

Global Regional Road Safety Observatories DIALOGUE ON POWERED TWO-WHEELER SAFETY

and

Asia-Pacific Road Safety Observatory ANNUAL MEETING

RE-FRAMING ROAD SAFETY IN ARMENIA:
connecting data, people, & policies on Armenian roads



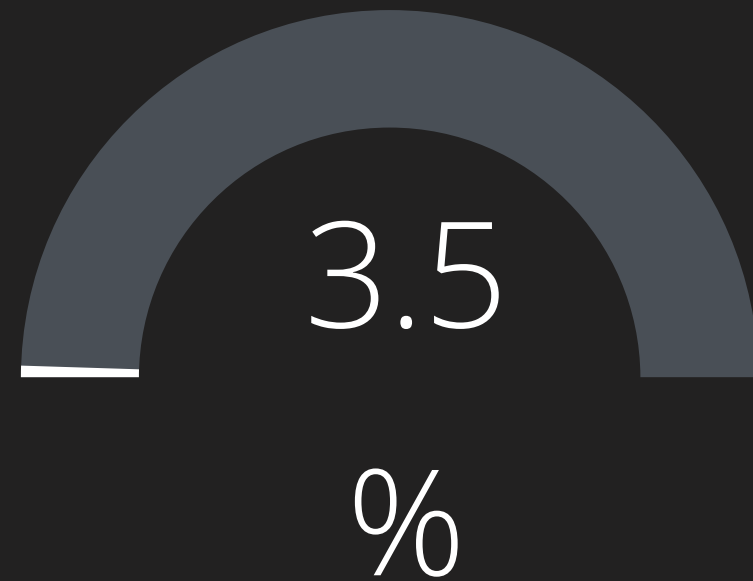


ANNUALLY

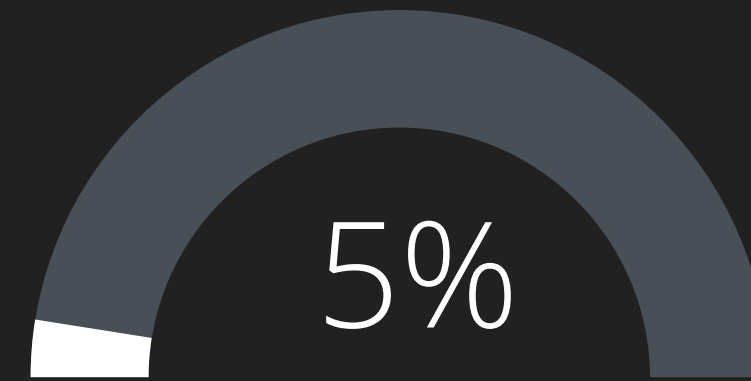
≥ 3000

PEOPLE DIE ON THE ROADS OF ARMENIA

Road Safety in Armenia

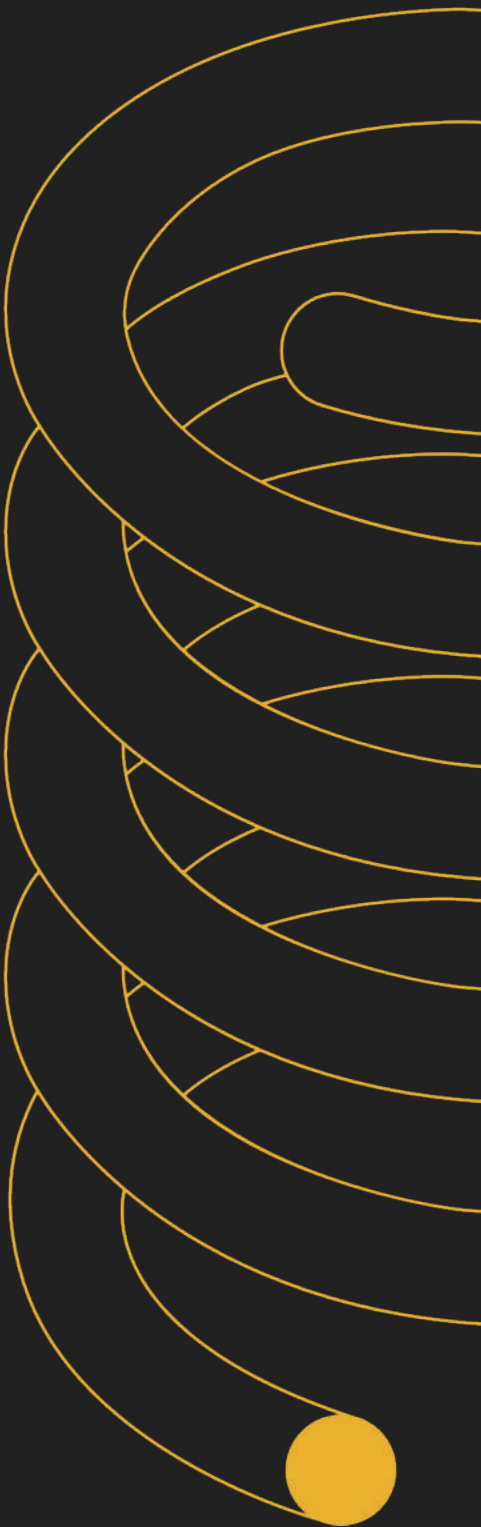


Road accidents have been estimated to reduce Armenia's GDP by 3.5%.



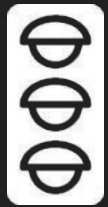
The full socio-economic cost is equivalent to about 5%.

*Source: National Road Safety Strategy (NRSS) within the framework of Transport and Trade Facilitation Strategy, 2020-2040



National Road Safety Strategy within the framework of Transport and Trade Facilitation Strategy, 2022-2040

United Nations' Five Pillars of Road Safety



Road safety management



Safer road and mobility



Safer vehicles



Safer road users



Post-crash response



Vision Zero

“ It can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system. ”



Outline of the National Road Safety Strategy 2022-2040

	2022-2030		2030-2040
Phases	Reduce fatalities by 50%. Halve down crashes, minimize injuries and its consequences		Reduce fatalities by 10%
Road Safety Management	Ensure sustainable funding and capacity	Improve legislation and regulations	Develop road safety knowledge management
Safer Road and Mobility	Identify and address high road safety risks locations	Implement road safety audits on every road and during all stages	Introduce forgiving road environment
Safer vehicles	Develop technical inspection system and vehicle standards	Ensure safer vehicles on roads for all road users /transport, pedestrians, occupants/	Increase vehicle safety standards
Safer road users	Change road user behaviour and involve local communities in road safety	Improve enforcement and increase education and public awareness	Develop well educated road users
Post crash response	Ensure coordination between emergency services	Improve capacity for post crash care	Increase effectiveness of first response



Re-framing Road Safety in Armenia

Project facts and figures

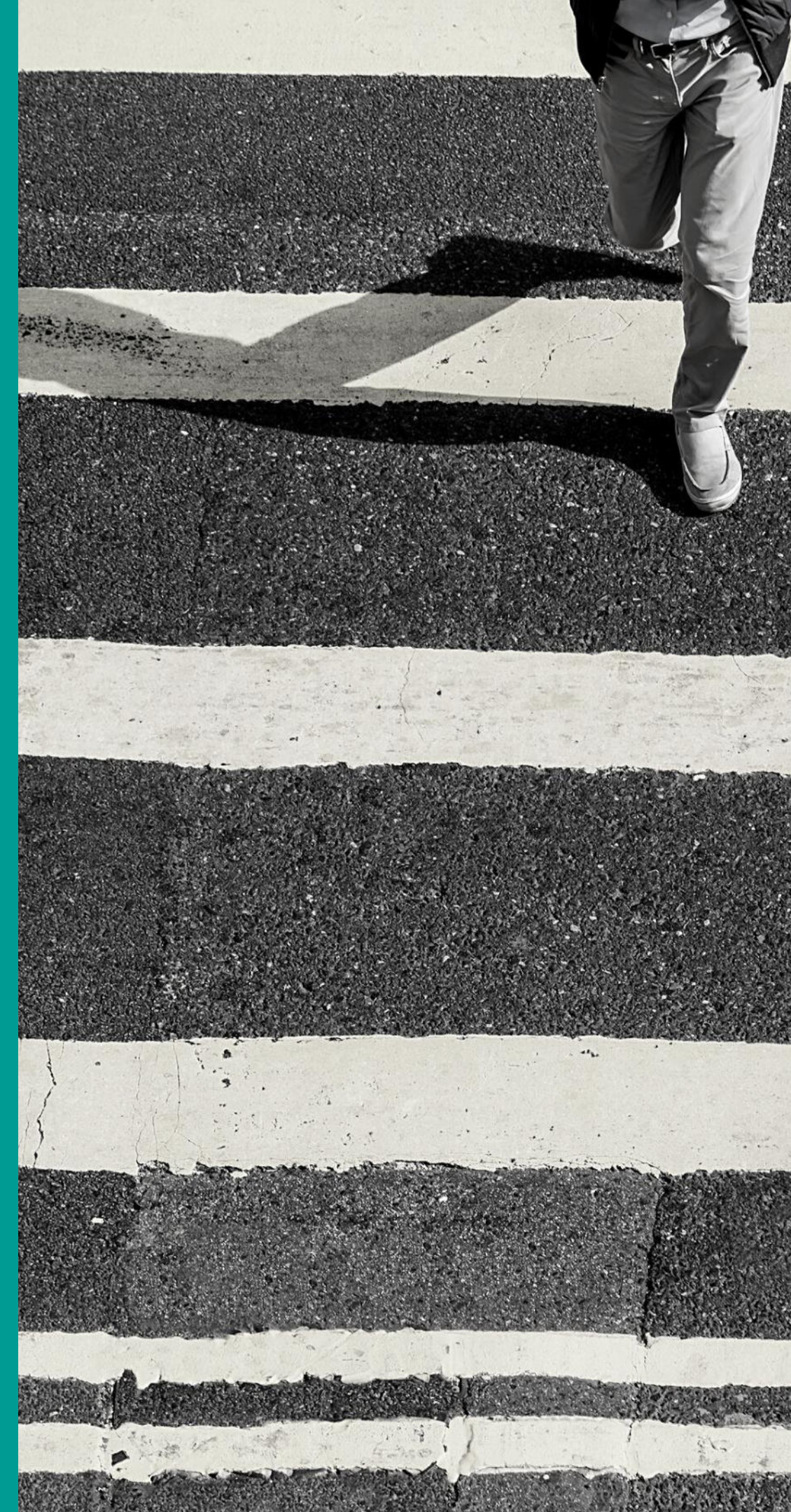
Duration: 2021-2023

Donor: United Nations Road Safety Fund

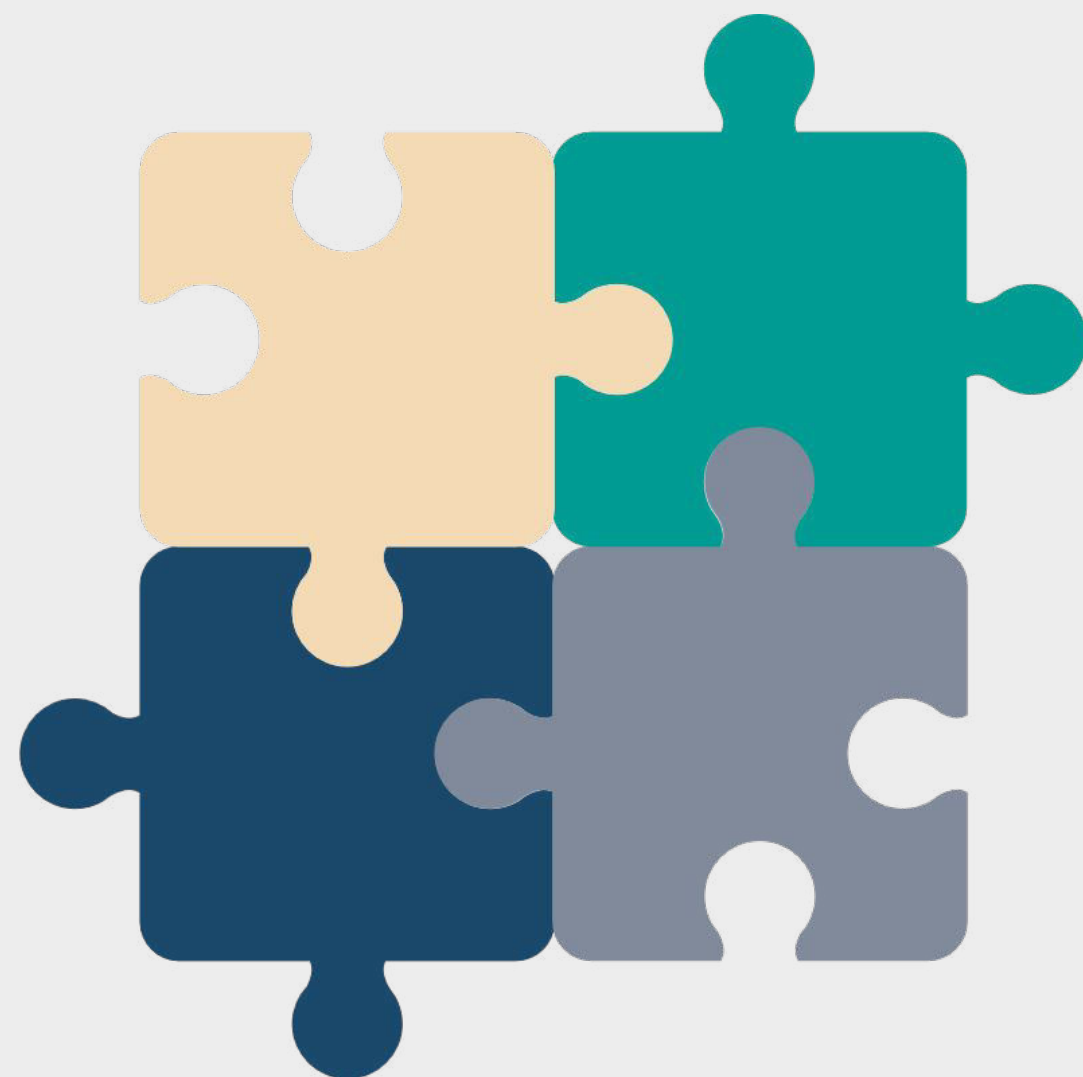
Implementing agencies: UNDP's SDG Innovation Lab and UNICEF

Senior beneficiaries: Ministry of Territorial Administration and Infrastructure and Police

Partners: Yerevan Municipality, WHO, National Road Safety Council NGO



SDG Innovation Lab



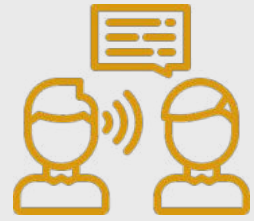
The Lab is the joint initiative of the Government of Armenia and the UN, supported by the UNDP in Armenia.

The Lab envisions mainstreaming the culture of innovation and experimentation by looking for “out of box” solutions, evidence, and disruptive technologies.



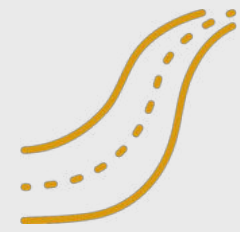
- Public Policy Innovation
- Public Service Innovation

Key elements of strategy To be addressed through the Project



Institutional capacity building

Data collection, analysis and evidence-based policy making.



Safe infrastructure

Black spot identification and management.



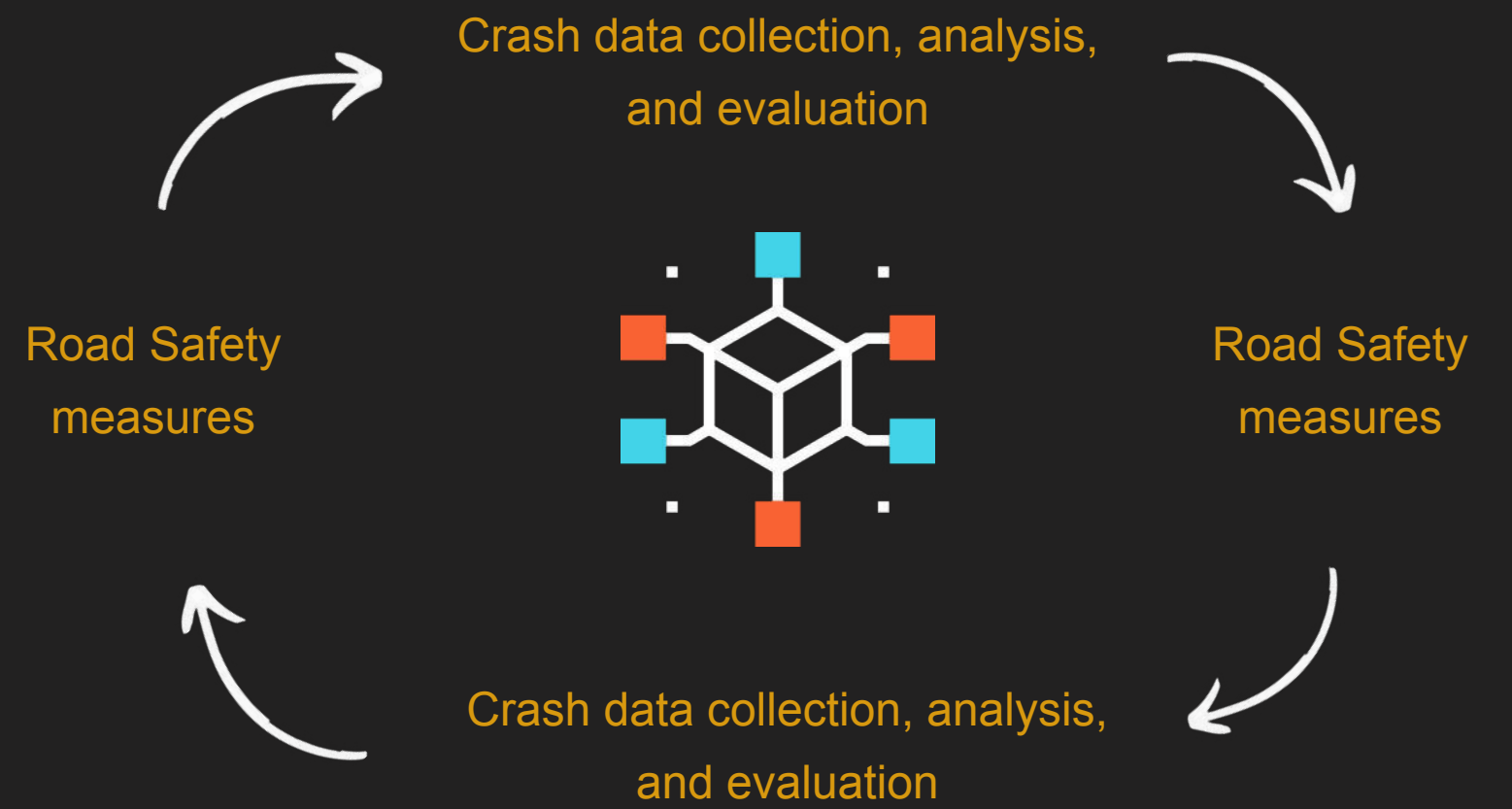
Safe road users

Changing road user behavior through the application of behavioral science.



Institutional capacity building

Data collection, analysis and automation for evidence-based policy making



RAMS components (Locator)



Database

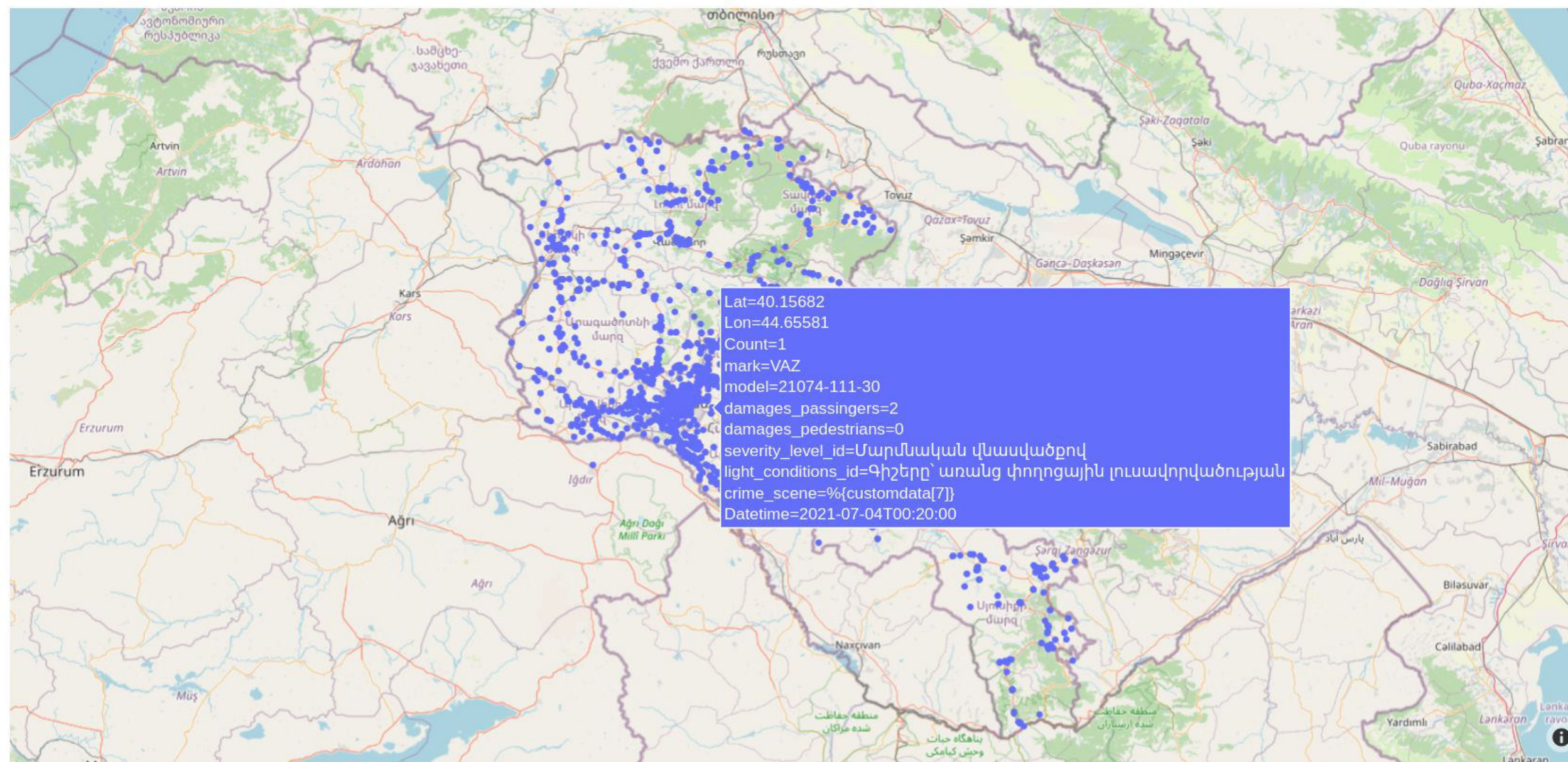


Road management system



Results so far

Minimum viable product



Results so far

Minimum viable product





Safe infrastructure

Black spot identification and management

- Key barriers identification to road safety in Armenia through data analytics
- A tailor-made road safety recommendations roadmap based on identified key barriers
- Implementation of at least one pilot solution from the roadmap
- Impact evaluation through the data analytics tool

Safe road users:

Changing road user behavior through the application of behavioral science.

- At least one behavioral intervention among drivers based on identified behavioral barriers
- Community education mechanism on child safety and traffic injury prevention, full integration into the Ministry of Health/UNICEF system of parental education
- Experiment-informed policy recommendations for scale up



Safe school zone:

Changing road user behavior through the application of behavioral science.

- Extract from National Road safety strategy:

“By 2022 areas within the vicinity of schools and other educational establishments where school children and young pedestrians are likely to be present in high numbers speed limit must be the safest for pedestrian, i.e. 30km/h. Traffic signs and road markings must make it clear to motorists that they have entered a school zone.

- **30km/h piloted from September 2022 in Yerevan**





Thank you

