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EXECUTIVE SUMMARY

This document constitutes the 6th Interim Report of Component 1 for the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRMSP).

According to the Terms of Reference (ToR), the Component 1 concerns **support Road Safety Department (MOTI) as the Lead Office (Agency) and as the Secretariat of the Inter-Ministerial Road Safety Committee (IMRSC) by developing internal capacities and procedures to conduct “Result based” institutional functions.**

This report aims to present the results of the activities and tasks carried out during the period February-April 2021 related to the Component 1, as well as the expected activities to be implemented in the following quarter May - June 2021.

The following activities and tasks have been implemented during the last quarter:

Activity 1.3 - Support the Lead Office on “Legislation”

- *Task 1.3.3: Capacity Development Workshop Report on Legislation process*

Activity 1.5: Support the Lead Office on “Research and Development”

- *Task 1.5.2: Identify internal capacities for R&D in Albania*

Activity 1.6: Preparation and conducting training/workshops in targeted areas

- *Task 1.6.1: Prepare and conduct formal training/workshops in targeted areas*

Activity 1.7: Support the Lead Office on “Monitoring and Evaluation”

- *Task 1.7.1.d: Final Guidelines for baseline Community Attitude (social marketing) Surveys*
- *Task 1.7.1 e: Identify local and international suppliers of technical, observational, and social survey data*
- *Task 1.7.2: Capacity Development Workshop Report on monitoring and evaluation*
- *Task 1.7.3: Monitoring and Evaluation System Review Report*

The following activities and tasks are still on-going and will last up to the end of the technical assistance:

Activity 1.5: Support the Lead Office on “Research and Development”

- *Task 1.5.3: Propose R&D Plan*

Activity 1.6: Preparation and conducting training/workshops in targeted areas

- *Task 1.6.2: Prepare and conduct on-the-job support and learning for creating a robust Lead office (on going)*

Activity 1.7: Support the Lead Office on “Monitoring and Evaluation”

- *Task 1.7.1f: Design and support project M&E systems for high-risk (and control) corridors and areas*
- *Task 1.7.1g: Project Results Indicators Review Report*
- *Task 1.7.4: Prepare national program and guidelines for a network-wide M&E system*

The appendixes attached to this report contain the details of the results from the Activity 1 tasks implemented during this period.

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Appendix 3 – Task 1.6.1: Prepare and conduct formal training/workshops in targeted areas

Appendix 4 – Task 1.7.2: Capacity Development Workshop Report on monitoring and evaluation

Appendix 5 – Task 1.7.3: Monitoring and Evaluation System Review Report

1. Introduction

This document constitutes the 6th Interim Report of Component 1 for the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRMSP).

This report aims to present the results of the activities and tasks carried out during the period February-April 2021 related to the Component 1, as well as the expected activities to be implemented in the following quarter May – June 2021.

1.1 Project Background

According to the Terms of Reference (ToR), the Component 1 concerns **support Road Safety Department (MOTI) as the Lead Office (Agency) and as the Secretariat of the Inter-Ministerial Road Safety Committee (IMRSC) by developing internal capacities and procedures to conduct “Result based” institutional functions** with the following objectives:

- *Support the Lead Office (Road Safety Department – MOTI) by developing internal capacities and procedures to conduct “Result based” institutional functions: “Coordination” as the Secretariat for IMRSC; “Legislation” concentrating on improving and updating road safety regulations and related major bylaws; “Funding and Resource Allocation” to present statistical data, economical calculations and benefits to support budget acquire and needs for financing road safety interventions and measures; “Research and Development” to delegate and follow up this function to third parties (e.g. Traffic Institutes or private sector), “Monitoring and Evaluation” to be capable to monitor and evaluate results and if need to delegate part of this function to the third party organizations (e.g. Traffic Institute or private sector).*
- *Support the Lead Office both technically and administrative in multi-disciplinary task across a broad spectrum of road, vehicles and road user spectrum.*
- *Provide with necessary training and on-job support and learning for creating robust Lead Office.*

Main results to be achieved by the implementation of Component 1 activities and tasks are the following:

- a) Internal capacities and procedures of the Lead Office to conduct “Result Based” institutional functions are developed*
- b) Support to the Lead Office both technically and administrative is provided in multi-disciplinary tasks across a broad spectrum of road, vehicles and road user spectrum*
- c) Training and on-job support and learning for creating robust Lead Office is provided*

1.2 Implementation Approach

The Inception Report describes the approach that the Consultant intends to follow in carrying out the activities of Component 1 of the TA. The approach described is based on the ToR and adapts the methodology presented in the technical offer to the preliminary results and the actual needs of the various beneficiaries.

The division into sections corresponds broadly to the list of activities contained in the ToR:

1. Support the Lead Office on “Coordination”, as the Secretariat for the IMRSC
2. Road map for the establishment role of the Secretariat
3. Support the Lead Office on “Legislation”
4. Support the Lead Office on “Funding and Resource Allocation”

5. Support the Lead Office on “Research and Development”
6. Preparation and conducting training/workshops in targeted areas
7. Support the Lead Office on “Monitoring and Evaluation”

2. Activities implemented

2.1 Introduction

The following activities and tasks have been implemented during the last three months based on the approach presented in the Inception Report:

Activity 1.3 - Support the Lead Office on “Legislation”

- *Task 1.3.3: Capacity Development Workshop Report on Legislation process*

Activity 1.5: Support the Lead Office on “Research and Development”

- *Task 1.5.2: Identify internal capacities for R&D in Albania*

Activity 1.6: Preparation and conducting training/workshops in targeted areas

- *Task 1.6.1: Prepare and conduct formal training/workshops in targeted areas*

Activity 1.7: Support the Lead Office on “Monitoring and Evaluation”

- *Task 1.7.1.d: Final Guidelines for baseline Community Attitude (social marketing) Surveys*
- *Task 1.7.1 e: Identify local and international suppliers of technical, observational, and social survey data*
- *Task 1.7.2: Capacity Development Workshop Report on monitoring and evaluation*
- *Task 1.7.3: Monitoring and Evaluation System Review Report*

2.2 *Task 1.3.3: Capacity Development Workshop Report on Legislation process*

A 1-day training workshop to present the legislation gap analysis and the procedures suggested to follow-up and update it was implemented on 29th March 2021.

The workshop was delivered by Francisco Reina Barranco, K-2 Safety Analysis Specialist, following-up a pragmatic approach.

Main Albanian road safety stakeholders were invited to attend the workshop.

The outline of this workshop was the following:

Module 1: Legal instruments in road safety

Description of the main road safety legal system approaches

- Legal instruments on road safety
- International road safety regulations
- EU road safety legal framework

Module 2: Albanian road safety legal framework

Description of the current road safety legal system in Albania

- Road safety national legal framework
- Harmonization of Albanian regulation with EU legislation
- Gap analysis results

Module 3: Procedures to follow-up and update road safety legislation

Description of the current road safety legal system in Albania

- Legislative process in Albania
- Procedure to follow-up and update road safety legislation

Workshop' evaluation is included in Appendix 6.

2.3 Task 1.5.2: Identify internal capacities for R&D in Albania

A capacity and training needs assessment was carried out in order to identify internal capacities for R&D in Albania

Capacities of the Ministry of Infrastructure and Energy – Road Safety Department and other road safety stakeholders were assessed.

The appraisal of the following capacities within the R&D function were particularly focused:

- Ensuring capacities for road safety research and management
- Contracting out to road safety research organizations as road safety activity increases.
- Developing road safety research programs and establishing partnerships for that purpose
- Carrying-out annual review of needs for road safety research programs
- Assigning specific annual budgets for road safety research
- Developing means of training and knowledge transfer for R&D
- Etc.

2.4 Task 1.6.1: Prepare and conduct formal training/workshops in targeted areas

Two 1-day training workshops were implemented on 25th and 29th March 2021 about road safety management and funding and resource allocation.

Both workshops were delivered by Francisco Reina Barranco, K-2 Safety Analysis Specialist, following-up a pragmatic approach.

Main Albanian road safety stakeholders were invited to attend the workshop.

The outline of these two workshops were the following:

Workshop on Road safety management (25th March 2021)

Module 1: The road safety problem

Short introduction to the road safety problem at global and local level

- Road safety facts, trends and challenges

Module 2: Road Safety targets and initiatives

Presentation of global road safety strategies

- Global Plan for the Decade of Action for Road Safety 2011-2020
- UN Sustainable Development Goals

Module 3: Road Safety policies

- Vision Zero

- Sustainable Safety
- EU road safety policy

Module 4: Safe System approach to road safety

Short introduction to the Safe System approach

- What is the Safe System?
- Safe System approach
- Safe System principles
- Safe System elements

Module 5: Road Safety Management System: managing for results

Description of a result-based road safety management system.

- Road safety leadership
- Road safety management framework
- Result-based road safety management system
- Safe System projects

Module 6: Albanian road safety management system

Description of the current road safety management system in Albania

- Road safety institutional framework in Albania
- Road safety management capacity review

Workshop on Funding and resource allocation (29th March 2021)

Module 1: Road Safety targets and plans

Short introduction about road safety targets and plans setting

- Assessment of safety problems
- Setting targets
- Investment plans and implementation
- Safety performance indicators

Module 2: Road safety funding

Short introduction about funding sources for road safety

- Funding sources

Module 3: Road safety resource allocation

Short introduction about resource allocation for road safety

- Cost-benefit analysis
- Multi-criteria evaluation

Workshop's evaluation is included in Appendix 6.

2.5 Task 1.7.1d: Final Guidelines for baseline Community Attitude (social marketing) Surveys

Guidelines content on conducting social marketing surveys to establish baseline information on community knowledge, attitudes and self-reported behaviours around key road safety issues and conduct of roadside

observation surveys was developed. *Guidelines for Conducting Surveys and data processing for quarterly and annual reporting (preliminary version)* was submitted.

2.6 Task 1.7.1e: Identify local and international suppliers of technical, observational, and social survey data

An assessment was made of the current technical capability of suppliers of technical, observations and social survey data and surveys. The *List of Suppliers of Data Surveying Services* report was submitted.

2.7 Task 1.7.2: Capacity Development Workshop Report on monitoring and evaluation

The originally proposed two-day, face-to-face workshop was re-designed for online delivery in four remote learning modules presented over three sessions on 9th, 10th and 24th March 2021. The workshop was delivered by Rosemary Rouse K-3 Monitoring and Evaluation Specialist and Edmond Alite NK-1 Safety Analysis Specialist.

To engage participants the workshop sessions included a quiz a case study and four exercises presented as worked examples.

Main Albanian road safety stakeholders were invited to attend the workshop.

The outline of this workshop was the following:

Module 1: Road Safety Monitoring & Evaluation – the Basics

Introduction to monitoring and evaluation

- Workshop aims, objectives and learning outcomes
- Principles and processes for monitoring and evaluation
- Monitoring and evaluation occur within the Safe System approach

Module 2: Monitoring and Evaluation to 2030

Presentation of monitoring within a strategic framework

- UN 2030 global road safety performance targets
- Current ‘baseline’ data submitted by GOA to the WHO for the 2018 Global Status Report on Road Safety
- Monitoring within the *Road Safety Management System*
- monitoring at action, intermediate and final outcome levels
- importance of communicating and utilizing monitoring results to update policy, strategy, resource allocation and programme delivery

Module 3: Safety Performance Indicators

Presentation of role and function of Safety Performance Indicators

- Definitions of SPIs, the need for them to be causally related to fatality and serious injury risk
- Importance of uniformly data collection and strictly consistent analysis over time
- The importance of baseline data
- Importance of ‘feasible’ SPIs for which data can be collected
- Importance of using key findings to communicate results and advocate for road safety

Module 4: Introduction to Road Safety Evaluation

Introduction to road safety evaluation

Short introduction to road safety evaluation

- Definition of evaluation and how it differs from and complements monitoring
- Six steps in the evaluation process
- SMART evaluation objectives
- Evaluation programme stages - formative, process, impact, and outcome
- Common road safety research designs – ‘before and after’ (also called ‘pre and post’) evaluation, ‘case and control’ and time series evaluations.
- Typical reasons for programmes failing to demonstrate results were identified and discussed.

The Workshop Evaluation

Following completion of each session participants were requested to complete a short, online evaluation. The M&E Workshop content was evaluated ‘very relevant’ by 69% of participants (rating it 5 on the scale of 1 to 5) with a further 31% rating the content as ‘relevant’ (rating it 4 or 3 on this scale).

The document containing the analysis and recommendations suggested is attached as an Appendix to the present report (Appendix 4).

2.8 Task 1.7.3: Monitoring and Evaluation System Review Report

The importance of establishing a monitoring and evaluation system which reflects international best practice but which is also feasible and cost effective to implement within current resources was presented. The current situation and practice in Albania with respect to implementing data surveys was highlighted and assessed against international practice.

Conclusions about the present monitoring and evaluation system for high-risk case and control areas in Albania were highlighted, and key areas to be enhanced were identified.

The document containing the analysis and recommendations suggested is attached as an Appendix to the present report (Appendix 5).

2.9 Evaluation of workshops under task 1.3.3 and 1.6.1

Over 90% of the participants to the training sessions filled in the evaluation form prepared by the Consultant experts’ team. The evaluation form was distributed in each training session. The results of the evaluation are presented aggregated and by topic of the training session for a more consistent analysis.

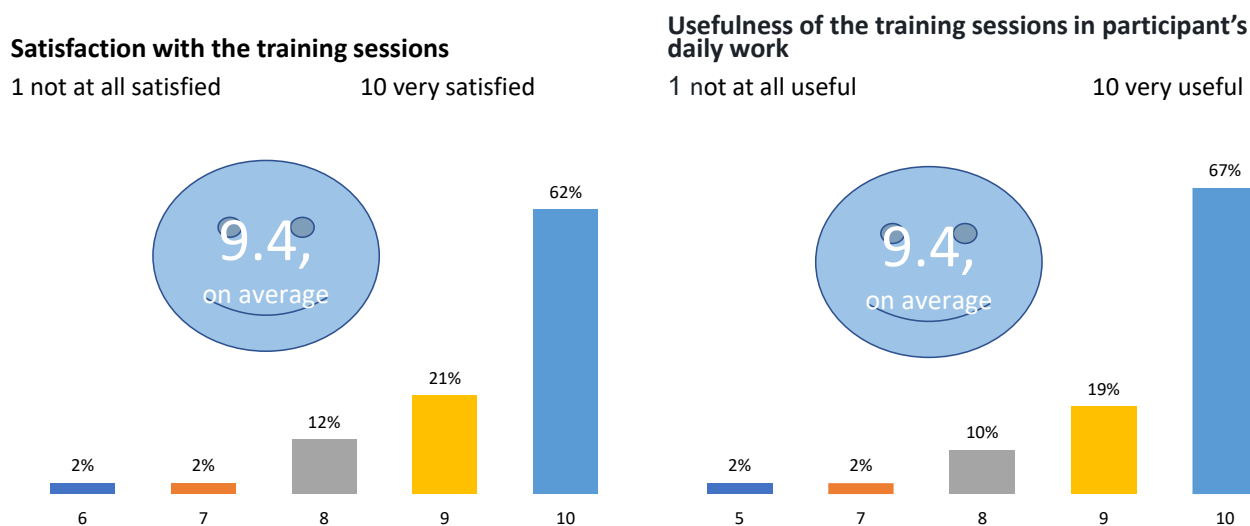
The evaluation aimed at assessing participants’ satisfaction with the training sessions, their perceptions on the usefulness of the trainings at the work place, the relevance of each topic addressed by training sessions and the quality of organizational aspects.

The evaluation form was accessed through an online link, it was anonymous and participants were informed about the anonymity and confidentiality of their responses.

The training sessions were very appreciated by the participants and considered very useful in their daily work. As per Graph 1, the training sessions were evaluated 9.4, on average, on a scale from 1 to 10, around two-thirds (62%) of the participants choosing 10 (very satisfied) for participating in these. Same, the utility of the

training sessions for participants daily work was 9.4, on average, on a scale from 1 to 10, two-thirds of the participants choosing 10 (very useful) the information they received through these training sessions.

Graph 1. Overall evaluation of the training sessions



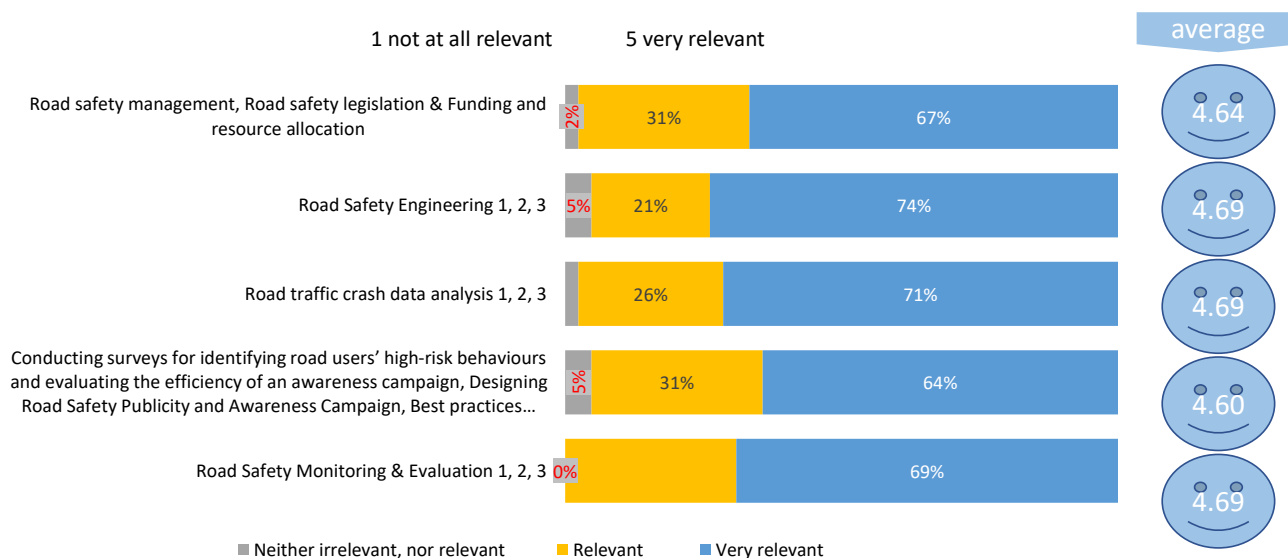
Data source: Consultant's analysis based on the evaluation form conducted under Component 4

Almost all training sessions, regardless the topic were considered very relevant by the participants, evaluated with around 4.7, on average, on a scale from 1 (not at all relevant) to 5 (very relevant).

As per data illustrated in Graph 2:

- 7 in 10 participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Engineering.
- 71% of the participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Traffic Crash Data Analysis.
- 69% of the participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Monitoring & Evaluation.
- Two-thirds of the participants (67%) considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Management, Legislation, Funding and Budget Allocation.
- 64% of the participants considered very relevant (choosing 5, on the scale from 1 to 5) the training sessions regarding Road Safety Publicity and Awareness Campaigns and conduction surveys for identifying road users' high-risks behaviours.

Graph 2. Perceptions on the relevance of the training sessions by topic



Data source: Consultant’s analysis based on the evaluation form conducted under Component 4

Despite the special conditions posed by the pandemic, the way the training sessions were organized met participants’ expectations. The aspects regarding the organization of the training sessions evaluated by the participants, content of the training sessions, organization, duration of the training sessions and translation were considered very good, 4.7, on average, on a scale from 1 (very poor) to 5 (very good).

The results of the evaluation showed that (see Graph 3):

- 77% of the participants considered very good (choosing 5, on the scale from 1 to 5) the translation provided throughout the training sessions.
- 73% of the participants said the way the training session run and the content of the training sessions were very good (choosing 5, on the scale from 1 to 5).
- 62% of the participants considered very good ((choosing 5, on the scale from 1 to 5) the length of each training sessions.

3. Workplan

3.1 Component Activity Plan follow-up

Component / Activity / Task			FEB	MAR	APR	MAY	JUN	JUN	JUL
Component 1 - Strengthen Road Safety Department as the Lead Office and the Secretariat of the IMRSC									
1.3.3	Prepare and conduct workshop on Legislation process	Capacity Development Workshop Report on Legislation process							X
1.4.3	Organize workshop on Funding and Resource Allocation	Capacity Development Workshop Report on Funding and Resource Allocation							X
1.5.2	Identify internal capacities for R&D in Albania	Capacity Needs Assessment Report on R&D in road safety							X
1.5.3	Propose R&D Plan	R&D road safety plan							X
1.6.1	Prepare and conduct formal training/workshops in targeted areas	Capacity Building Workshop Report on (i) road safety management, (ii) road infrastructure, (iii) vehicles, (iv) road users							X
1.6.2	Prepare and conduct on-the-job support and learning for creating a robust Lead office	Capacity Development Report on the implementation of the on-the-job support to the Lead Office							X
1.7.1f	Design and support project monitoring and evaluation systems for the high-risk corridors and areas (and control corridors and areas)	Capacity Development Report on "on-the-job support" for the baseline and ongoing data surveys							X
1.7.1g		Project Results indicators Review Report							X
1.7.2	Training Lead agency staff for monitoring and evaluation including ARA and Police and associated national consulting staff, and private institutes	Capacity Development Workshop Report on monitoring and evaluation							X
1.7.3	Evaluate the efficiency and effectiveness of the monitoring and evaluation systems in the high-risk corridors and areas (and control corridors and areas)	Monitoring and Evaluation System Review Report							X
1.7.4	Prepare (national) post-project program and guidelines for the establishment of a network-wide monitoring and evaluation system	Post-project, network-wide monitoring and evaluation program, incl. reviewed Guidelines						X	
F.0.1	Produce Final Overall Project Report	Final Report (final version)							X

During the period February-April 2021 activities and tasks of Component 1 have been implemented accordingly to the last updated activity plan.

3.2 Component detailed Activity Plan for the next quarter

Task 1.5.3: Propose R&D Plan

- Proposal for a short- and medium-term R&D Plan to support R&D needs in road safety in Albania

Task 1.7.1: Support the Lead Office on “Monitoring and Evaluation”

- *Task 1.7.1f: Design and support project M&E systems for high-risk (and control) corridors and areas*
- *Task 1.7.1g: Project Results Indicators Review Report*

Task 1.7.4: Prepare (national) post-project program and guidelines for the establishment of a network-wide monitoring and evaluation system