**Draft Tbilisi Declaration**

We, the representatives of the governments and civil society organizations gathered in Tbilisi are very concerned about the urgent and growing problem of road safety in our region which is resulting in 19,000 deaths and 200,000 injuries and costing the region around US$ 17 Billion annually (approx. 4% of total annual GDP of the region). This is unacceptable.

We recognize that adopting a consistent approach in tacking road safety will benefit all countries in the wider region and will build on the EU funded regional project initiatives such as regional guidelines, standardized training and certification of safety specialists. Cooperation will permit efficiency gains through joint training, and that application of ISO39001 on road safety management and adoption by all of a “safe systems” approach (combining improvements in road design, safer vehicle design, enforcement of traffic laws, and provision of adequate post-collision care facilities) will ensure compliance with UN Recommendations. The local and national efforts being taken in each country can be enhanced by adopting region-wide approaches.

We take note of and support the recent adoption of a target in the Sustainable Development Goals (SDGs) to reduce global road casualties and fatalities by 50% by 2020, which further strengthens the goal of the United Nations (UN) Decade of Action. We understand that strong political commitment at both national and regional levels and application of a safe systems approach is a prerequisite for effective action in road safety.

We therefore call upon our governments, the international Financial institutions (IFIs) and Donors to assist and support us in our efforts to reduce deaths and injuries on our roads which are now resulting in losses to our economies that are far in excess of the development aid the region receives annually, we jointly make the following commitments in Tbilisi, Georgia on 19th February 2016.

i. **Data Collection** - we commit to improve the quality of and accessibility (by stakeholders) to the national crash database, and to share and ensure international comparability of crash collision data collected in line with the recommendations made by the TRACECA Regional Road safety Project (TRRSP) for improving data systems at national level so that crash data from different sources (e.g. road police, health sector, insurance companies, etc.) is brought together and analysed more effectively. Each country will be given their own unique access code to enter a summary of their national crash data into the regional database prepared by TRRSP so they can actively monitor joint progress in road safety at country and regional levels;

ii. **Institutional and Capacity Development** - we commit to strengthen road safety legislation and to designate a lead agency to manage and coordinate road safety with adequate human and financial resources to do effective management of road safety at national and local levels. Sustainable funding mechanisms and appropriate coordination mechanisms will also be established at national and local levels. Joint capacity development activities in road safety policy, engineering, enforcement, education, emergency response, data, and evaluation will be undertaken and expanded;

iii. **Road Standards** - we commit to adopt and comply with EU Directive 96/2008 on road safety so that roads will be designed with the highest road safety standards to reduce both the likelihood and severity of collisions, raise safety...
standards and ensure proper provision of facilities on these roads. Roads authorities at every level will have a statutory obligation to improve road safety of their respective networks and to ensure safe design, construction and operation of roads. Roads authorities will adopt and comply with relevant international conventions relating to road safety, conduct road safety audits on all new and rehabilitated roads and promote good practices as provided in the TRRSP guidelines on road safety engineering aimed in particular at reducing the risk to vulnerable road users;

iv. Vehicle Safety - we commit to improve vehicle safety through research and adaptation of vehicle safety measures and technology, (e.g. electronic stability control (ESC), seat belts and seat belt indicators, anti-lock breaking systems and airbags). We will ensure that all vehicles on roads are roadworthy, paying particular attention to those carrying dangerous goods, improve quality of (and where necessary establish as soon possible) effective periodic inspections for all vehicles. We will also ensure that all vehicles (including new, imported vehicles, and vehicles transiting), comply with minimum safety standards. Third party motor insurance will be made mandatory and efforts will be made to increase coverage of vehicle insurance and towards mutual recognition of vehicle insurance policies across the countries;

v. Road Safety Laws and Enforcement - we commit to strengthen road safety laws and their enforcement in targeted areas. Police enforcement will be intelligence led and efforts will be made to do risk mapping so that staff are deployed and resources are targeted at the highest at risk behaviours and at risk locations. Efforts will be directed at aligning public education campaigns with enforcement to increase awareness and enforcement of road safety related traffic rules and regulations (e.g. overloading, speeding, wearing of helmets and seat belts, driver work and rest times, and driving under the influence of alcohol or drugs). Special community programmes will be implemented to improve communication with road users and to enhance the image/public perception of the police officers with road users (e.g. working with schools, young offenders, etc.);

vi. Awareness and Education - we commit to use a partnership approach bringing together the government, private sector and civil society with the purpose of raising awareness of road safety and promoting through targeted road safety advocacy, activities focusing on vulnerable road users, and ensuring that all the road users in the countries are appropriately trained and informed. Particular focus will be on the dangers of excessive speed and not wearing seat-belts in front and rear seats. Where possible the driver will be made liable and fined if anyone (front or rear seat) is NOT wearing a seatbelt. Children’s safety education will be age related and focussed on survival skills needed at each stage of child development;

vii. Post-Collision Care - we commit to improve post-collision care by encouraging joint training of rescue services emergency medical personnel and road police and training of commercial drivers and the general public to enhance their first response knowledge and skills so that they can provide the immediate response to the casualties of the road crashes until the arrival of the more specialised medical assistance. Emergency services will be improved by introducing a single emergency number and by setting target response times for ambulances to give road crashes casualties better chances of survival and improving long-term health outcomes. Attention will be also given to ensuring access to good hospital care and post-hospital rehabilitation for road causalities;

viii. Regionally Shared Approach - we commit to work together to promote and establish regional working groups to share knowledge and experience in order to establish a common shared approach on road safety. This can best be done by the development, implementation and monitoring of a road safety strategy for the TRACECA region and implementation of the measures contained therein;

ix. Research and Teaching - we commit to support and develop road safety research and teaching at universities as initiated by TRRSP to develop a cadre of road safety specialists and to further improve understanding of the unique causes, circumstances and effects of road collisions in each country of the region in order to develop appropriately targeted interventions in each country

Adopted date and location
19 February 2016
Tbilisi, Georgia