgia committed to evidence-based policy making the new strategy should be drafted transparently, engaging all stakeholders, including civil society organizations and based on the evidence of road safety challenges. Accordingly, draft national road safety strategy for 2021-2025 and its action plan for 2021-2022 have been elaborated by the Ministry of Economy and Sustainable Development of Georgia.

General Policy and legislative process

The National Policy Planning System Reform Strategy, adopted by the Government of Georgia in August 2015 recognizes the current weak link between the policy planning process and legislation drafting, the absence of practice of legislative impact assessment and the weak institutional capacity of ministries in legal drafting. The OECD/SIGMA 2018 assessment in the policy development and coordination area highlights a number of weaknesses in the quality of policy planning (costing, monitoring, coordination and public consultation), which are currently being addressed through the PAR roadmap and action plan. The document specifically notes the reoccurring problem with implementation of laws, which can be attributed to the low quality of laws due to weaknesses in the law-making process. There is a pressure to complete numerous legal reforms in the shortest possible time. Improvement of the legislative drafting process and quality of legislation is now a priority area of action for the Administration of Government under the Prime Minister (steering the policy-making process) and all line ministries. This primarily involves the Administration of Government, Ministry of Justice, and Ministry of Economy and Sustainable Development. In order to meet the targets and obligations in law making process the Government introduced changes in Law on Normative acts (amended on June 13, 2018) and Regulation of the Government (amended on August 24, 2018). These amendments put more emphasis on concordance with Union acquis and Regulatory Impact Assessment (RIA.)

In line with the 2018 OECD/SIGMA recommendations, a new Government decree was adopted end 2019 and with its supporting Handbook on Public Policy Making, now lays the regulatory and procedural foundation for good evidence-based policy development. It has quickly become the primary guidance document for Ministries. Nevertheless, its implementation requires comprehensive training and support, to ensure better integration between policy and budget planning, and building the right capacities, structures and processes in the relevant ministries. Some key issues in the area are inter- and intra-institutions coordination, capacities in data analysis, policy budgeting, gender responsive budgeting. The introduction of a mandatory Regulatory Impact Assessment for specific legislation since January 2020 is also an important milestone, but also requires extensive training for proper implementation.

¹⁷ <https://matsne.gov.ge/ka/document/view/2188732?publication=0>

¹⁸ <https://matsne.gov.ge/ka/document/view/3880278?publication=7>

For increasing coordination and strengthening effectiveness of the legal approximation process in the country, on January 30, 2020 Government of Georgia adopted Legal Approximation Guidelines¹⁹ that will provide additional guidance to all the line Ministries involved in the legal approximation process under the AA. The Guidelines prepared by the Ministry of Justice provide key principles and techniques of approximation that will assist and orient legal drafters throughout the approximation process. The Guidelines should be used consistently, not only by MoJ, but also by all line ministries, and institutions tasked with the approximation exercise. Such proceedings will help to ensure the achievement of a steady and sustainable approximation path.

3.3 Linked activities:

In the recent years, a number of projects have been contributing (including with the support of international donors and partners) to strengthen the road safety in Georgia.

EU funded projects and activities on road safety and transport policy:

Twinning Project “Support to approximation of Georgian legal and institutional framework to the Union Acquis in the field of railway transport”. EU funded. Duration: 2021-2023. The objective of the project is to support the approximation of Georgian Railway sector with the relevant EU standards and regulations and to strengthen and empower the regulatory environment of Georgia. More specifically, the project aims at upgrading national railway transport legislation and strengthening national institutional capacities, inter alia, through the approximation of Georgian legislation to the relevant Union acquis to meet the commitments undertaken by Georgia under the EU-Georgia Association Agreement.

Expert Mission on compliance with the Union acquis in the field of road transport (Duration 20-21 September; 2014) - Organized in co-operation with Romanian Ministry of Transport the aim of the mission was to identify needs for improvement of the newly established system of road transport in Georgia, including capacity building needs for transport employees, to assess compliance of Georgian legislation with the Union acquis as envisaged by the Association Agreement between the EU and Georgia; To concur with the experience of EU member states regarding the Technical inspection and roadside checks;

Workshop on EU-Georgia dialogue in the Field of Road Transport (Duration: 20-21 October 2014) - Organized in co-operation with LEPL - Land Transport Agency to provide technical assistance to Georgia in the field of market access and occupation of road transport operators. Technical assistance also covered the field of technical periodical inspections of the vehicles and roadside checks of technical conditions of the vehicle. The main goal was the future harmonization and development of Georgian legislation in accordance with EU rules in the field of delivery of driving licenses, tachographs and speed limitation devices together with taxi regulations, cargo security and transport safety;

TAIEX Expert Mission on the Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts (Duration: 25-28 January 2016) - Organized in co-operation with LELP Land Transport Agency, The following articles were discussed on the seminar led by the Warsaw Transport Institute: EU experience on the approval and recognition of vehicle equipment and parts (Elaboration of the legal framework; Identification of the competent organizations; Determination of the monitoring authorities); Identification of the amendments to be taken in the national legislation on the type approval; Functionality of the vehicle technical inspection centers; Analysis of the process regarding the type approval; Analysis of the revision process of documentation provided by the manufacturer; Reviewing EU directives 2014/45/EU, 2009/40/EU, 92/6/EEC and 96/53EC, etc.;

TAIEX Study Visit on the establishment of a driver training center and program (Duration: 20 - 21 June; 2017) - Organized in co-operation with Ministry for Transport, Innovation and Technology (BMVIT) of Austria. The project, implemented with the support and financing of the European Commission's Program TAIEX, envisaged familiarizing of advanced programs and technologies for Georgian specialists to establish the drivers training center in Georgia. The Ministry of Transport, Innovations and Technologies of Austria has presented as a part of the project implementation. The aim of the Study Visit was to provide a general overview of Directive 2003/59/EC and Regulation (EC) No 1071/2009 and to illustrate their implementation through the presentation of Austrian case studies and best practice by BMVIT.

World Bank funded projects on road improvement:

Second Secondary and Local Roads Project (Duration: 2017-2018) - Small scale road safety improvements in Imereti, Guria, Samegrelo-Zemo Svaneti and Kvemo Kartli regions;

Third Secondary and Local Roads Project (Duration: 2017) iRAP assessment aimed at improvement of road

¹⁹ <https://matsne.gov.ge/document/view/4786582?publication=0>

safety and assessment of road safety risks;

Fourth East-West Highway Improvement Project (Duration: 2017) -Road Lighting Network Installation Works at Ruisi-Agara (km95-km114) section;

Fourth East-West Highway Improvement Project (Duration: 2017) -Arrangement of local access roads to junctions at Ruisi-Agara section of (E60) Highway;

Third Secondary and Local Roads Project (Duration: 2019-2020) -Small scale road safety improvements in Imereti and Shida Kartli regions;

Second Secondary and Local Roads Project (Duration: 2018)- Tbilisi-Tianeti Road Safety Improvements;

Fourth East-West Highway Improvement Project (Duration: 2018-2019) Road Lighting Network Installation Works at Agara-Zemo Osiauri (E60) (km115-km121.3) section;

Fourth East-West Highway Improvement Project (Duration: 2018-2019)- Road Safety Improvements and Access Roads of the Existing (E60) Highway Natakhtari – Agara (km28 – km114) Section;

Third Secondary and Local Roads Project (Duration: 2020-2021) - Implementation of measures to improve the current state of safety of the secondary road network in Imereti Adjara regions and Racha-Lechkhumi Kvemo Svaneti region (arrangement of metal of guardrails and road fences);

Third Secondary and Local Roads Project (Duration: 2020-2021)- Implementation of measures to improve existing safety level of the secondary road network of Mtskheta-Mtianeti region (arrangement of metal of guardrails);

Third Secondary and Local Roads Project (Duration: 2019-2020)- Conducting iRAP pilot study to determine the safety level and existing risks of international and secondary roads in Mtskheta-Mtianeti region.

ADB funded projects on road improvement:

Adjara Regional Roads Development Project (Duration: 2018-2019) -Road Lighting Network Installation Works at (E70) Kobuleti bypass Lot I (km0-km12+400) section; Road Lighting Network Installation Works at (E70) Kobuleti bypass Lot II (km12+400-km34+00) Section;

E60 Highway F4 Shorapani-Argveta Project (Duration: 2020-2021) -Procurement of vehicle scales to control overweight vehicles moving on international and secondary roads in Guria and Imereti regions.

JICA funded Second East-West Highway Improvement Project (Duration: 2017) -Road Lighting of Zestaphoni-Kutaisi-Samtredia highway (E60) Zestaponi Kutaisi bypass section km 0+000 – km15+172; Road Lighting of Zestaphoni-Kutaisi-Samtredia highway (E60) Kutaisi bypass section km0+000 – km17+300; Road Lighting of Zestaphoni-Kutaisi-Samtredia highway (E60) Kutaisi bypass – Samtredia section km0+000 – km15+400; Road Lighting of Zestaphoni-Kutaisi-Samtredia highway (E60) Kutaisi bypass – Samtredia section km15+400 – km24+045;

Related Programmes and Projects

The reform of Public Administration (PAR) is of utmost importance for the country and the process is supported through donor community. The EU total contribution to the “Support to the Public Administration Reform in Georgia” 2016-2019, is EUR 30 000 000 Euro, out of which EUR 20 000 000 is budget support share and EUR 10 000 000 for complementary support. The objective of the programme is to improve the efficiency, accountability and transparency of the public administration of Georgia, in line with the key Principles of Public Administration that have been developed by OECD/SIGMA in close cooperation with the European Commission. It has a particular focus on the improvement of the policy planning and coordination capacities and processes in the central public administration. The professionalisation of the civil service (including the reform of the civil service training system) is also supported through the programme.

“Support to the Public Administration in Georgia”- EU funded; Duration: 2019-2021; Description: The objective of the project is to improve the efficiency, accessibility, accountability and transparency of the Georgian Public Administration in accordance with European principles of Public administration and best practices. More specifically, the project is mainly focused on improving the results-based approach in policy planning, development, coordination, monitoring and evaluation, increasing the awareness of the Civil servants and streamlining the implementation of the civil service reform in public institutions, improving the intra and inter-ministerial business processes related to policy making and service delivery enhancing thus the efficiency of the administration and the quality of service delivery, strengthening policy development and implementation of the Anti-Corruption and transparency national policies, thus increasing the accessibility, accountability and transparency of the executive branch and combating corruption, and raising public awareness and increasing visibility of the Government’s public administration reform agenda. The project specifically supports the MoIDPLHSA for strategic conceptualisation, planning and monitoring of the National Health Strategy.

“**Facility for the implementation of the Association Agreement in Georgia II**“- EU funded; Duration: 2019-2021; Description: The project provides policy advice and capacity building support to the Georgian Government in coordinating the implementation of the Association Agreement, strengthening the institutional capacities of the line ministries and other public institutions to carry out the required reforms, including on policy development and legal approximation processes.

3.4 List of applicable *Union acquis*/standards/norms:

According to the Association Agenda (2017-2020) between the European Union and Georgia, its parties shall cooperate to enhance further implementation of the *Union acquis* in all transport modes mentioned in annexes XXIV and XV-D of the Association Agreement and to support Georgia in activities to improve **safety across transport modes** (aviation, **road**, maritime, railway).

Draft EU-Georgia Association Agenda for 2021-2027 states that Parties will cooperate to strengthen the connectivity between the EU and Georgia, in particular via the Black Sea, by implementing mutually beneficial strategic projects, including within the Eastern Partnership, and by progressive completion of the extended indicative TEN-T network and promoting multi-modal transport solutions. They will further cooperate towards implementation of the *Union acquis* in all transport modes (aviation, road, maritime, railway) with the objective of improving physical connectivity (transport, energy and digital) and safety aspects (**in particular road safety**), while also promoting an increased focus on green transportation solutions. Also, according to this document, support shall be provided for Georgia to ensure setting up of comprehensive road safety database to provide for necessary data on current road safety situation (crash data/ serious injuries) to allow for more efficient policy-related actions and moreover, further support shall be provided in harmonising Georgia’s road safety legislation with the *Union acquis*, including road safety management and capacity building.

Furthermore, the project shall cover priorities stipulated in the following documents:

- EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero"
- Towards a European road safety area: policy orientations on road safety 2011-2020.

3.5 Components and results per component

At the completion of the project, the following results are expected to be achieved under this Twinning project:

Mandatory Result 1 / Component 1: An electronic road safety database enhanced through the capacity building of the relevant/respective MIA personnel involved in the road safety data management.

Introduction of a comprehensive road safety database plays a crucial role in the road safety management improvement. While underlining the importance of comprehensive data system, there are some specific goals that can be reached using the database. Accurate and reliable data are essential to assess the policies and treatments that have been introduced. They create the possibility to identify high-risk zones, specific problems and risks and therefore, prioritize needs and plan necessary improvements; to elaborate relevant strategies and policy documents; to monitor the effect of an intervention/ measures taken in order to improve road safety.

At the stage of transition to new methodology of road accident-related data collection and processing, none of these objectives can be met unless data are collected, exact road crash GPS locations are identified, entered in a system, processed, analysed, and disseminated between relevant stakeholders in a proper way. Therefore, capacity building of the personnel responsible for the data collection in application of the new electronic tool as well as respective interpretation of the variables is a significant precondition to receive quality data. Capacity development of analysts and statisticians of the MIA in data processing and analysis, including identification of accident blackspots as well as introduction to the standard international methodology and specialized electronic tools used for crash data analysis is one of the major assets expected to be delivered through the Twinning project, subject specific recommendations will contribute to elimination of existing discrepancies.

Sub-Result 1.1: Capacity of the MIA on crash data collection improved.

This Sub-Result is expected to focus on developing capacity of the police officers and investigators, which are responders to road accidents and responsible for entering crash data in the database. Training on crash data definitions and interpretations as well as application of electronic tools for crash data collection to be conducted.

Sub-Result 1.2: Capacity of the MIA on data analysis strengthened.

Under this sub-result training of analysts and profile statisticians/analysts of the Information-Analytical Department and Patrol Police Department of the MIA, including technical staff of the Information-Analytical Department of the MIA (database administrator, DB reporter, BIG DATA specialist, etc) in terms of crash data analysis (including identification of “black spots”), as well as further analytical processing is expected to be conducted; Capacity building activity on standard international methodology and specialized electronic tools used for crash data analysis for the respective staff of the Information-Analytical Department and Patrol Police Department of the MIA to be performed.

Sub-Result 1.3: The online platform (rcc.mia.ge) enabling accessibility to road safety data enhanced.

This sub-result is expected to focus on performing the gap analysis of the online platform (rcc.mia.ge) that enables accessibility to relevant (generalised) road safety data for the agencies involved in road safety aiming improvement of their analysis/evidence-based decision-making.

Mandatory Result 2 / Component 2: A well-functioning Road Safety Management system developed.

Provided that road safety is a complex area in which the role of several agencies and organizations is outlined, it is important to ensure the effective institutional management of road safety by one of the leading agencies. The lead agency should ensure that the many sectoral responsibilities of road safety are transformed into coordinated and results-oriented actions. In particular, the activities of the lead agency should include the analysis of the current situation in road safety, identification of challenges, development of analysis-driven recommendations, their implementation and monitoring. In order to fully and effectively perform the functions of a leading agency, it is necessary to equip the relevant agency with an appropriate legal mandate and together with adequate financial and human resources.

This component shall be focused on strengthening capacity, role and mandate of road safety lead agency and developing stable financing system for road safety activities in Georgia.

Moreover, according to the official statistics of the MIA, the main causes of road crashes in Georgia are: speeding, drunk driving and violation of maneuvering rules. Consequently, all three of the major causes are directly related to the behaviors of the road users. Accordingly, this component will cover activities associated to one of the major elements of road safety management, which is realization of social campaigns for increasing road users’ knowledge and awareness on road safety.

Sub-Result 2.1: Capacity, role and mandate of road safety lead agency strengthened.

The sub-result shall be oriented on assessment and evaluation of current road safety management system in Georgia and support in strengthening performance of lead agency functions through various measures including capacity building activities, elaboration of operational recommendations/guidelines/instructions for the development of stronger management system, provision of assistance in defining mandate, structure and institutional framework of lead agency based on best European practices.

Sub-Result 2.2: Stable financing system for road safety activities and interventions developed.

Insufficient and unstable financing of road safety is one of the main challenges in Georgia. In this regard, it is important to conduct appropriate analysis and prepare proposals, including legislative ones, to ensure the creation of a special fund or budget that will focus only on road safety measures.

Sub-Result 2.3: Public awareness on major road crash risks raised.

This sub-result will focus on raising public awareness of wide and specific social groups. This large-scale social campaign will be oriented on different road safety areas such as speeding, drunk driving, distracted driving, usage of seatbelts, etc. For this purpose, every potential communication channel will be used such as television, print media, internet media, social network and website, outdoor advertising, radio, etc.

Mandatory Result 3 / Component 3: A National Trauma Registry Established.

This component envisages assistance towards establishment of Trauma Registry at the national level, as the vital statistics (summary measures of events such as births, deaths, and marriages, drawn from vital registrations systems) and health statistics (from health facilities or surveillance systems) are critical elements for health planning in

general, and important sources of road traffic injury data. The health sector usually keeps data on most types of injuries, covering the whole spectrum of injury from exposure to death. Data on fatal road traffic injuries may be extracted from 'vital registration' data (derived from death certificates completed by medical doctors, which state the cause and underlying cause of death). The health sector data are particularly important to policymakers as they can guide hospital staffing and doctor and nurse training, as well as the allocation of funds for hospital admissions and rehabilitation as a result of road traffic crashes.

The implementation of the activities within the component shall ensure the generation of quality data on road traffic injury from hospitals and health sector, which can enable proper assessment and comparison of road safety statistics generated from other sources as well for the improvement of policy approaches including in the direction of post-crash care.

Sub-Result 3.1: Road traffic injury processing methodology from hospitals and health sector improved.

This sub-result is expected to cover preparation of situational analysis on the current standing and quality of vital registration system in Georgia in terms of road traffic injury. Existing gaps and needs should be identified and concrete recommendations prepared for the improvement of quality and processing of health data on road traffic injury.

Sub-Result 3.2: Assistance to the development of the Electronic software for Trauma Registry provided.

The activities under this sub-result are expected to contribute to the development of the electronic software which shall be equipped with all the relevant tools and resources necessary for the National Trauma Registry enabling the collection of the data and statistics on road traffic injury in a consolidated manner from the health sector.

Sub-Result 3.3: Capacity of medical personnel working on traffic injury data improved.

Within this sub-result, the capacity of the medical personnel is expected to be improved through training of clinicians and statisticians of all medical facilities on the quality of external cause injury coding (E-coding) and electronic tools for data collection.

Mandatory Result 4 / Component 4: Effective data management system established and respective capacities of national agencies working in the direction of road safety strengthened.

As road safety is a key public issue requiring data-led action, this component shall be focused on the usage of data analysis methods and practices on the determination of policy measures. This component shall emphasize that while detailed and adequate road traffic crash data is processed, analysed and made available, these data can only benefit road safety practice and targeted interventions. The activities shall cover provision of guidelines and trainings for the state agencies responsible for road safety (including in the direction of transport policy, law enforcement, roads administration and health).

Sub-Result 4.1: Supporting documents for effective data management covering detailed methodology for data analysis and data-driven interventions, as well as for the collection of detailed Road Safety Performance Indicators (RSPIs) elaborated.

Within this sub-result, the special guidelines/instructions/recommendations are expected to be elaborated for the state agencies involved in the implementations of road safety activities and measures (including in the direction of transport policy, law enforcement, roads administration and health) in order to enable them better plan and react to the existing challenges in road safety and adequately use the detailed road crash data which will be made available within the Mandatory Result 1 / Component 1. In addition, the methodology shall be elaborated for the collection of detailed Road Safety Performance Indicators (RSPIs) including but not limited to:

- % of seat belt usage;
- % of drivers who drive the vehicle over the speed limit (over speeding);
- % of mobile phone usage;
- % of driver/passengers on moped and motorcycle without helmets;
- % of driving under the influence of alcohol;
- Average speeds of motorised vehicles by road type;
- Average response time of emergency medical system from crash notification to scene;
- % of fatally injured drivers and riders with excess alcohol;
- % of the vehicle fleet with NCAP star rating.

Sub-Result 4.2: Capacity of state agencies responsible for road safety strengthened.

This Sub-result shall be oriented on improving competences of staff working in the agencies responsible for road

safety, including through increasing their analytical, technical, and administrative capacities to deal with challenges and new data management guidelines and methodology. The personnel of such state agencies will be selected in direction of transport policy, law enforcement, roads administration and health.

Sub-Result 4.3: Existing situation on road safety compliance assessed and analysed.

Under this Sub-result, at least following detailed road safety performance indicators (RSPIs) are expected to be collected and analysed:

- % of seat belt usage;
- % of drivers who drive the vehicle over the speed limit (over speeding);
- % of mobile phone usage;
- % of driver/passengers on moped and motorcycle without helmets;
- % of driving under the influence of alcohol;
- Average speeds of motorised vehicles by road type;
- Average response time of emergency medical system from crash notification to scene;
- % of fatally injured drivers and riders with excess alcohol;
- % of the vehicle fleet with NCAP star rating.

Additionally, based on the results of the collection and existing levels of the indicators in Georgia, specific recommendations are to be provided.

3.6 Means/input from the EU Member State Partner Administration(s)*

The project will be implemented in the form of a Twinning contract between the Beneficiary Country and EU Member State(s). The implementation of the project requires one Project Leader (PL) with responsibility for the overall coordination of project activities and one Resident Twinning Adviser (RTA) to manage implementation of project activities, Component Leaders (CL) and pool of short-term experts within the limits of the budget. It is essential that the team has sufficiently broad expertise to cover all areas included in the project description.

Proposals submitted by Member State shall be concise and focused on the strategy and methodology and an indicative timetable underpinning this, the administrative model suggested, the quality of the expertise to be mobilised and clearly show the administrative structure and capacity of the Member State entities. Proposals shall be detailed enough to respond adequately to the Twinning Fiche, but are not expected to contain a fully elaborated project. They shall contain enough detail about the strategy and methodology and indicate the sequencing and mention key activities during the implementation of the project to ensure the achievement of overall and specific objectives and mandatory results/outputs.

The interested Member State(s) shall include in their proposal the CVs of the designated Project Leader (PL) and the Resident Twinning Adviser (RTA), as well as the CVs of the potentially designated Component Leaders-(CLs).

The Twinning project will be implemented by close co-operation between the partners aiming to achieve the mandatory results in sustainable manner.

The set of proposed activities will be further developed with the Twinning partners when drafting the initial work plan and successive rolling work plan every three months, keeping in mind that the final list of activities will be decided in cooperation with the Twinning partner. The components are closely inter-linked and need to be sequenced accordingly.

3.6.1 Profile and tasks of the PL:

The Member State PL should have the capacity to lead the implementation of the project and the ability to mobilize the necessary expertise in support of project's efficient implementation. She/he will be expected to devote a minimum of 3 days per month to the project in his/her home administration. In addition, as co-chairperson, he/she will coordinate from the Member State side the work of the Project Steering Committee (PSC), which shall meet in Georgia on a quarterly basis at least.

Profile:

- A high ranking current official of a Member State administration in transport, road safety or any relevant field
- University level education in business administration, social sciences, economy, international relations, law, transport, civil engineering, public management or any relevant discipline, or equivalent professional experience in a related field of 8 years;

- Relevant managerial position in policy development/implementation/coordination of transport, road safety, roads administration, traffic or other relevant field;
- At least 3 years' experience in the field of road safety;
- Good understanding of regulatory/institutional system of transport and road safety and its organizational models in a Member State;
- Previous experience in the field of project management, with a demonstrable record of organizational leadership and reform implementation;
- Good knowledge of legal approximation process, relevant EU legislation and institutional requirements related to various components of this project;
- Experience in international collaboration in the field of road safety and transport;
- Excellent command of spoken and written English;
- Good communication, presentation and interpersonal skills;
- Good leadership and managerial skills.

Tasks:

- Overall direction, supervision, guidance and monitoring of the project;
- Mobilization of the necessary expertise in support of the efficient implementation of the project;
- Lead an operational dialogues, advocate, thrust and back up the project at political level;
- In cooperation with the PL counterpart signing and submission the interim quarterly and final project reports prepared with the support of the RTA to the concerned authorities;
- Formal signing of project work plan(s) and/or their updates;
- Ensuring timely achievement of the project results;
- Provision of legal and technical advice whenever needed;
- Co-chairing of project steering committees.

3.6.2 Profile and tasks of the RTA:

The RTA will be located in the premises of the BA on a fulltime basis and will be responsible for the direct implementation of the project under the overall supervision of the MS Project Leader.

He/she will work closely with the BC Project Leader and the RTA Counterpart to deliver the project outputs.

The RTA will maintain day-to-day cooperation with the beneficiary administration and coordinate the work performed by the STEs for the whole duration of the project implementation. The RTA will have a key role in the coordination of the inputs required for the successful implementation of all the project activities.

The RTA should be supported by a permanent RTA Assistant. The RTA assistant should work in close collaboration with the beneficiary administration BA. The RTA assistant will perform general project duties and will be providing translation and interpretation services as necessary, practical arrangements for the project, such as organizational issues of expert missions, conferences, training, seminars, maintaining project records and etc. Until the RTA can select and hire an assistant, the Beneficiary administration will make a member of its staff available to support the RTA in his/her daily tasks.

A full-time language assistant should also be recruited. She/he should perform most of the required interpretation/translation services. She/he will provide day-to-day interpretation/translation to the RTA and project experts during missions.

Whenever required and needed for simultaneous interpretation during seminars and workshops, translation of large volume of documents additional interpretation may be procured and funded by the project.

Minimum two visibility events will be organized in the course of the implementation of the project. Kick-off meeting at the start of the implementation and the Final meeting at the end of the implementation of the project activities. These will have to be coordinated with the EU Delegation to Georgia.

Profile:

- University level education in a relevant discipline (e.g. transport management, transport, civil engineering or other) or equivalent professional experience in a related field of 8 years;
- Proven contractual relation to a Member State administration or mandated body;
- At least 3 years of professional experience in the field of road safety or relevant fields;
- Good knowledge of legal approximation process, relevant EU legislation and institutional requirements related to various components of this project;
- Sound knowledge of road safety management and data management systems;

- Collaboration experience with relevant EU/international organizations would be an asset;
- Good team-working, communications, presentation and interpersonal skills;
- Good organizational and project management skills;
- Strong analytical and report writing skills;
- Excellent command of spoken and written English;
- Previous experience in project management would be an asset.

Tasks:

- Overall coordination of project implementation and of all activities;
- Develop the initial and subsequent work plans, and project progress reports together with PL to be submitted to the Steering Committees;
- Coordinate activities of the team members in line with the agreed work plan to monitor quality of their outputs and enable timely completion of project outputs;
- Liaise with PL counterparts and daily contacts with RTA counterpart;
- Liaise with EUD Project Manager and Programme Administration Office (PAO);
- Liaise with key stakeholders, other relevant projects and relevant Georgian institutions;
- Contribute to the work of the sector development process set up in the Beneficiary Country.

3.6.3 Profile and tasks of Component Leaders:

To achieve coherence in the implementation of all activities pertaining to the specific components and accomplish mandatory results/outputs, Component Leaders (short-term experts) will be designated to each specific component who will coordinate the intervention of all other Member State experts mobilized for the same component. Beneficiary institution will assign a Component Leader counterpart for each component who will be the permanent interlocutor of the MS Component Leader coordinating the specific component. The Component Leaders will work in close collaboration with the RTA and the Beneficiary counterparts in order to achieve mandatory results/outputs pertaining to the specific component and to contribute to overall success of the project.

The profile, exact number and specific Terms of Reference for each Component Leader along with the names and functions of the Component Leader counterparts will be defined at the Work Plan preparation stage by the MS Project leaders and/or the RTA and its counterpart. The ToR will specify the detailed inputs of the Component Leaders and the duration of their missions.

Component 1: An electronic road safety database enhanced through the capacity building of the relevant/respective MIA personnel involved in the road safety data management.

Profile:

- University level education in a relevant discipline (e.g. transport management, transport, civil engineering, computer sciences, information technologies or other) or equivalent professional experience in a related field of 8 years;
- Minimum 3 years of professional experience in the direction of the road safety data management;
- Good knowledge of strategy and policy issues, legal approximation process, relevant EU legislation and institutional requirements related to this component;
- Good understanding of legal and operational procedures for the enforcement of laws and sub laws relevant to this component;
- Demonstrated skills for effective negotiation, inter-personal, inter-institutional and political dialogue;
- Strong analytical and report writing skills;
- Good organizational and mentoring skills;
- Good team-working, communication, presentation and advisory skills;
- Fluency in written and spoken English;
- Previous experience in similar projects would be an asset.
- Knowledge of the Georgian and/or Russian language would be an asset.

Tasks:

- Component coordination, guidance and monitoring;
- Conducting analysis of the area relevant to the component;

- Drafting thematic/technical contributions and documents relevant for the results of the component, in close collaboration with BC counterparts and relevant project experts, and Georgian institutions;
- Preparing and conducting training programs, information and dissemination seminars with various stakeholders;
- Preparing timely proposals for any corrective measures;
- Contribution in report writing relevant to this component;
- Liaise with PL, RTA and their counterparts.

Component 2: A well-functioning Road Safety Management system developed.

Profile:

- University level education in a relevant discipline (e.g. transport management, transport, civil engineering or other) or equivalent professional experience in a related field of 8 years;
- 3 years of experience working in the road safety management direction;
- Specific experience in providing expertise in establishment/functioning of the road safety funds/lead agencies would be an asset;
- Good knowledge of strategy and policy issues, legal approximation process, relevant EU legislation and institutional requirements related to this component;
- Good understanding of legal and operational procedures for the enforcement of laws and sub laws relevant to this component;
- Demonstrated skills for effective negotiation, inter-personal, inter-institutional and political dialogue;
- Strong analytical and report writing skills;
- Good organizational and mentoring skills;
- Good team-working, communication, presentation and advisory skills;
- Fluency in written and spoken English;
- Previous experience in similar projects would be an asset.

Tasks:

- Component coordination, guidance and monitoring;
- Conducting analysis of the area relevant to the component;
- Preparing and conducting training programs, information and dissemination seminars with various stakeholders;
- Drafting thematic/ technical contributions and documents relevant for the results of the component, in close cooperation with the BC counterparts and other project experts;
- Provision of legal and technical advice and analysis whenever needed;
- Timely proposals for any corrective measures;
- Liaise with MS and BC PLs and daily contacts with RTA and BA counterpart.

Component 3: A National Trauma Registry established.

Profile:

- University level education in public health or equivalent professional experience in a related field of minimum 8 years;
- Minimum 3 years of professional experience in the direction of the road traffic injury data management and vital registration system;
- Experience in standard setting and coordination processes relevant to the project scope;
- Good analytical, organizational and advisory skills;
- Fluency in written and spoken English;
- Demonstrated good report of writing and communication skills;
- Previous experience in similar projects would be an asset.

Tasks:

- Component coordination, guidance and monitoring;
- Conducting analysis of the area relevant to the component;
- Preparing and conducting training programs, information and dissemination seminars with various stakeholders;
- Drafting thematic/ technical contributions and documents relevant for the results of the component, in close cooperation with the BC counterparts and other project experts;
- Timely proposals for any corrective measures;

- Provision of legal and technical advice and analysis whenever needed;
- Liaise with MS and BC PLs and daily contacts with RTA and BA counterpart.

Component 4: Effective data management system established and respective capacities of national agencies working in the direction of road safety strengthened.

Profile:

- University level education in a relevant discipline (e.g. traffic organisation and safety engineering, transport management, transport engineering, civil engineering or other) or equivalent professional experience in a related field of 8 years;
- Minimum 3 years of professional experience in the direction of road safety;
- Specific experience in providing expertise to the national road safety agencies would be an asset;
- Good knowledge of strategy and policy issues, legal approximation process, relevant EU legislation and institutional requirements related to this component;
- Good understanding of international and European best practices, policies and standards relevant to this component;
- Demonstrated skills for effective negotiation, inter-personal, inter-institutional and political dialogue;
- Strong analytical and report writing skills;
- Good organizational and mentoring skills;
- Good team-working, communication, presentation and advisory skills;
- Fluency in written and spoken English;
- Previous experience in similar projects would be an asset.

Tasks:

- Component coordination, guidance and monitoring;
- Conducting analysis of the area relevant to the component;
- Preparing and conducting training programs, information and dissemination seminars with various stakeholders;
- Drafting thematic/ technical contributions and documents relevant for the results of the component, in close cooperation with the BC counterparts and other project experts;
- Timely proposals for any corrective measures;
- Provision of legal and technical advice and analysis whenever needed;
- Liaise with MS and BC PLs and daily contacts with RTA and BA counterpart.

3.6.4 Profile and tasks of other short-term experts:

In order to provide the full range of expertise necessary, short-term experts will be drawn from different skill sets to assist the RTA on specific activities. Based on the project results there might be the need of having different STEs possessing the following professional experience depending on their area of intervention:

Profile:

- University level education in a relevant discipline (e.g. transport management, transport, civil engineering or other) or equivalent professional experience in a related field of 8 years;
- At least 3 years of professional experience in the relevant field;
- Specific knowledge and working experience on road safety management or data management would be an asset;
- Sound knowledge and particular skills in strategy and policy development;
- Experience in awareness raising, information campaigns and knowledge of different communication tools would be an asset;
- Coaching, training and facilitator skills;
- Experience in developing of training modules and materials, good record in training delivery;
- Previous experience in EU-funded Twinning Project would be an asset.
- Good team-working, communication, presentation and interpersonal skills;
- Fluency in written and spoken English;
- Good computer literacy.

Tasks:

- Active contribution with drafting project related documents according to the planned results of the respective components and taking into account the national rules for legislative development;
- Assistance with the preparation of trainings, study tours, workshops, seminars, etc.;
- Assistance with the preparation of strategy documents, implementation guidelines, operational/ procedural manuals and instruction handbooks;
- Supervision and on-site coordination of all activities related to their field of expertise and performed under this project;
- Contributing to the sustainability of the project by ensuring that aspects of the project related to their field of expertise are implemented timely and properly;
- Timely proposals for any corrective measures;
- Liaise with RTA, Component Leaders and BA counterparts.

Proposals shall include only the CVs of the proposed PL, of the RTA and of the Component Leaders (STEs CV should not be included in the MS proposal).

The Project Leader/RTA are free to propose additional STEs as they see fit, based upon the needs of the project and in agreement with the beneficiary.

4. Budget

The budget for this grant is €1.300.000 (one million three hundred thousand Euro).

5. Implementation Arrangements

5.1 Implementing Agency

The European Union Delegation in Tbilisi, Georgia, will be responsible for the tendering, contracting, payments and financial reporting, and will work in close co-operation with the Beneficiary. The person in charge of this project at the Delegation of the European Union to Georgia is:

Alexandre DARRAS

Team Leader Connectivity, Energy, Environment and Climate change

Delegation of the European Union to Georgia

64b Chavchavadze Avenue

0179 Tbilisi, Georgia

Tel.: +995-32-2 364 364.

E-mail: alexandre.darras@eeas.europa.eu.

5.2 Institutional framework

The beneficiaries under this project shall be the Ministry of Economy and Sustainable Development of Georgia (MoESD), as being the responsible authority for transport policy, the Ministry of Internal Affairs of Georgia (MIA), which is responsible for the road traffic regulation enforcement and the national car-crash data collection, process and analysis, and the National Center for Disease Control and Public Health (NCDC), which is responsible for health sector road traffic injury data and trauma registries.

The Ministry of Economy and Sustainable Development of Georgia, is one of the key ministries responsible for economic progress of Georgia, through among others: (i) development and implementation of transport and logistics policy of the state, including, land transport, maritime and civil aviation (ii) development and implementation of policies in the energy sector and implementation of various reforms in this field; (iii) development and implementation of foreign trade policies (iii) promoting doing business in Georgia; (iv) ensuring proper management of the state property doing business in Georgia, innovative technologies, proper management of the state property.

The total number of employees at the central office of the Ministry is 215. Structural Unit of the Ministry responsible for the implementation of transport policy is Transport and Logistics Development Policy Department (Staff: 12 employees).

The essential functions of the Transport and Logistics Development Policy Department includes:

- Development of transport and logistics in accordance with state priorities and ensuring maximum economic efficiency;
- Improvement of the normative base in Transport and Logistics and harmonization with international standards;
- Initiation, coordination and monitoring of implementation of short, medium and long-term development strategies of transport;
- Initiation and implementation of strategic importance projects related to transport;
- Planning and implementing of relevant activities / projects for the development of logistics and the country's transit potential;
- Cooperation with international organizations and agencies within the competence;
- Coordination of activities in aviation, road, rail and maritime transport areas within the competence;
- Elaboration of international agreements in the field of transport, revising existing agreements in accordance with established state policy and participation in negotiations;
- Etc.

Structural Units of the Transport and Logistics Development Policy Department:

- Land Transport Division;
- Maritime Transport Division;
- Civil Aviation Division;
- Transport Corridor and Logistics Development Division.

Moreover, the technical regulators of different transport modes are functioning within the structure of the Ministry, such as LEPL Land Transport Agency (covering only road transport), LEPL Maritime Transport Agency and LEPL Civil Aviation Agency.

The Ministry of Internal Affairs of Georgia (hereafter referred to as MIA) is the chief state agency responsible for road safety and post-accident safety measure coordination. MIA within its competence, enforces road traffic and safety regulations, reports and coordinates national car-crash database, conducts driver and vehicle licensing and testing and carries out road safety promotion campaigns.

The mandate of the Information-Analytical Department of MIA is to collect, process, analyze and disseminate different data/information available to MIA. It also acts as secretariat to several working groups created within the ministry to support ongoing reforms and processes, such as Intelligence-Led Policing development, Community Oriented Policing development, Criminal Reform and Fight against Organized Crime. Functions of the department also include crime analysis and software development. Information-Analytical Department of MIA is actively involved in supporting the road safety process within the Ministry in terms of technical support and project coordination.

Patrol Police Department is a structural subunit of the MIA responsible for the road safety. Along with protection of public order and state border regime at the border check-points, the Patrol Police Department implements legal measures to regulate the road traffic and supervises process of the traffic rules observation on the roads of international and state importance as well as big cities of Georgia. The Patrol Police Department is the first responder in case of road accidents and is responsible for collection of the accident related data as well as provision of the data to the stakeholders and interested parties. Structural Units of the Patrol Police Department are 10 regional main divisions discharging the function of road traffic regulation, a division responsible for border management and coordination and 5 divisions providing administrative, organizational and financial-logistical support to the activities of the Department.

Road traffic regulation in the area not covered by the Patrol Police Department is administered by regional structural units of the MIA.

The National Center for Disease Control and Public Health (NCDC) is a legal entity under public law under the state control of the Ministry of Internally Displaced Persons from the Occupied Territories, Labour, Health and Social Affairs of Georgia (MoIDPLHSA), which independently carries out public health, scientific and educational activities and the scope of its mission is oriented on protection and improvement of health of the Georgian population through evidence based prevention, preparedness and timely response to public health threats. NCDC mandate includes a broad spectrum of roles and activities aimed at developing and implementing national health

programmes and strategies, performing public health research and monitoring but also providing continuing education for health professionals. A precondition of implementation of NCDC mandate is its strong infrastructure, modern laboratories, highly trained human resources and an effective organizational structure (as presented in Annex 4).

Stakeholders of the project shall be (i) the Ministry of Internally Displaced Persons from the Occupied Territories, Labour, Health and Social Affairs, responsible for emergency medical assistance policy and operations, trauma care and rehabilitation, work-related road safety, public health and road injury prevention strategy and policy, road safety promotion, health sector road traffic injury data and trauma registries; (ii) the Ministry of Education, Science, Culture and Sport, responsible for road safety education in schools, school bus safety, safe school management systems, road safety promotion and community engagement; (iii) the Ministry of Regional Development and Infrastructure, responsible for road infrastructure project management, road safety engineering policy, implementation of standards and instructions, safety audit, safety assessment and safety inspection, aspects of land (allocated for respective roads) use planning, data systems supporting road safety planning and engineering; (iv) Tbilisi City Hall, responsible for land use/transportation planning, public transport licensing, road traffic management and safety engineering, emergency assistance (Tbilisi city hall), road safety promotion.

The mentioned governmental agencies together with the MoESD and MIA were determined responsible for road safety matters in the country according to the National Road Safety Strategy 2016-20 and will continue to collaborate under the National Road Safety Strategy 2021-2025.

5.3 Counterparts in the Beneficiary administration:

The PL and RTA counterparts will be staff of the Beneficiary administration and will be actively involved in the management and coordination of the project.

5.3.1 Contact person:

MIA Contact Persons:

1) Nana Avaliani

Deputy Head of the Project Management Division,
International Relations Department
Address: N10 G. Gulua st, Tbilisi, 0114, Georgia

2) Tamar Magradze

Head of the Analysis and Research Unit,
Research and Reforms Division, International-Analytical Department
Address: N10 G. Gulua st, Tbilisi, 0114, Georgia

NCDC Contact Person:

Tamar Chachava

Chief Specialist at The National Center for Disease Control and Public Health
Address: Kakheti Highway #99. 0198;

5.3.2 PL counterpart

Guram Guramishvili

Deputy Minister of Economy and Sustainable Development of Georgia
Address: 2 Sanapiro Str., Tbilisi, 0114, Georgia;

5.3.3 RTA counterpart

Erekle Kezherashvili

Deputy Head of Transport and Logistics Development Policy Department,
Ministry of Economy and Sustainable Development of Georgia
Address: 2 Sanapiro Str., Tbilisi, 0114, Georgia;

6. Duration of the project

Duration of the execution period: 27 months. The execution period will end 3 months after the implementation period of the Action, which will take 24 months.

7. Management and reporting

7.1 Language

The official language of the project is the one used as contract language under the instrument (English). All formal communications regarding the project, including interim and final reports, shall be produced in the language of the contract.

7.2 Project Steering Committee

A project steering committee (PSC) shall oversee the implementation of the project. The main duties of the PSC include verification of the progress and achievements *via-à-vis* the mandatory results/outputs chain (from mandatory results/outputs per component to impact), ensuring good coordination among the actors, finalising the interim reports and discuss the updated work plan. The Project Leaders, the RTA, the RTA counterpart, the EU Delegation and Programme Administration Office representatives will meet regularly (quarterly) to discuss and coordinate the progress of the project implementation. Other details concerning the establishment and functioning of the PSC are described in the Twinning Manual.

7.3 Reporting

All reports shall have a narrative section and a financial section. They shall include as a minimum the information detailed in section 5.5.2 (interim reports) and 5.5.3 (final report) of the Twinning Manual. Reports need to go beyond activities and inputs. Two types of reports are foreseen in the framework of Twinning: interim quarterly reports and final report. An interim quarterly report shall be presented for discussion at each meeting of the PSC. The narrative part shall primarily take stock of the progress and achievements *via-à-vis* the mandatory results and provide precise recommendations and corrective measures to be decided by in order to ensure the further progress. Monitoring and Evaluation of the project will be conducted using the project-specific logical framework, to be encoded in the EU projects monitoring system OPSYS. The contractor should report on the results at impact, outcome and output levels, linked to sources of verification presented in the logical framework. Reporting will be carried out through Progress, Interim and Final Reports as laid down in the terms of reference / project description and general conditions. For the better quality of the log frames and indicators, the contractors are encouraged to get familiar with DG NEAR guidelines on Indicators - P. 45 and the EU Results Framework. Wherever an indicator set out in the project log frame is also reflected in the EU Results Framework, project reporting will also cover it.

8. Sustainability

The achievements of the Twinning project will have permanent and ongoing beneficial effects on the effectiveness of road safety, its capacity and human resources involved in management/operation of road safety activities. The sustainability of the project will be achieved through the embedded sub-results of capacity building and sustainability in the project. In particular, through a suitable implementation of these project activities and availability of trained personnel in MoESD, MIA and NCDC and as well as development of relevant documents (e.g. strategy documents, implementation guidelines, operational/ procedural manuals, instruction handbooks, draft laws and by-laws) and training materials on the subject of this Twinning project.

9. Crosscutting issues (*equal opportunity, environment, climate etc...*)

Based on the fundamental principles of promoting equality and combating discrimination, the MoESD, MIA and NCDC may consider to ensure equal opportunities between gender in the management and implementation of the Project, including equal opportunities in training, site visits and participation in all of the Projects' missions and events; contributing thus to the promotion of gender equality.

The principle of implementation of this Twinning project may be based on environment friendly work environment. This in particular envisages, minimising paper use during project implementation by the maximum feasible use of electronic tools and resources.

10. Conditionality and sequencing

This Twinning Project Fiche has been drafted with direct participation and high involvement of the Ministry of Economy and Sustainable Development of Georgia and the Ministry of Internal Affairs of Georgia. There is no precondition set for this Twinning project. The MoESD, MIA and NCDC commit themselves, to coordinate project implementation with interlinked stakeholders in order to achieve all the results foreseen in the project as well as to provide input to all project activities stated in the Fiche. They include:

- Strong commitment and support of MoESD, MIA and NCDC management and other staff throughout the project implementation;
- Assigning relevant skilled staff related to the implementation of project activities and components.
- Ensuring participation of MoESD, MIA and NCDC staff members as well as other stakeholders in project events.
- Ensuring coordination between departments, institutions and other partners connected with the project. Ensuring access to regulations, legislation and other necessary information/documentation relevant to the project.

In order to ensure the involvement of all relevant parties and stakeholders in the Twinning project, MoESD, MIA and NCDC will organize working group meetings with the Ministry of Internally Displaced Persons from the Occupied Territories, Labour, Health and Social Affairs and National Statistics Office of Georgia as well as invite subject-matter experts in different project activities.

The Twinning project will support MoESD, MIA and NCDC in overcoming challenges related to improvement of crash data collection and assessment.

11. Indicators for performance measurement

Mandatory Result 1 / Component 1 – An electronic road safety database enhanced through the capacity building of the relevant/respective MIA personnel involved in the road safety data management.

Indicator(s) of performance:

- Availability of comprehensive electronic road safety database equipped with high-quality and sufficient data.

Sub-Result 1.1: Capacity of the MIA on crash data collection improved.

Indicator(s) of performance:

- Availability of the training needs assessment document;
- Availability of the relevant training modules and training plan;
- Share of police officers/investigators trained on crash data collection, including definitions, interpretations, and application of electronic tools for data collection.

Sub-Result 1.2: Capacity of the MIA on data analysis strengthened.

Indicator(s) of performance:

- Availability of gaps and needs analysis report on existing electronic data collection software - comparing actual performance versus expected performance/gap analysis of the existing data collection system and providing necessary assistance/recommendations for the improvement of existing discrepancies;
- Availability of the crash related data processing guides and the “black spot” identification guideline;
- Availability of the training modules and training plan, as well as relevant ToT modules (including ToTs on data collection) and respective ToT plan;
- Share of relevant personnel involved in the road safety data management (analysis/technical support) trained in the development of the analytical and technical skills on the road safety data management, standard international methodology, specialized electronic tools used for crash data analysis and the “black spots” identification process;
- Number of relevant personnel trained in ToTs.

Sub-Result 1.3: The online platform(rcc.mia.ge) enabling accessibility to road safety data enhanced.

- Availability of the gaps and needs analysis report with the set of recommendations on the improvement of the online platform, including needs of MIA and other agencies/entities involved in the road safety management.
- Status of online platform (RCC.MIA.GE).

Mandatory Result 2/Component 2: A well-functioning Road Safety Management system developed.

Indicator(s) of performance:

- Status of road safety lead agency;
- Status of special road safety fund;
- Number of penalties for infringement of traffic rules on phone usage, drunk driving, seat-belt usage and speeding.

Sub-Result 2.1.: Capacity, role and mandate of road safety lead agency strengthened;

Indicator(s) of performance:

- Availability of report on the assessment and evaluation of existing road safety management system;
- Availability of sets of recommendations on the institutional framework of road safety management system and mandate, functions and responsibilities of the lead agency based on best practices;
- Number of personnel of the lead agency adequately trained and prepared for the fulfilment of new role of the lead agency.

Sub-Result 2.2.: Stable financing system for road safety activities and interventions developed.

Indicator(s) of performance:

- Availability of relevant analysis, proposals and recommendations based on best EU practices on the creation of special road safety fund.

Sub-Result 2.3: Public awareness on major road crash risks raised.

Indicator(s) of performance:

- Number of social awareness raising activities and events conducted.

Mandatory Result 3/Component 3 – A National Trauma Registry established.

Indicator(s) of performance:

- Status of the National Trauma Registry.

Sub-Result 3.1.: Road traffic injury processing methodology from hospitals and health sector improved.

Indicator(s) of performance:

- Availability of the report on the assessment and evaluation of existing road traffic injury data processing methodology together with the sets of recommendations.

Sub-Result 3.2.: Assistance to the development of the Electronic software for Trauma Registry provided.

Indicator(s) of performance:

- Status of the Electronic software Program for the national trauma registry.

Sub-Result 3.3.: Capacity of medical personnel working on traffic injury data improved;

Indicator(s) of performance:

- Availability of the training needs assessment document;
- Availability of training modules and training plan;

- Share of the relevant medical personnel trained.

Mandatory Result 4/Component 4 – Effective data management system established and respective capacities of national agencies working in the direction of road safety strengthened.

Indicator(s) of performance:

- Number of road activities identified and implemented through evidence-based decision making by usage of comprehensive road safety data.

Sub-Result 4.1.: Supporting documents for effective data management covering detailed methodology for data analysis and data-driven interventions, as well as for the collection of detailed Road Safety Performance Indicators (RSPIs) elaborated.

Indicator(s) of performance:

- Availability of Special Guidelines / Instructions / Recommendations based on best EU practices for effective data management;
- Availability of methodology for the collection of detailed road safety performance indicators (RSPIs).

Sub-Result 4.2.: Capacity of state agencies responsible for road safety strengthened.

Indicator(s) of performance:

- Availability of the training needs assessment document;
- Availability of training modules and training plan;
- Share of relevant staff at the agencies involved in road safety trained.

Sub-Result 4.3.: Existing situation on road safety compliance assessed and analysed.

Indicator(s) of performance:

- Availability of detailed road safety performance indicators (RSPIs) measuring existing conditions of certain road safety directions in Georgia and their analyses.

12. Facilities available

The Beneficiary commits itself to deliver the following facilities:

- Adequately equipped office space for the RTA and the RTA assistant(s) for the entire duration of their secondment;
- Supply of office room including access to computer, telephone, internet, printer, photocopier;
- Adequate conditions for the STEs to perform their work while on mission;
- Provide suitable venues for the training sessions and meetings that will be held under the Project;
- Security related issues will be assured according to the standards and practices applicable for all Georgian public institutions.

ANNEXES TO PROJECT FICHE:

1. The Simplified Logical framework matrix;
2. Organizational Structure of the MoESD;
3. Organizational Structure of the MIA;
4. Organizational Structure of the NCDC.

Annex 1: Simplified Logical Framework

Project Title: Support in Establishment of Comprehensive Road Safety Database and Further Improvement of Road Safety Management in Georgia				Programme name and number: Support for the Implementation of the EU-Georgia Association Agreement, ENI/2018/041-415, Direct Management.	
Beneficiary Institution: Ministry of Economy and Sustainable Development of Georgia Ministry of Internal Affairs of Georgia LEPL- National Center for Disease Control and Public Health				Total budget: 1,300,000 €	EU ENI financing (100%)
	Description	Indicators (with relevant baseline and target data)	Sources of verification	Risks	Assumptions (external to project)
Overall Objective	Enhance road safety management component in Georgia in line with the EU-Georgia Association Agenda	Number of fatalities from road crashes in Georgia <u>Baseline:</u> 2019 - 481 <u>Target:</u> 2025 – Reduction by 25% Number of serious injuries from road crashes in Georgia <u>Baseline:</u> 2019 – 7,921 <u>Target:</u> 2025 – Reduction by 25%	Official Statistics of the Ministry of Internal Affairs of Georgia		
Specific (Project) Objective(s)	Improve the policy-making capacity in the field of the road safety at the institutional level, as well as quality of the crash data	Level of compliance of Road Safety Data Management system with the EU policy and best practices <u>Baseline:</u> 2020 – Not compliant	Project final report Monitoring / assessment reports by	Safety and stability of political landscape Lack of commitment from respective actors	Strong support and commitment from the management of the beneficiaries, Health authorities and hospitals

	collection and analysis methods	<u>Target:</u> 2024 – Road Safety Data Management system compliant with the EU policy and best practices	EU institutions/relevant experts	and/or decision makers Lack of appropriate and qualified human resources Lack of financial resources Delays in project implementation process	continued Strong support and commitment from twinning partner(s) continued Availability of Relevant staff of the beneficiary and Health authorities, as well as their involvement in the project ensured Timely decision-making by the Government ensured Active co-operation with relevant stakeholders ensured
Mandatory results/outputs components	Mandatory result 1: An electronic road safety database enhanced through the capacity building of the relevant/respective MIA personnel involved in the road safety data management	Availability of comprehensive electronic road safety database equipped with high-quality and sufficient data <u>Baseline:</u> 2021 - road safety database existing with insufficient and low quality data and limited features <u>Target by the end of the Project:</u> road safety database enhanced providing sufficient data for evidence-based decision-making	Project quarterly and final reports Road Safety Database	Lack of commitment from respective actors and/or decision makers Lack of appropriate human resources Lack of financial resources	Strong support and commitment from the management of the beneficiary continued Strong support and commitment from twinning partner(s) continued Availability of relevant staff of the beneficiary , as well as their involvement in the project ensured

	<p>Mandatory result 2: A well-functioning Road Safety Management system developed</p>	<p>Status of road safety lead agency</p> <p><u>Baseline:</u>2021- road safety lead agency with limited mandate and resources</p> <p><u>Target:</u> By 2025 – Road Safety Lead agency fully operational and functional</p> <p>Status of special road safety fund</p> <p><u>Baseline:</u> 2021 - Not Available</p> <p><u>Target:</u> By 2025 – Special road safety fund is available for the stable financing of road safety activities</p> <p>Number of penalties for infringement of traffic rules on phone usage, drunk driving, seat-belt usage and speeding</p> <p><u>Baseline:</u> 2019 – phone usage: 155,096; seat-belt usage: 150,956; dring-driving: 34,699; speeding: 592,430</p> <p><u>Target:</u> By 2024 – number of penalties for phone usage, drunk driving, seat-belt usage and speeding are decreased by at least 15%</p>	<p>Project documentation (STE mission reports, recommendations, quarterly and final reports etc.)</p>	<p>Lack of commitment from respective actors and/or decision makers</p> <p>Lack of political will</p> <p>Lack of sufficient and qualified human resources</p> <p>Lack of financial resources</p> <p>Delays in adopting new/or amended legislation</p> <p>Need for additional financial interventions.</p>	<p>Strong support and commitment from the management of the beneficiary continued</p> <p>Strong support and commitment from twinning partner(s) continued</p> <p>Availability of relevant staff of the beneficiary, as well as their involvement in the project ensured</p> <p>Timely decision-making by the Government ensured</p> <p>Availability of qualified and sufficient human resources ensured</p>
	<p>Mandatory result 3: A National Trauma Registry established</p>	<p>Status of the National Trauma Registry</p> <p><u>Baseline:</u> 2020 – Not Available</p> <p><u>Target:</u> 2023 – The National Trauma</p>	<p>Project documentation (STE mission reports, quarterly and final reports etc.)</p>	<p>Lack of commitment from respective actors and/or decision makers</p>	<p>Strong support and commitment from the management of the beneficiaries, Health authorities and hospitals</p>

		Registry established		Lack of qualified human resources at hospitals Risks associated to the pandemic	continued Strong support and commitment from twinning partner(s) continued Availability of relevant staff of the beneficiary and Health authorities, as well as their involvement in the project ensured Timely decision-making by the Government ensured Active Co-operation with relevant stakeholders ensured
	Mandatory result 4: Effective data management system established and respective capacities of national agencies working in the direction of road safety strengthened	Number of road safety activities identified and implemented through evidence-based decision making by usage of comprehensive road safety data Baseline: 2019 – 0 Target: 2025 – at least 25 activities	Reports on the implementation of National Road Safety Strategy and its Action Plans	Lack of commitment from respective actors and/or decision makers Lack of qualified human resources Lack of financial resources	Government commitment on fulfilment of National Road Safety Strategy and its Action Plans continued Strong support and commitment from the management of the beneficiary continued Strong support and commitment from twinning partner(s)

					<p>continued</p> <p>Availability of relevant staff of the beneficiary, as well as their involvement in the project ensured</p> <p>Timely decision-making by the Government ensured</p> <p>Active co-operation with relevant stakeholders ensured</p>
<p>Sub-results per component (optional and indicative)</p>	<p>1.1. Capacity of the MIA on crash data collection improved</p>	<p>Availability of the training needs assessment document</p> <p><u>Baseline:</u>2021 - Not available <u>Target:</u> By the end of the first half of the project – needs assessment document developed and submitted to the beneficiary (MIA)</p> <p>Availability of the relevant training modules and training plan</p> <p><u>Baseline:</u> 2021 - not available <u>Target:</u> By the end of the first half of the project - Training Plan and modules developed and agreed with the beneficiary (MIA)</p> <p>Share of police officers/investigators trained on crash data collection, including definitions, interpretations, and application of electronic tools for data collection</p>	<p>Project documentation: (Needs assessment report, list of training participants, Training materials, training report etc.)</p> <p>Training plan covering different aspects (Number of specialists trained and skilled in application of the electronic data collection tools and data interpretation)</p> <p>Project quarterly and final reports</p> <p>Gap Analysis Report and set of recommendations</p>	<p>Lack of commitment from respective actors and/or decision makers</p> <p>Lack of appropriate human resources</p> <p>Lack of financial resources</p>	<p>Sufficient involvement of relevant human resources ensured</p> <p>Strong support and proactive cooperation of Twinning partners ensured</p>

		<p><u>Baseline:</u> 2021 - 0</p> <p><u>Target:</u> By the end of the project - at least 80% of police officers/investigators, involved in the road safety data collection, trained</p>	<p>Meeting minutes with stakeholders and specialized personnel</p> <p>Training plan covering different aspects</p>		
1.2. Capacity of the MIA on data analysis strengthened		<p>Availability of gaps and needs analysis report on existing electronic data collection software - comparing actual performance versus expected performance/gap analysis of the existing data collection system and providing necessary assistance/recommendations for the improvement of existing discrepancies</p> <p><u>Baseline:</u> 2021 – Not available</p> <p><u>Target:</u> By the end of the first half of the project - Gap analysis report developed/Recommendations elaborated and submitted to the MIA</p> <p>Availability of the crash related data processing guides and the “black spot” identification guideline</p> <p><u>Baseline:</u> 2021 - Only general definition is available in the national legislation</p> <p><u>Target:</u> By the end of the first half of the project – Respective Guidelines elaborated and submitted to the MIA</p> <p>Availability of the training modules and training plan, as well as relevant ToT modules (including ToTs on data collection) and respective ToT plan</p> <p><u>Baseline:</u> 2021 – Not available</p>	<p>(Number of specialists trained and skilled in application of standard international methodology, specialized electronic tools and “black spot” identification methods.)</p> <p>Crash related data processing guide</p> <p>Black spot identification guideline</p>		

		<p><u>Target:</u> By the end of the first half of the project – Training/ToT Plans and modules developed and agreed with the MIA</p> <p>Share of relevant personnel involved in the road safety data management (analysis/technical support) trained in the development of the analytical and technical skills on the road safety data management, standard international methodology, specialized electronic tools used for crash data analysis and the “black spots” identification process</p> <p><u>Baseline:</u> 2021 - 0</p> <p><u>Target:</u> By the end of the project - at least 80% relevant personnel involved in the road safety data analysis and management, trained</p> <p>Number of relevant personnel trained in ToTs</p> <p><u>Baseline:</u> 2021 – 0.</p> <p><u>Target:</u> By the end of the project - at least 15 persons (MIA personnel) involved in the road safety data analysis and management, trained in ToTs</p>			
	<p>1.3. The online platform (rcc.mia.ge) enabling accessibility to road safety data enhanced</p>	<p>Availability of the gaps and needs analysis report with the set of recommendations on the improvement of the online platform, including needs of MIA and other agencies/entities involved in the road safety management</p>			

		<p><u>Baseline:</u> 2021 - Not available</p> <p><u>Target:</u> By the end of first half of the project – gaps and needs analysis report with the set of recommendations prepared and agreed with MIA and other beneficiaries involved in the road safety management</p> <p>Status of online platform (RCC.MIA.GE)</p> <p><u>Baseline:</u> 2020 - Platform (RCC.MIA.GE) available with limited features of quality data sharing.</p> <p><u>Target:</u> By the end of the project – the online platform (RCC.MIA.GE) provides comprehensive quality data to key stakeholders</p>			
	2.1. Capacity, role and mandate of road safety lead agency strengthened	<p>Availability of report on the assessment and evaluation of existing road safety management system</p> <p><u>Baseline:</u> 2021 – Not available</p> <p><u>Target:</u> By the first half of the project – Status report prepared and agreed with the relevant stakeholders</p> <p>Availability of sets of recommendations on the institutional framework of road safety management system and mandate, functions and responsibilities of the lead agency based on best practices</p> <p><u>Baseline:</u> 2021 – Not available</p> <p><u>Target:</u> By the first half of the project – sets of recommendations prepared and agreed with the relevant</p>	<p>Project documentation: analysis reports, institutional analysis reports, training needs assessments, recommendations, training programmes, training materials, list of trainees</p> <p>Project quarterly and final reports</p> <p>Project documentation: Report on analysis, proposals and recommendations, training/learning materials and</p>	<p>Difficulties in common institutional design agreed by stakeholders</p> <p>Lack of commitment from respective actors and/or decision makers</p> <p>Lack of political will</p> <p>Lack of sufficient and qualified human resources</p> <p>Lack of financial resources</p>	<p>Strong support and commitment from the management of the beneficiary continued</p> <p>Strong support and commitment from twinning partner(s) continued</p> <p>Availability of relevant staff of the beneficiary , as well as their involvement in the project ensured</p> <p>Timely decision-making by the Government</p>

		<p>stakeholders</p> <p>Number of personnel of the lead agency adequately trained and prepared for the fulfilment of new role of the lead agency</p> <p><u>Baseline:</u> 2021 – 0 <u>Target:</u> By the end of the project – at least 8 persons trained</p>	<p>guidelines/instructions</p>	<p>Delays in adopting new/ or amended legislation</p> <p>Need for additional financial interventions</p> <p>Significant deterioration of road users' conduct and behavior</p>	<p>ensured</p> <p>Availability of qualified and sufficient human resources ensured</p>
	2.2. Stable financing system for road safety activities and interventions developed	<p>Availability of relevant analysis, proposals and recommendations based on best EU practices on the creation of special road safety fund</p> <p><u>Baseline:</u> 2021 – Not available <u>Target:</u> By the end of the first half of the project – report on analysis, proposals and recommendations prepared and agreed among beneficiaries</p>			
	2.3. Public awareness on major road crash risks raised	<p>Number of social awareness raising activities and events conducted</p> <p><u>Baseline:</u> 2021 - 0 <u>Target:</u> By the end of the project – at least 15 social activities</p>			
	3.1. Road traffic injury processing methodology from hospitals and health sector improved	<p>Availability of the report on the assessment and evaluation of existing road traffic injury data processing methodology together with sets of recommendations</p> <p><u>Baseline:</u> 2021 – not available <u>Target:</u> By the first half of the project – Report prepared and agreed with the</p>	<p>Project documentation: analysis reports, institutional analysis reports, training needs assessments, recommendations, training programmes, training materials, list of trainees</p>	<p>Difficulties in common institutional design agreed by stakeholders</p> <p>Lack of sufficient commitment and involvement from the Health authorities and</p>	<p>High involvement of the stakeholders ensured</p> <p>Sufficient involvement of relevant human resources ensured;</p> <p>Strong support and</p>

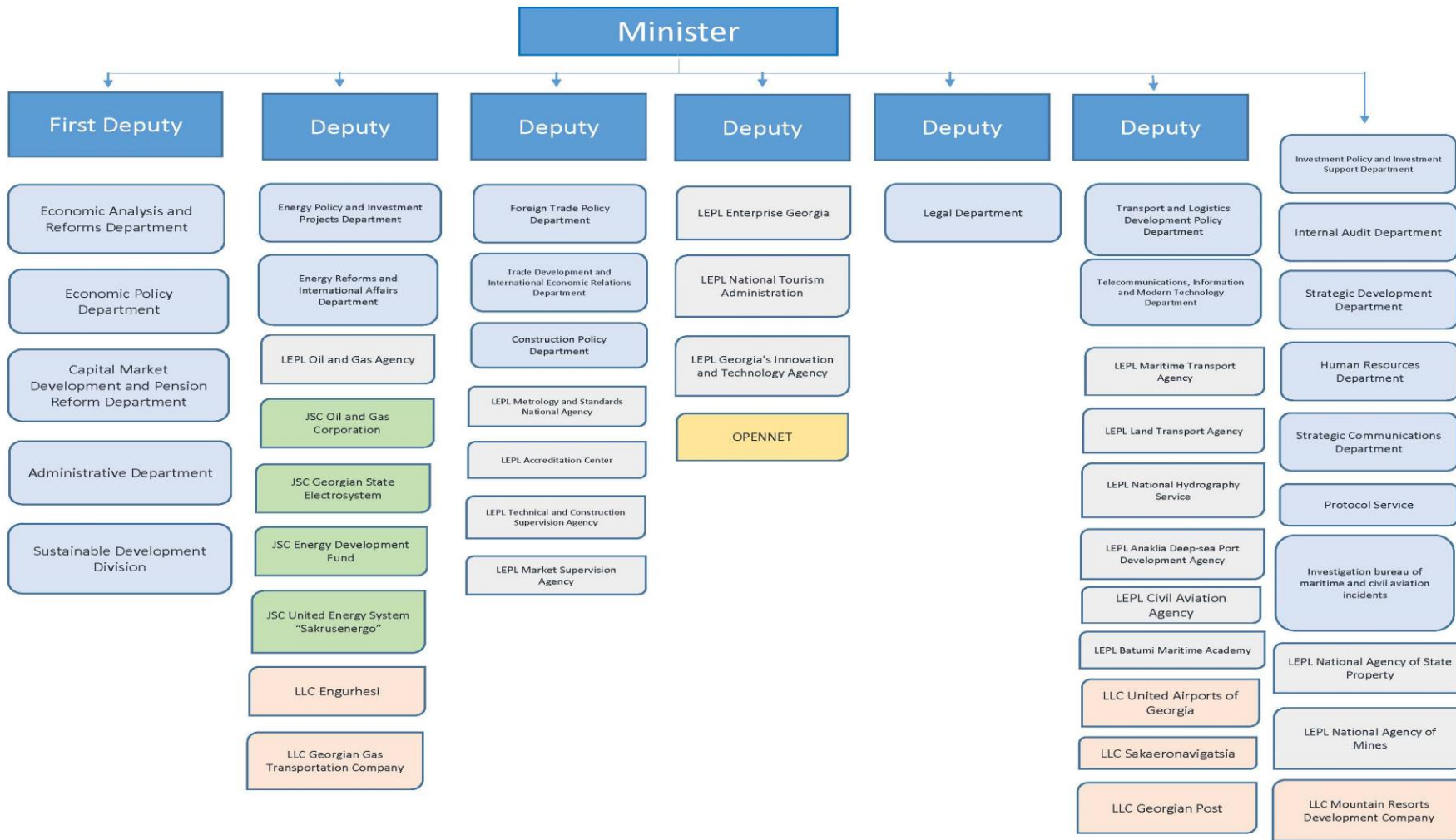
		relevant stakeholders	etc;	hospitals	proactive cooperation of Twinning partners ensured
	3.2. Assistance to the development of the Electronic software for Trauma Registry provided	Status of the Electronic software Program for the national trauma registry <u>Baseline:</u> 2021 – not available <u>Target:</u> By the end of third quarter of the project – Electronic software is operational	Project quarterly and final reports Electronic software Project documentation: (Needs assessment report, list of training participants.	Lack of qualified human resources Lack of financial means Lack of commitment from respective actors and/or decision makers.	
	3.3. Capacity of medical personnel working on traffic injury data improved	Availability of the training needs assessment document <u>Baseline:</u> 2021 – not available <u>Target:</u> By the end of the first half of the project – needs assessment document developed and submitted to the key stakeholders Availability of training modules and training plan <u>Baseline:</u> 2021 – not available <u>Target:</u> By the end of the first half of the project - Training Plan and modules developed and agreed with the key stakeholders Share of the relevant medical personnel trained <u>Baseline:</u> 2021 - 0 <u>Target:</u> By the end of the project - at least 80% of relevant medical staff trained	Training materials, training report etc.) Training plan covering different aspects (Number of specialists trained and skilled in application of the electronic data collection tools and data interpretation)		

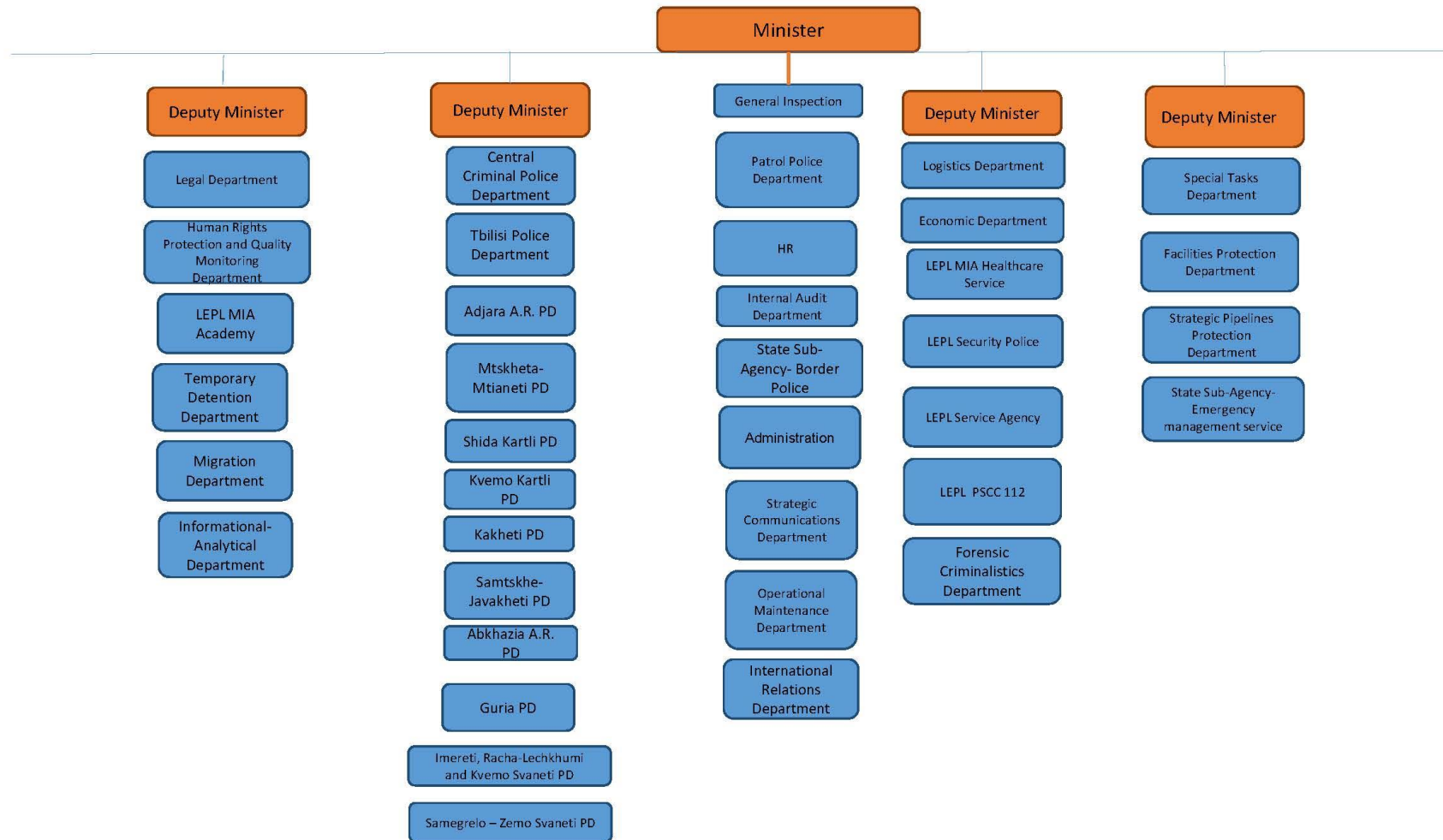
<p>4.1. Supporting documents for effective data management covering detailed methodology for data analysis and data-driven interventions, as well as for the collection of detailed Road Safety Performance Indicators (RSPIs) elaborated</p>	<p>Availability of Special Guidelines / Instructions / Recommendations based on best EU practices for effective data management</p> <p><u>Baseline:</u> 2021 – not available <u>Target:</u> By the end of the project – Special Guidelines / Instructions / Recommendations prepared and agreed with road safety agencies</p> <p>Availability of methodology for the collection of detailed road safety performance indicators (RSPIs)</p> <p><u>Baseline:</u> 2021- Not available <u>Target:</u> By the end of the project – methodology prepared and agreed with road safety agencies</p>	<p>Project documentation: prepared documents containing guidelines, instructions, recommendations, methodology</p> <p>Project quarterly and final reports</p> <p>Project documentation: (Needs assessment report, list of training participants, Training materials, training report etc.)</p> <p>Training plan covering different aspects</p>	<p>Delays during the project implementation</p> <p>Lack of understanding among relevant stakeholders</p> <p>Insufficient involvement from the relevant stakeholders and state agencies</p> <p>Lack of qualified personnel</p> <p>Lack of commitment from respective actors and/or decision makers</p>	<p>Strong support and commitment from the management of the beneficiary and agencies responsible on road safety continued</p> <p>Strong support, proactive cooperation and commitment from twinning partner(s) continued</p> <p>Availability of relevant staff of the beneficiary, A well as their involvement in the project ensured</p>
<p>4.2. Capacity of state agencies responsible for road safety strengthened</p>	<p>Availability of the training needs assessment document</p> <p><u>Baseline:</u> 2021 – not available <u>Target:</u> By the end of 3/4 of the project – needs assessment document developed and submitted to the key stakeholders</p> <p>Availability of training modules and training plan</p> <p><u>Baseline:</u> 2021 – not available <u>Target:</u> By the end of ¾ of the project - Training Plan and modules developed and agreed with the key stakeholders</p> <p>Share of relevant staff at the agencies involved in road safety trained</p>	<p>Project documentation: prepared document measuring Road Safety Performance Indicators in Georgia</p>	<p>Lack of availability of relevant staff from the road safety agencies</p>	<p>Timely decision-making by the Government ensured</p> <p>Availability of qualified and sufficient human resources ensured</p> <p>Sufficient involvement of relevant human resources ensured</p>

		<p><u>Baseline:</u> 2021 - 0</p> <p><u>Target:</u> By the end of the project - at least 80% of relevant staff trained at the agencies involved in road safety</p>			
	<p>4.3. Existing situation on road safety compliance assessed and analysed</p>	<p>Availability of detailed road safety performance indicators (RSPIs) measuring existing conditions of certain road safety directions in Georgia and their analyses</p> <p><u>Baseline:</u> 2021 – not available</p> <p><u>Target:</u> By the end of third quarter of the project – at least following RSPIs are collected and analysed in Georgia</p> <ul style="list-style-type: none"> • % of seat belt usage • % of drivers who drive the vehicle over the speed limit (over speeding) • % of mobile phone usage • % of driver/passengers on moped and motorcycle without helmets • % of driving under the influence of alcohol • Average speeds of motorised vehicles by road type • Average response time of emergency medical system from crash notification to scene • % of fatally injured drivers and riders with excess alcohol • % of the vehicle fleet with NCAP star rating. 			

Annex: 2

Ministry of Economy and Sustainable Development of Georgia





**Annex 2
NCDC Organizational Chart**

