

amRKS
Kosovo Motorization Association AMRKS
www.amrks.org

Konferenca e II-të ndërkombëtare
"Siguria në trafikun rrugor dhe sfidat e transportit në Evropën Juglindore (EJL)"

22 - 23 Janar 2015 | Hotel Victory, Prishtinë
























Automobile Club Albania
Prishtina 23 January 2015





Road Safety

FIA Project – Road Safety Promotion Campaign

May – September 2014

-The project goal was to get as many votes as possible for the “Better Transport and Roads in the UN MyWorld Survey Voting Page.

-The project invited people to vote through:

- Websites
- Newspaper
- TV Programs

-The project was very successful. We managed to position the option “Better Transport and Roads” from the 11th position to the 6th position (14th place in Europe)



Road Safety

MY Analytics

All

Source ▾

Partners ▾

C

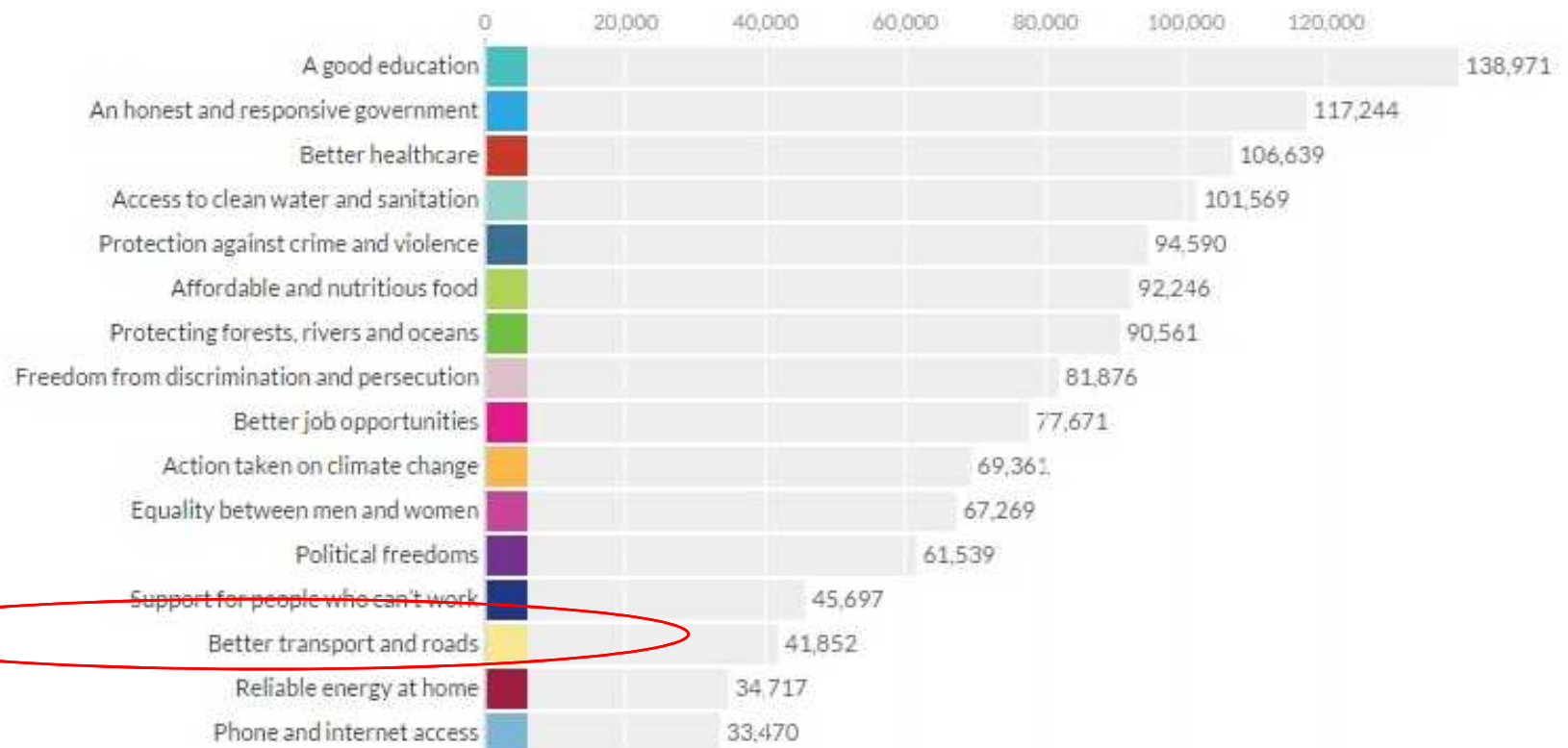
Europe ▾

All Genders ▾

All Education Levels ▾

All Age Groups

208,218 votes for Europe / All Genders / All Education Levels / Age Group (All Age Groups)



Road Safety

MY Analytics

All

Source ▾

Partners ▾

Cou ▾

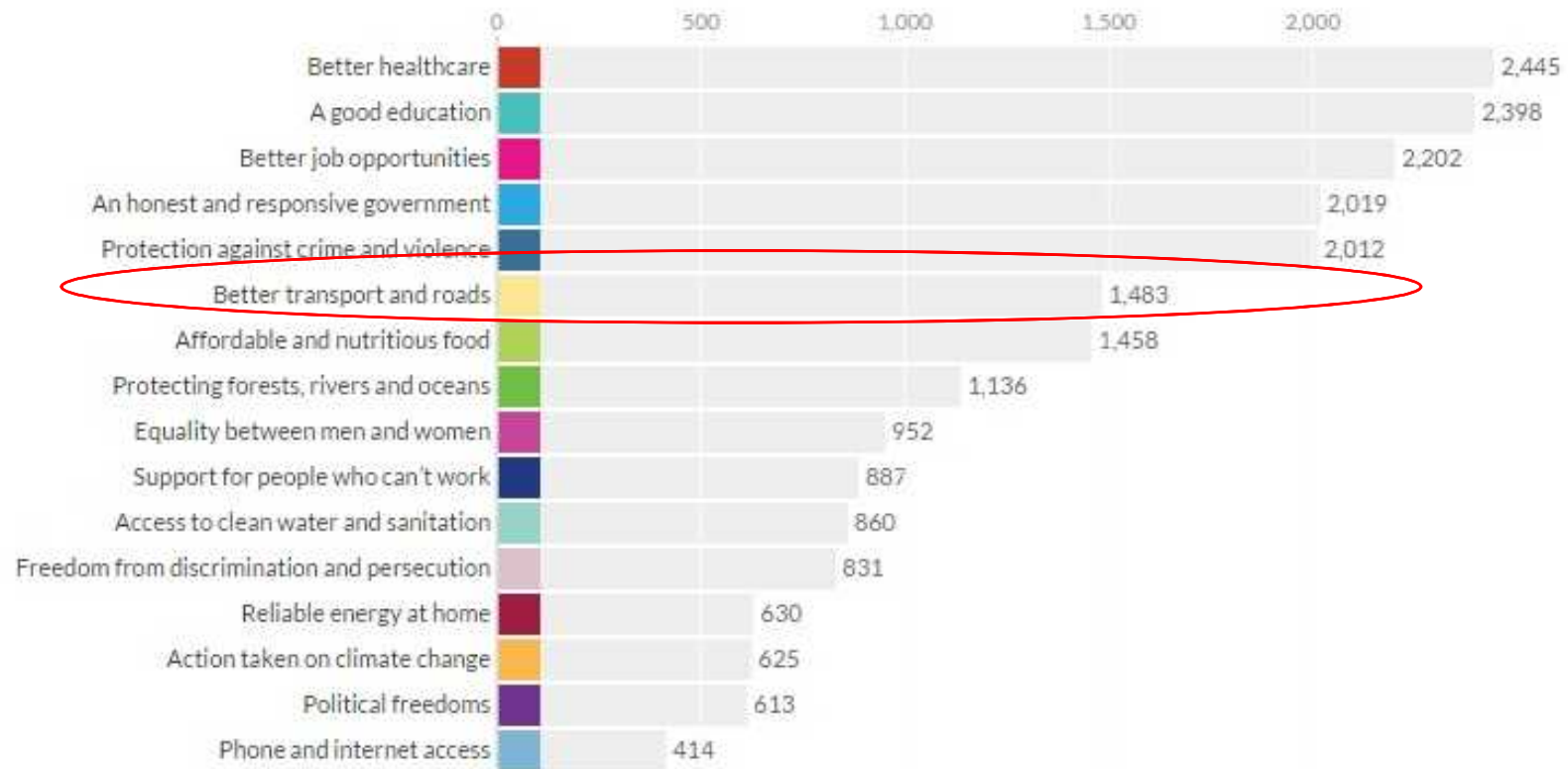
Albania ▾

All Genders ▾

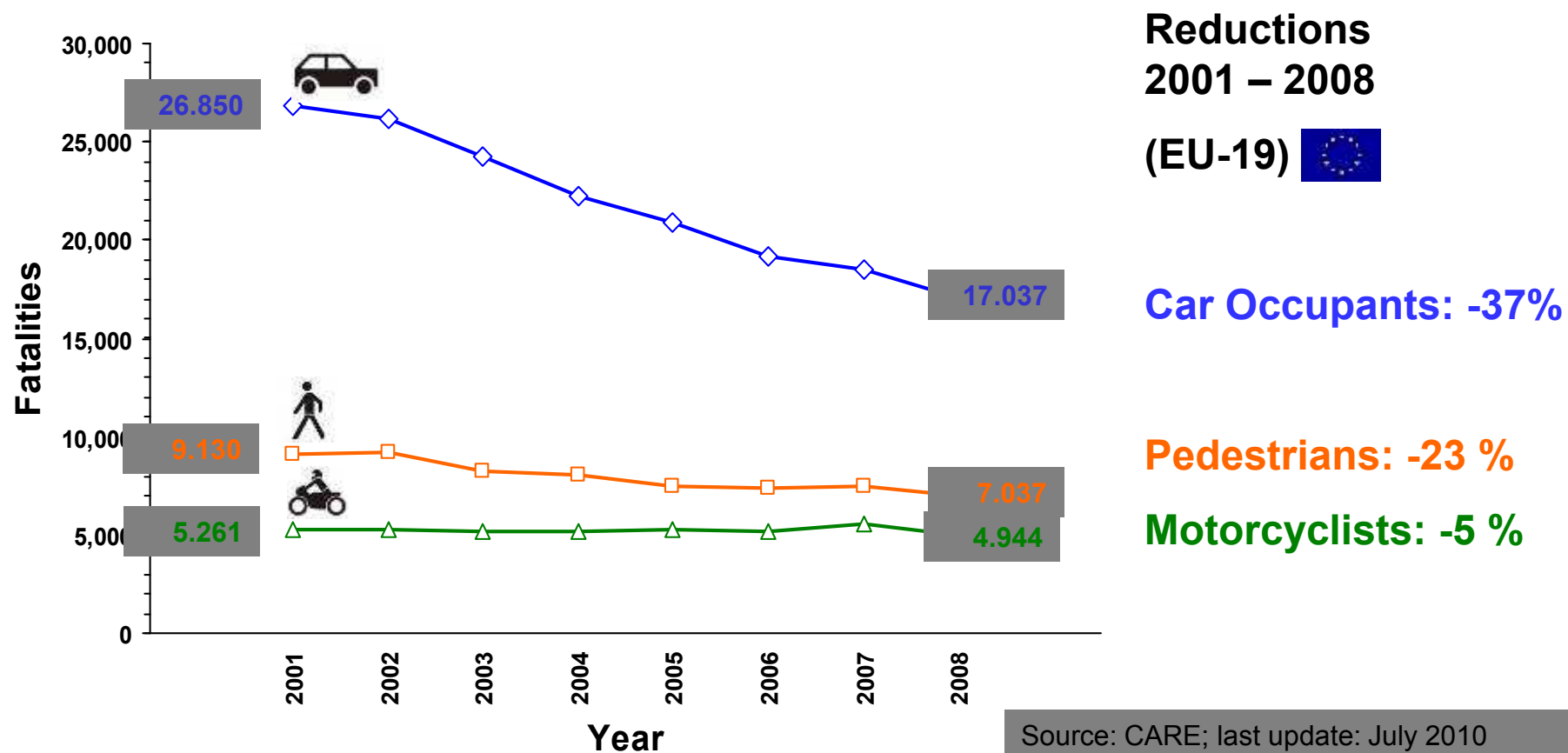
All Education Levels ▾

All Age Groups

3,492 votes for Albania / All Genders / All Education Levels / Age Group (All Age Groups)

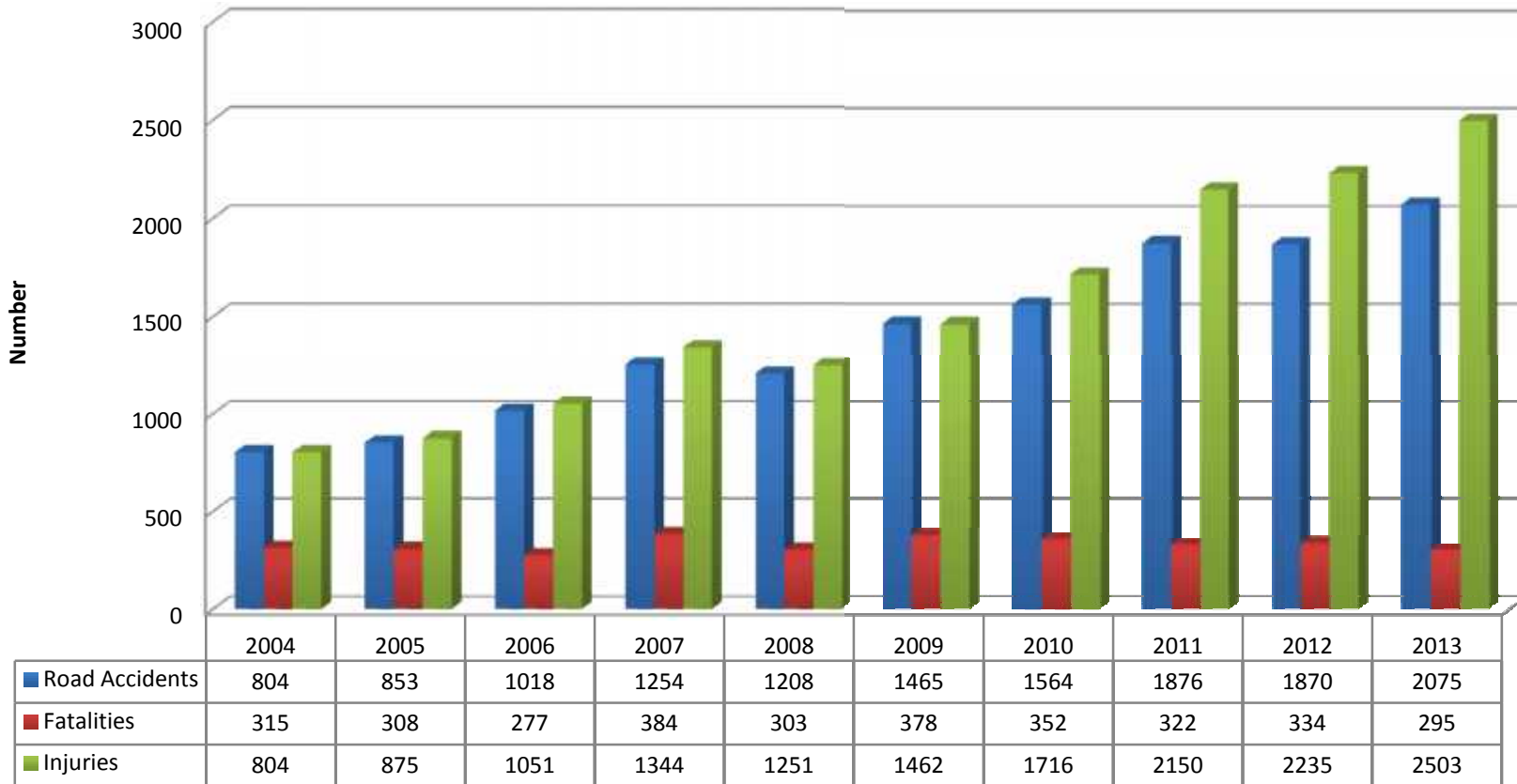


Road Accidents Europe



ROAD ACCIDENTS ALBANIA 2004-2013

Road Accidents in Albania



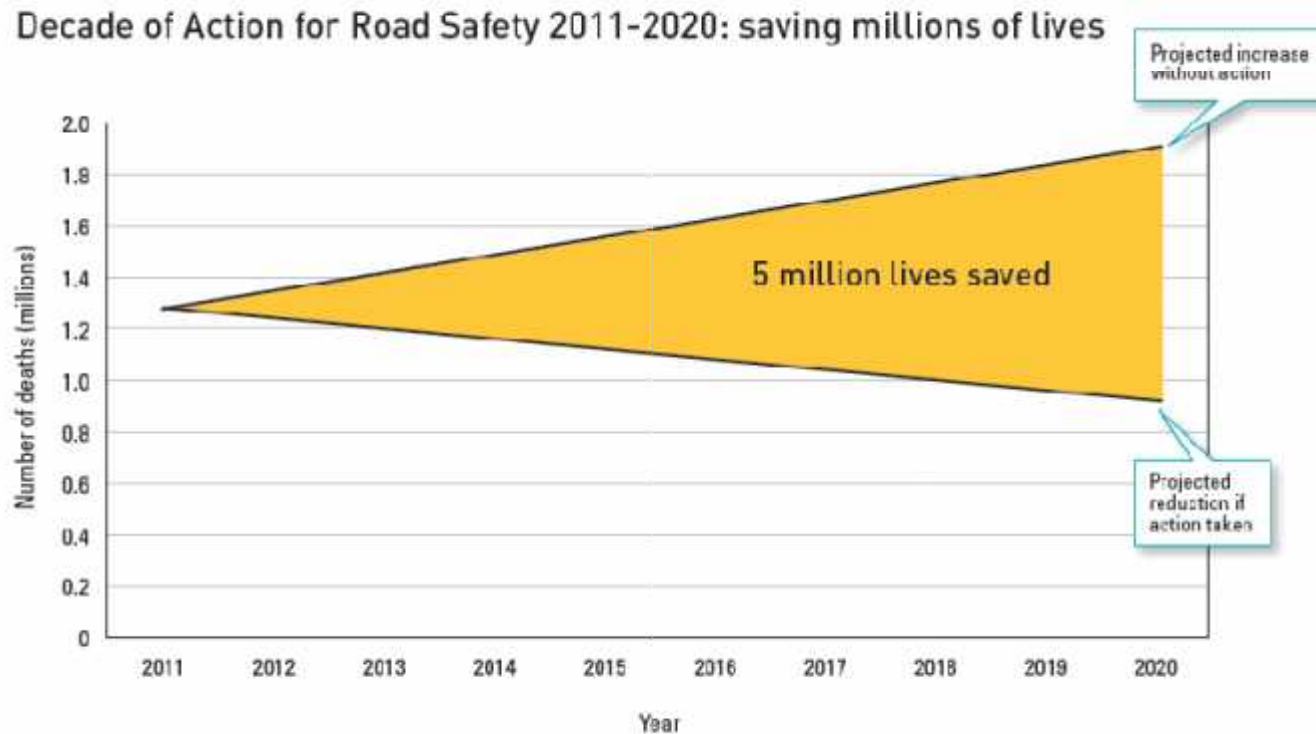
ACCIDENTS 2013

Accidents 2013	Grade of Accident			
Type of Accident	Fatal	Light Injury	Heavy Injury	Total
One Vehicle in Accident	23	112	33	168
Vehicle in water canal	6	13	4	23
Collapsed vehicle	47	140	53	240
Head to head collision	22	95	28	145
Collision in curved road	1	12	3	16
Collision in overtaking	3	16	4	23
Side Collision	16	143	36	195
Back Collision	6	79	10	95
Vehicle/ Cyclist	11	62	16	89
Vehicle / Animal	1	2	1	4
Vehicle/Pedestrian	91	409	115	615
Vehicle/ Other	13	125	29	
Bicycle / Pedestrian			1	
Other, not specified	19	225	50	
Total	259	1433	383	

UN DECADE OF ACTION

The Goal

The overall goal of the Decade is to stabilize and then reduce the forecast level of road traffic fatalities around the world by 2020



Pillars of the Plan



**Road safety
management**



**Safer roads
and
mobility**



**Safer
vehicles**



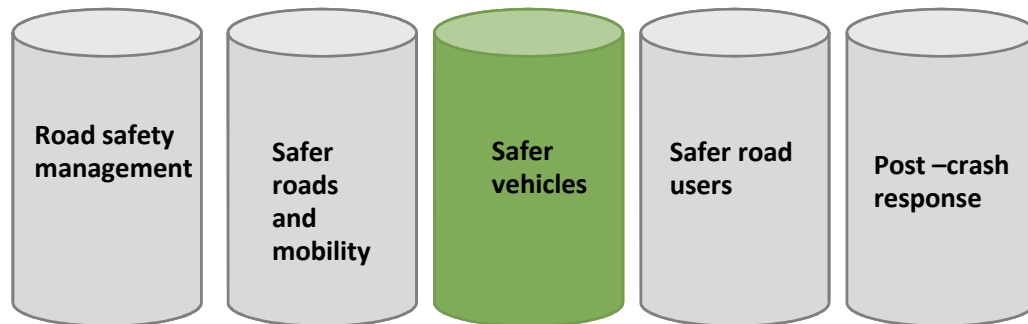
**Safer road
users**



**Post –crash
response**

Safer vehicles

- ◆ Harmonize global standards
- ◆ Implement new car assessment programmes
- ◆ Equip all new cars with minimum safety features
- ◆ Promote use of crash avoidance technologies
- ◆ Encourage managers of fleets to purchase, operate and maintain safe vehicles

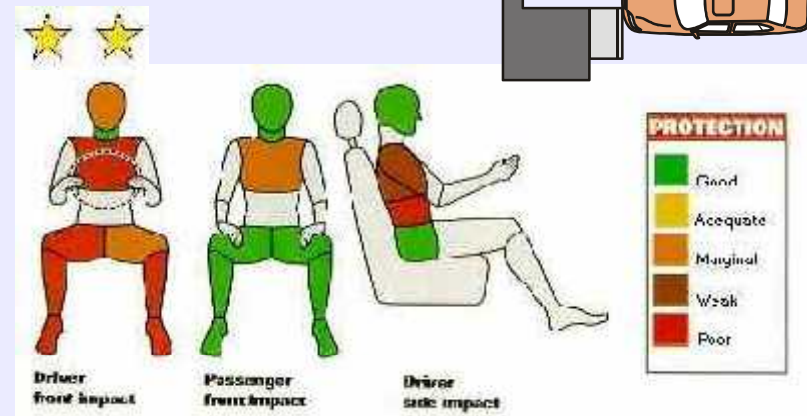


Euro NCAP - Frontal Impact



Euro NCAP

04/1997



6/2003



Source: EuroNCAP

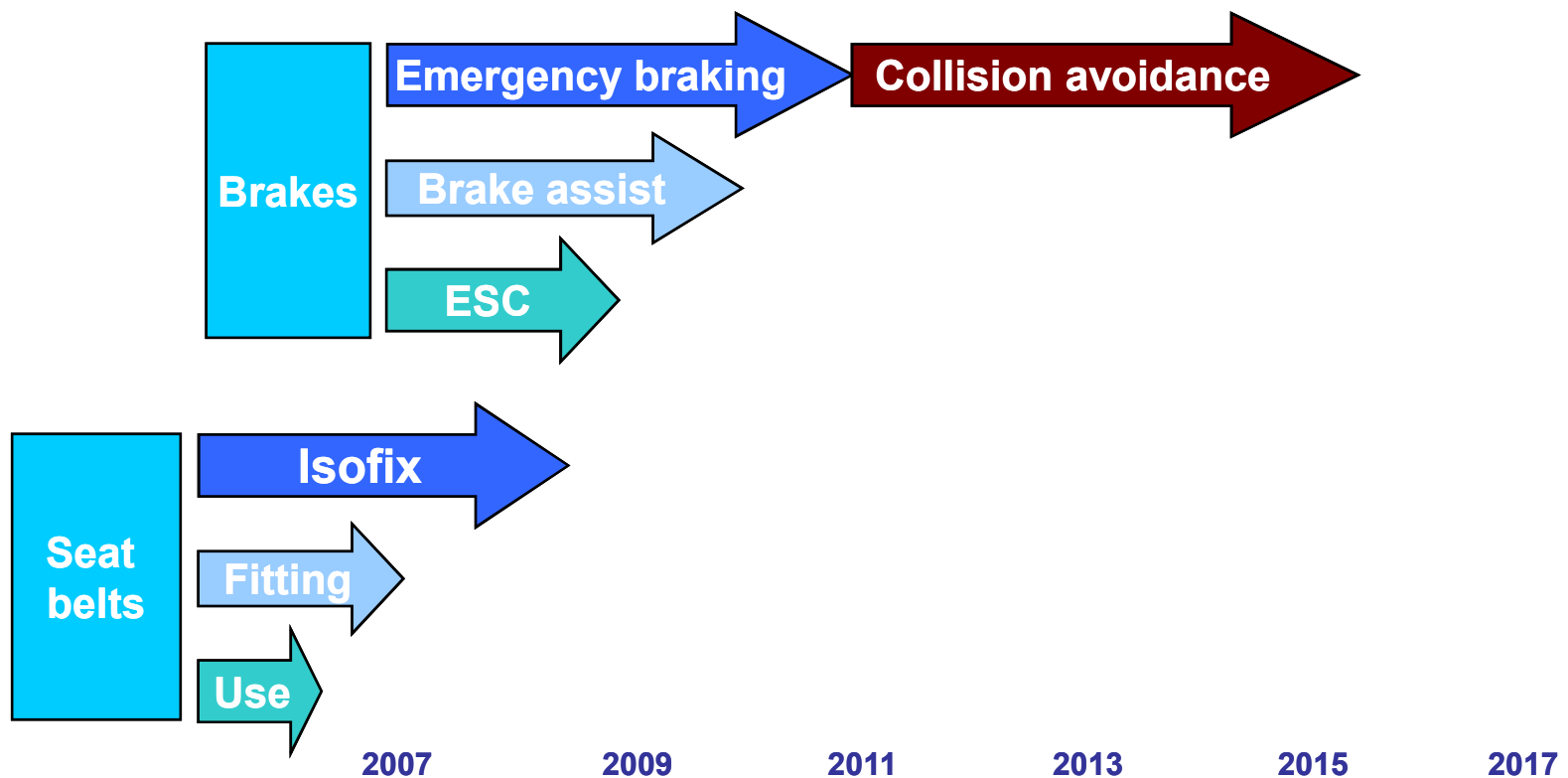
Car Park by Age in Albania 2011



	80-85	86-90	91-95	96-2000	2001-2005	2006-2011
Vlerat ne perqindje	21.73%	24.18%	17.71%	14.64%	13.74%	8.00%
Parku i Automjeteve	79,658	88,612	64,922	53,656	50,359	29,334

PRESENT AND FUTURE

"Passive" & "Active" Vehicle Safety Policy Roadmap



Commission proposals in 2008 for Advanced Vehicle Safety* :

- ***Electronic Stability Control (ESC)***
- ***Heavy Duty Vehicle safety:***
 - ***Advanced Emergency Braking Systems (AEBS)***
 - ***Lane Departure Warning Systems (LDWS)***
- ***New requirements on Tyres***

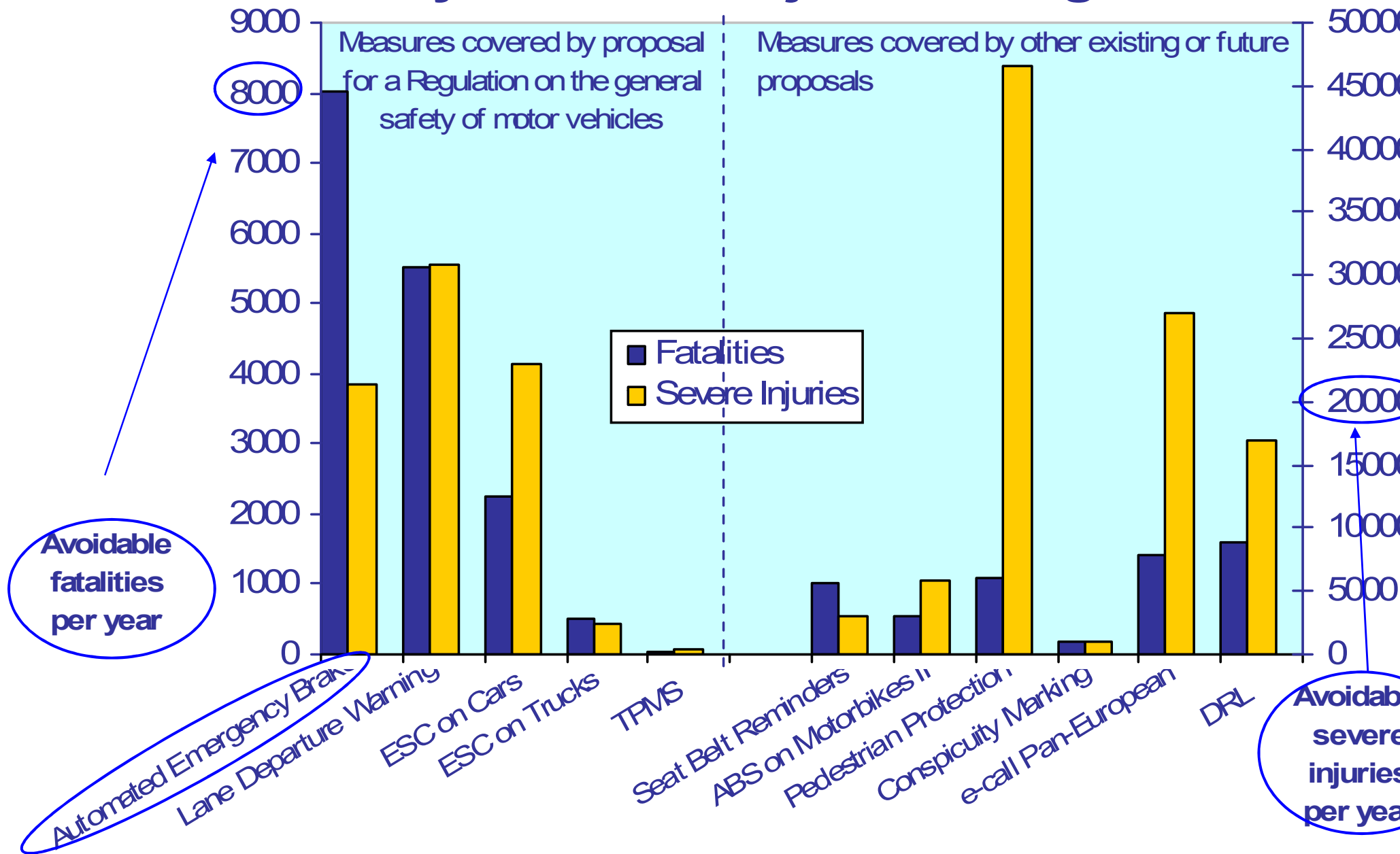
* Commission proposal for a Regulation on the general safety of motor vehicles - COM(2008) 316

**Commission proposal for a Regulation
on the general safety of motor vehicles (2008)**

Proposals on Advanced Emergency Braking:

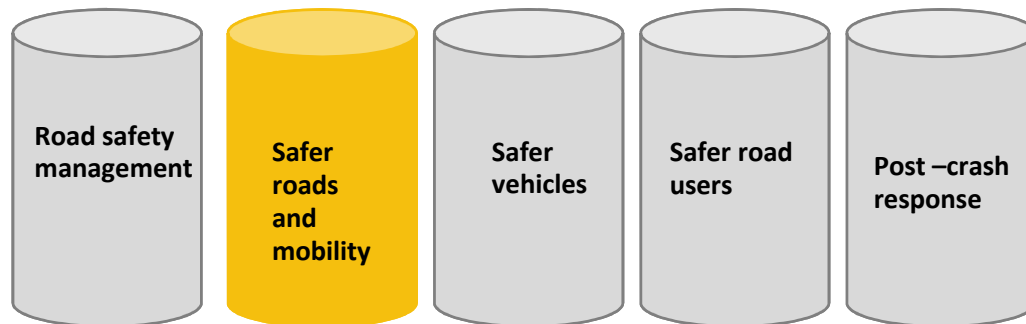
- *mandatory for heavy duty vehicles (M_2 , M_3 , N_2 & N_3):*
 - *new types from November 2013*
 - *existing types from November 2015*
- *optional for light duty vehicles (M_1 & N_1)*
- *technical standards to be agreed through UNECE*

Various Safety Features - Projected Savings for EU 27



Safer roads and mobility

- ◆ Improve safety-conscious planning, design, construction and operation of roads
- ◆ Assess regularly safety of roads
- ◆ Explore various forms of transport and safe infrastructure



EuroRAP's core activity

Spatial description of risk, and development of infrastructure-related investment packages.

- Where and how are people killed?
- How do we match countermeasures to needs?
- What are the costs and benefits?



SENSoR- South East Neighbourhood Safe Routes

- Albania
- Bosnia & Herzegovina
- Bulgaria
- Croatia
- FYR Macedonia
- Greece
- Hungary
- Moldova
- Montenegro
- Romania
- Serbia
- Slovakia
- Slovenia
- Ukraine



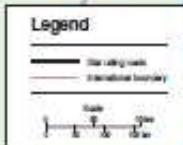
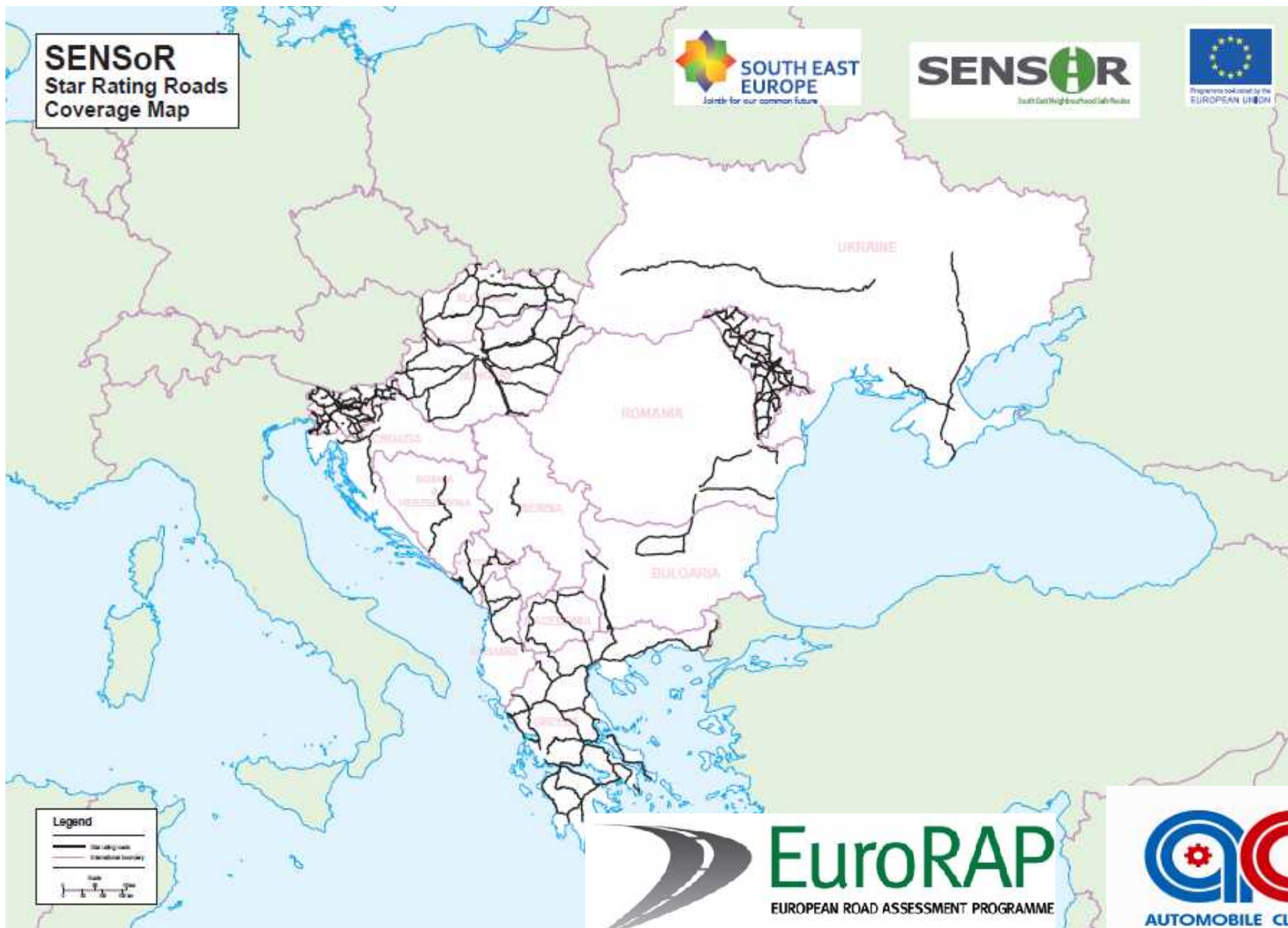
EuroRAP

EUROPEAN ROAD ASSESSMENT PROGRAMME



AUTOMOBILE CLUB ALB

SENSoR
Star Rating Roads
Coverage Map



EuroRAP
EUROPEAN ROAD ASSESSMENT PROGRAMME



- Roads given 1-5 stars dependent upon crash/injury risk
- Built on same principle as as in NCAP car crash tests



EuroRAP Star Rating for roads measures “...the extent to which the road infrastructure determines the likelihood of an accident and protects the road users from being severely injured or killed once an accident occurs”

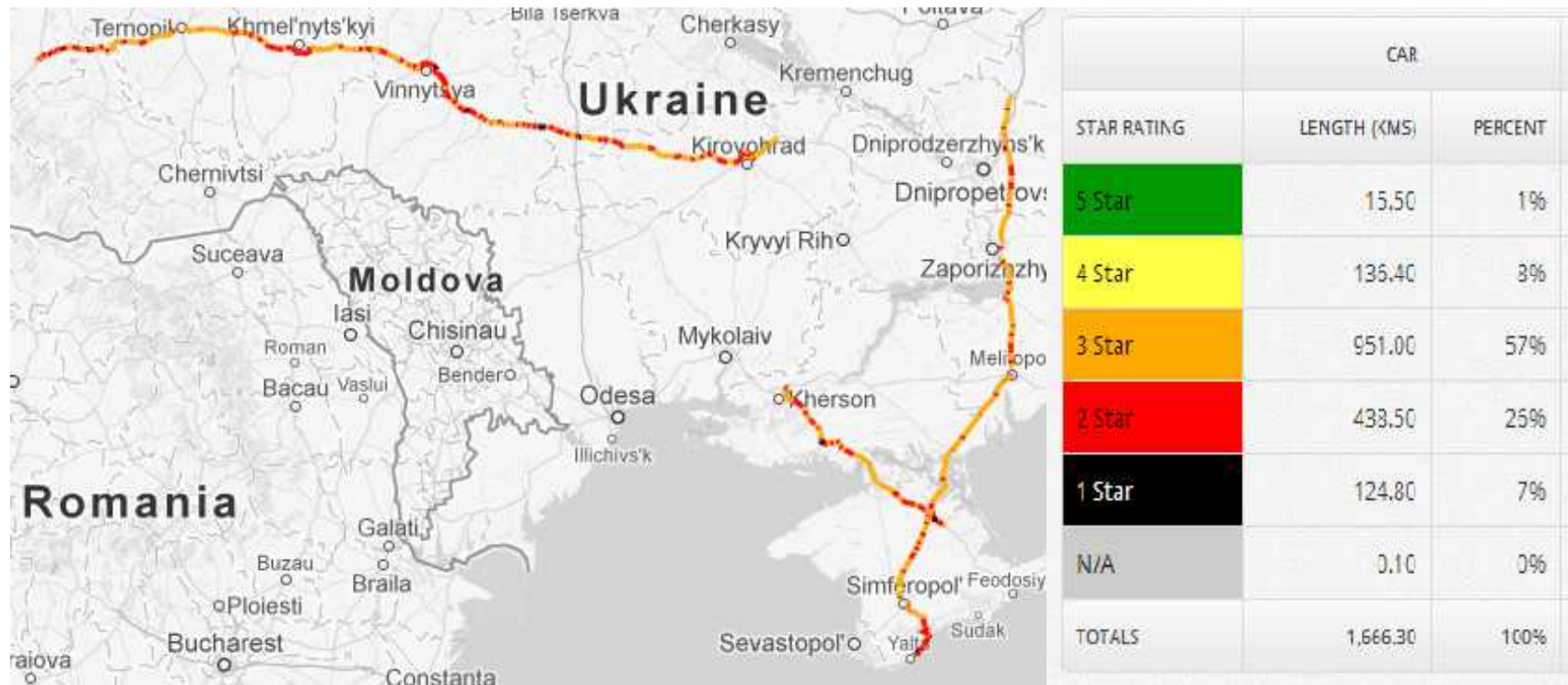
Star Rating the safety of roads

- Based upon
 - Road features – 40+ features known to affect likelihood and severity of injury
 - Head-on, run-off, intersection crashes (for cars)
 - The speed at which the road is operated at
 - Car occupants, motorcyclists, pedestrians, bicyclists

Examples of Star Ratings



Aim for minimum 3-star!



Focus on crashes that kill



Vehicle occupants	Motorcyclists	Pedestrians	Bicyclists
Run off road	Run off road	Along road	Along road
Head on	Head on	Across road	Across road
Intersections	Intersections		Intersection

Focus on treatments that save lives



Vehicle occupants	Motorcyclists	Pedestrians	Bicyclists
Safe roadsides	Motorcycle lanes	Pedestrian crossings	Bicycle lanes
Median barriers	Safe roadsides	Footpaths	Safe crossings
Roundabouts	Median barriers	Speed Management	Speed Management

SRIPs (Safer Road Investment Plans)

Software assesses:

- 70 proven road improvements
- Compares cost of countermeasure
- Known effectiveness of measures
- Value of injuries reduced
- Benefits and costs compared

Benefit-cost ratios (BCR) produced



Albania – results



Network surveyed

Road name	Section nr.	Start location	End location	Road length (km)	Carriageway
E762	1	Bozaj border	Shkoder	47	Single
E762	2	Shkoder	Thumane	53	Mixed
E762	3	Thumane	Fushe	13	Dual
E762	4	Thumane	Tirana	44	Single
E851	5	Kosovo border	Kolsh	29	Dual
SH5	6	Kolsh	Rrape	64	Single
E851	7	Rrape	Shkoder	60	Single
E852	8	E65	Qafe Thane border	3	Single
E852	9	Elbasan	E65	57	Single
E852	10	Tirana	Elbasan	38	Single
E86	11	E852	Pogradec	27	Single
E851	12	Fushe	Kosovo border	109	Mixed
E851	13	Kolsh	Thirre tunnel	15	Dual
E851	14	Thirre tunnel	Rrhesen	44	Dual
Total carriageway length				603	



EuroRAP
EUROPEAN ROAD ASSESSMENT PROGRAMME



Star rating map – car occupants

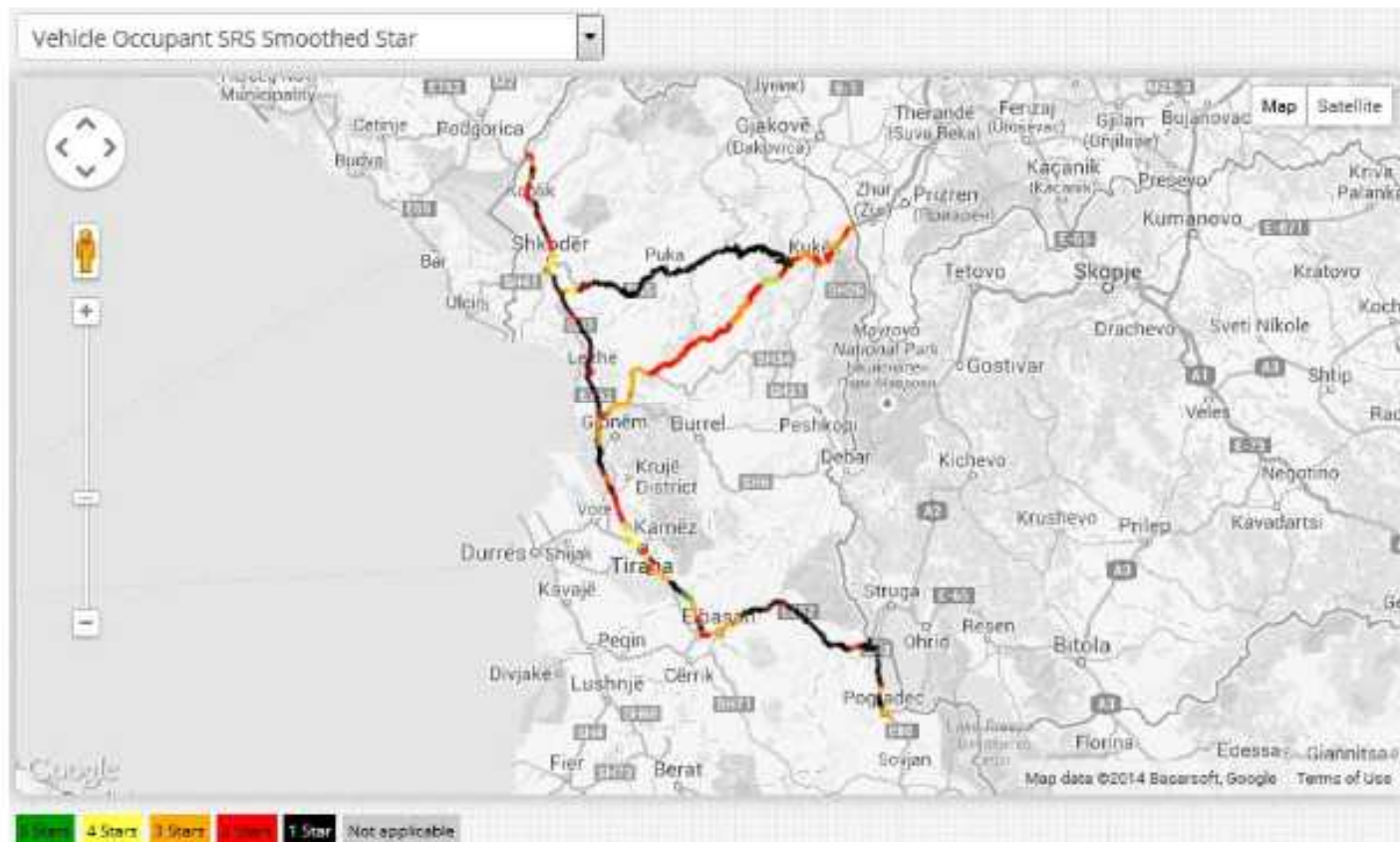


Figure 8 -



EuroRAP
EUROPEAN ROAD ASSESSMENT PROGRAMME



4.1 Overall Star Ratings Results

The Star Ratings results for the entire road network analysed are presented in the next figures for each user group.

	Vehicle Occupant		Motorcycle		Pedestrian		Bicycle	
Star Ratings	Length (kms)	Percent	Length (kms)	Percent	Length (kms)	Percent	Length (kms)	Percent
5 Stars	24.5	4%	4.4	1%	0.5	0%	11.6	2%
4 Stars	80.6	13%	46.1	8%	6.3	1%	32.7	5%
3 Stars	139.8	23%	118.1	20%	28.7	5%	109.0	18%
2 Stars	97.8	16%	107.0	18%	32.2	5%	135.0	22%
1 Star	255.7	42%	322.8	54%	428.4	71%	242.8	40%
Not applicable	4.5	1%	4.5	1%	106.8	18%	71.8	12%
Totals	602.9	100%	602.9	100%	602.9	100%	602.9	100%

Figure 7 – Star Ra



EuroRAP
EUROPEAN ROAD ASSESSMENT PROGRAMME





Example 1 – Very common deficit throughout the entire country: continuous metal safety barrier cut to create an access point to adjacent property. Such unprotected safety barrier end significantly lowers or eliminates the safety benefits of the barrier, and could result in serious or fatal injury.

EXAMPLE 2



Example 2 – Another frequent deficit in Albania: no sidewalks and pedestrian crossings in urban areas force numerous pedestrians to walk in the road, and thus expose themselves to the risk of accident.

EXAMPLE 3



Example 3 – Unprotected trees in proximity of the road represent hazardous objects which could result in serious or fatal injury when hit.



Example 4 – Unrepaired safety barriers deformed from previous accidents are commonly present on Albanian roads.



Example 5 – Poles and posts are common type of hazardous objects on the roadside.

EXAMPLE 6



Example 6 – Aggressive vertical rockface will most probably result in serious injury when hit.

Top 6 countermeasures (BCR>3)

Measure	Length	Fatal and serious injuries saved – 20 years	Cost Albanian Lek	Benefit cost ratio (BCR)
Roadside barrier	240km	5,100	2,800m	8
Add lane + median barrier	100km	2,200	1,200m	4
Delineation	170km	1,500	850m	7
Skid resistance	40km	900	1,600m	3
Shoulder sealing	330km	1,500	900m	8
Footpath	150km	1,300	1,700m	4
TOTAL		12,500	9,050m (~90m USD)	

Safer overtaking

- Single- to dual-carriageways
- Central median barrier
- Central hatching
- Wide centrelines
- Overtaking-lane



Safer Intersections – control & protection

- Very little control at intersections – few sites with traffic signals
- Many unprotected turns
- Few roundabouts
- Intersection quality (visibility, layout and markings) often judged as poor
- Road markings judged as “poor”



Safer roadsides

- Objects within 1-5 metres
- Trees
- Sign/post/poles
- Barriers
- Break-away
- Delineation



FIA GOLDEN RULES



GOLDEN RULES

UNË DUA TE JEM I SIGURT UNË PREMTOJ QË

DO TË PËRDOJ RREPIN E SIGURIMIT

I'm getting passengers and passengers are not

DO TË RESPEKTOJ KODIN DRUGOR

regulation must be at the moment

DO TI BINDEM LIMITIT TE SHPEJTËSISË

because it's not the first time, because it's the first time

DO UDHËTOJ I KTHJELLËT

but when I am drunk or on drugs, I am a danger on the road

DO TË MBROJ FËMIJËT E MI

I must not let my children be in the car with me

DO TË JEM I VËMENDSHËM

because I am a danger to myself and to others

DO TË NDALOJ KUR TË JEM I LODHUR

because I am a danger to myself and to others

DO TË MBAJ MBROJTËSEN E KOKËS

because I am a danger to myself and to others

DO TË JEM I SJELLSHËM DHE KUJDESSHËM

respecting others and myself

DO KUJDESEM PËR MJETIN TIM

and not to let it be damaged

The FIA supports the GRS Goals
of Action for Road Safety



I WANT TO BE SAFE I PROMISE TO:

BELT UP

all passengers and my responsibility

RESPECT THE HIGHWAY CODE

rules and laws to protect us all

OBEY THE SPEED LIMIT

because it's not the first time, because it's the first time

DRIVE SOBER

when I am drunk or on drugs, I am a danger on the road

PROTECT MY CHILDREN

keep them safe in the car

PAUSE ATTENTION

because I am a danger to myself and to others

STOP WHEN I'M TIRED

because I am a danger to myself and to others

WEAR A HELMET

because I am a danger to myself and to others

BE COURTEOUS AND CONSIDERATE

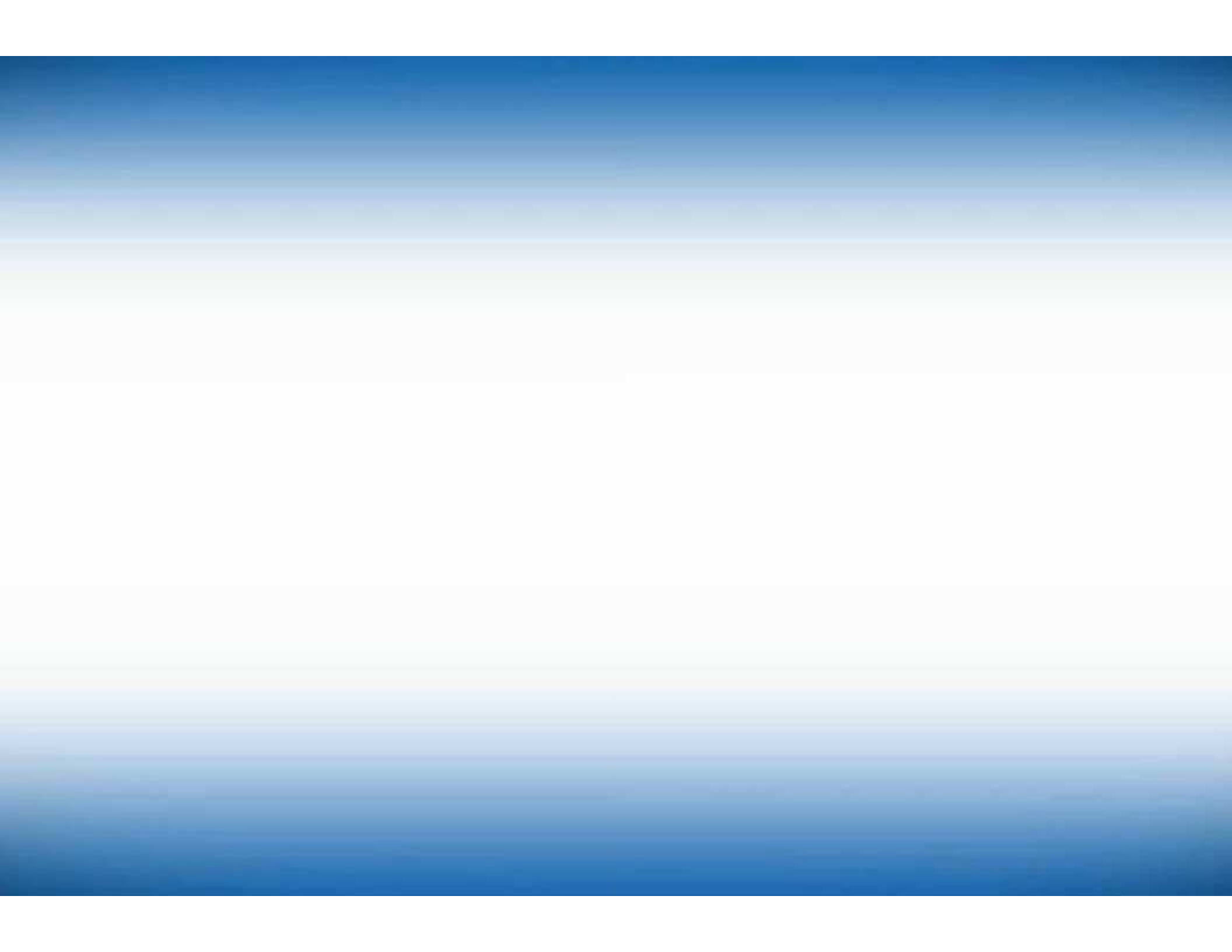
respect others and myself

LOOK AFTER MY VEHICLE

I don't want to let it be damaged

The FIA supports the GRS Goals
of Action for Road Safety





THANK YOU

QUESTIONS???