
Results-based Road Maintenance and Safety Project (RRMSP)

World Bank Loan No. No. 8489-AL

Contract No: CS 02

Consultant Service

for

Road Safety Technical Assistance

Interim Progress Report No. 6 Component 2

D-2.6

Preliminary Version

April 2021



Project Identification Data

Project Name: Consultant Service for Road Safety Technical Assistance under Results–Based Road Maintenance and safety Project (RRMSP) for Albania National Road (RRMSP)

Project Contract Reference Number: WB2400-05/17, IBRD 84890TF 14761, P132982, CS 2, 8489 – AL

Country: Albania

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Date of Report: April 2021

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Project Contract Reference Number:	WB2400-05/17, IBRD 84890TF 14761, P132982, CS 2, 8489 – AL Consulting Services for Road Safety Technical Assistance under Result – Based Road Maintenance and Safety Project (RRMSP)
Country	Albania
Date	30.04.2021
Version	N°01

Version	Date	Prepared by	Reviewed by
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Executive Summary

This document constitutes the 6th Interim Progress Report of Component 2 of the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRMSP). Component 2 concerns technical assistance in safe road infrastructure. This report describes the activities carried out in the quarter February – April 2021, as well as to provide some important findings for the development of future activities.

The main results are summarized below:

- Procedure for M&E of high-risk corridors, based on a before/after approach.
- Revision of following guidelines:
 - iRAP guidelines,
 - RSA guidelines,
 - RSI guidelines,
 - Mass action program guidelines,
- Ongoing design and development of the annual program model for enforcement operations program,
- The document further identifies the standard types of enforcement technologies used by traffic police internationally and also provides outline specifications for the most common technology in use worldwide.

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LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
ADF	Albanian Development Fund
ANPR	Automated Number Plate Recognition
ARA	Albanian Road Authority
ARC	Albanian Road Code
ARDCS	Albania Road Design and Construction Standards
ARDM	Albanian Road Design Manual
ASP	Albanian State Police
ATC	Automatic Traffic Counts
ATP	Albanian Traffic Police
BSM	Blackspot management
CBMIE	Controlling Body in Ministry of Infrastructures and Energy
CSG	Central Steering Group
DRST	Directorate of Road Safety and Traffic
DRST	Directorate of Road Safety and Traffic
EC	European Commission
EG	Expert Group at the local level
ERA	Emergency Response Albania
EU	European Union
GDRTS	General Directorate of Road Transport Services
GoA	Government of Albania
GRD	General Roads Directorate
IMRSC	Inter-ministerial Road Safety Committee
INSTAT	Institute of Statistics
IoT	Institute of Transports
IPA	Instrument for Pre-Accession Assistance
iRAP	International Road Assessment Program
ITS	Intelligent Traffic System
JV	Joint Venture
M&E	Monitoring and Evaluation
MI	Ministry of Interior
MIE	Ministry of Infrastructure and Energy
NGO	Non-Governmental Organization
NSM	Network Safety Management
PAMECA	Police Assistance Mission of the European Community to Albania
PIARC	World Road Association
QKUM	National Emergency Medical Center
RRMSP	Results-based Road Maintenance and Safety Project
RSA	Road Safety Audit
RSAIU	Road Safety Audit and Inspection Unit
RSI	Road Safety Inspection
RSIA	Road Safety Impact Assessment
RSM	Road Safety Management

Results-Based Road Maintenance and Safety Project (RRMSP)
Consultant Service for Road Safety Technical Assistance

RSS	Road Safety Sector
SEETO	South-East Europe Transport Observatory
TA	Technical Assistance
TERN	Trans European Road network
ToR	Terms of Reference
TS	Technical Secretariat
WB	World Bank
WHO	World Health Organization

1 Introduction

1.1 Project Background

This document constitutes the 6th Interim Report of Component 2 of the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRMSP).

Component 2 concerns **technical assistance in safe road infrastructure** with the following objectives:

- *Advise and support the application of proactive tools and procedures for the identification of high-risk (hazardous) road infrastructure (e.g. Road Safety Audit [RSA], Road Safety Inspection [RSI], International Road Assessment Programme [iRAP] surveys) and the design, implementation, maintenance and evaluation of improved infrastructure safety features.*
- *Train Ministry of Infrastructure and Energy (MIE)¹, Albanian Road Authority (ARA) and associated consulting staff, in the design, implementation, maintenance and evaluation of improved infrastructure safety programs in high-risk corridors and areas.*
- *Advise on, develop awareness and support MIE, ARA and associated consulting team (e.g. Institute of Transport [IoT] and University) in implementation of RSA, RSI and iRAP in providing trainings and licensing of private sectors (e.g. designers and engineers) for using and providing this analysis as independent organizations.*
- *Prepare Gap Analysis for already developed syllabuses (RSA, RSI) for the implementation of EU Directive 2008/96/EC and the best European practices (compared to e.g. Sweden, Denmark, UK).*
- *Prepare traffic speed management plan base of successful experience.*
- *Support the preparation of a (national) post-project program of infrastructure safety improvements network-wide, based on successful experience in the high-risk corridors and areas.*
- *Support the introduction and evaluation of general deterrence Albanian police enforcement targeting unsafe behaviours in high-risk corridors and areas.*

1.2 Implementation/ Methodological approach

This report describes the activities carried out in the Project Quarter February - April 2021, as well as to provide some important findings for the development of future activities. The division into sections corresponds broadly to the list of tasks contained in the ToR:

1. *Advise on improvement of infrastructure safety in the high-risk corridors and areas*
2. *Training in the use of proactive tools and procedures for improved infrastructure safety*
3. *Evaluation of improved rural and urban road infrastructure safety programs in high-risk corridors and areas*
4. *Review of speed management practices and framework for suitability for effective enforcement*
5. *Post-project infrastructure safety improvement program and guidelines*

Some technical documents (manuals or guidelines) already drawn up and submitted in draft version to the beneficiaries for a preliminary evaluation are an integral part of the report.

¹ Former Ministry of Transport and Infrastructure (MoTI)

2 Activities implemented

2.1 Introduction

During the past quarter, the Consultant's work focused on the following activities and tasks in line with the approach presented in the Initial Report and the reduced work-plan due to Covid-19 pandemic:

Activity 2.3: Evaluation of improved rural and urban road infrastructure safety programs in high risk corridors and areas

- *Task 2.3.1: Perform M&E of high risk corridors and areas*
- *Task 2.3.2a: Revision of RSA Guidelines*
- *Task 2.3.2b: Revision of RSI Guidelines*
- *Task 2.3.2c: Revision of iRAP Guidelines*
- *Task 2.3.2d: Revision of Mass action program Guidelines*

2.2 Completed Activities

The completed activities in the current period are shown in Table 1.

Component / Activity / Task		Feb-21		Mar-21		Apr-21	
	Component 2 - Interim Progress Report						Q6
2.2	Training in the use of proactive tools and procedures for improved infrastructure safety						
2.2.2	Conduct theoretical and practical training						
2.5	Post-project infrastructure safety improvement program and guidelines						
2.5.1	Develop a post-project infrastructure safety improvement program						X
2.5.2	Prepare guidelines for improving infrastructure safety network-wide						X
2.6	Police enforcement programs						
2.6.3	Prepare an annual program model for enforcement operations						
2.6.4	Support the preparation of bidding documents for the procurement of additional equipment						X

Table 1. Work plan Feb - May 2021

2.3 Activity 2.2: Training in the use of proactive tools and procedures for improved infrastructure safety

2.3.1 Task 2.2.2: Conduct theoretical and practical training

A Road Safety Engineering training course was held through Zoom platform on 16, 23 and 30 March 2021.

The programme was as follow:

- Day 1:
 - Module 1: Introduction to road safety engineering
- Day 2:
 - Module 2: RAP procedures
 - Module 3: Road Safety Audits
- Day 3:
 - Module 4: Safe road design

2.4 Activity 2.5: Post-project infrastructure safety improvement program and guidelines

2.4.1 Task 2.5.1: Develop a post-project infrastructure safety improvement program

A national infrastructure safety improvement program was prepared and is attached to this report as Appendix 1. It mainly builds on the analyses and documents produced in Tasks 1 and 3 and intends to systematise the various recommendations into a programme whose aim is to improve the safety of road infrastructure in Albania.

The programme is translated into action plans which, for different time horizons, provide the necessary information to make it operational.

The national infrastructure safety improvement program is founded on two pillars:

- 1. Road infrastructure safety management**
- 2. Safer roads**

The first encompasses a series of actions that should be undertaken in order to implement an effective system for defining issues and priorities, in line with the provisions of Directive 2008/96/EC.

The second lists a series of infrastructural measures that should be implemented (i) to respond to the recurrent road safety issues encountered and (ii) to make safe the locations identified as high risk.

Each program is broken down into action plans defining the subject matter, timeframe and indicative cost.

2.4.2 Task 2.5.2: Prepare guidelines for improving infrastructure safety network-wide

Guidelines for improving the road infrastructure safety network-wide were prepared and are attached to this report as Appendix 1. The contents are fully in line with Directive 2008/96/EC on road infrastructure road management as amended by Directive 2019/1936 and take into account the analyses and documents prepared in Task 2.1 and 2.3.

The specific objective is to combine the concept of network ranking (Task 2.1.3) with an analysis of the 'in-built' characteristics of the road (Task 2.3.2). In practice this means combining a reactive approach with a proactive approach (such as iRAP) as provided for in Article 5 of the amended Directive.

The objective of these guidelines is to propose a methodology for a network-wide road safety assessment in accordance with the amendments to Directive 2008/96/EC on Road Infrastructure Safety Management (revised Directive 2019/1936). The findings of this network-wide road safety assessment will enable a follow up by targeted road safety inspections or, if possible and cost-efficient, by direct remedial action aimed at eliminating or reducing the road safety risks without imposing an undue administrative burden. In this way, the safety performance of existing roads can be improved by targeting investment to the road sections with the highest crash concentration and the highest crash reduction potential.

Therefore, as set out in the revised Directive (Art. 5), network-wide road safety assessments shall evaluate crash and impact severity risks of roads, based on:

- primarily, a visual examination, either on site or by electronic means, of the design characteristics of the road (in-built safety); and
- an analysis of sections of the road network which have been in operation for more than three years and upon which a large number of serious crashes in proportion to the traffic flow have occurred.

2.5 Activity 2.6: Support the preparation of Police enforcement programs

2.5.1 Task 2.6.3: Prepare an annual program model for enforcement operations

The design and development of the annual program model for enforcement operations program will be a multi-faceted program aimed at significantly reducing the incidence of the highest risk road user deviance either by personal commitment or enforced compliance to the acceptable type of road user behaviour.

The aim of the annual program is to reduce road trauma during identified annual high risk periods by introducing a sustainable intervention program annual program.

The annual enforcement programs will:

- Involve development of specific and measurable strategic, operational and tactical annual enforcement plans;
- Be planned and systematic so that limited police resources achieve maximum results;
- Be evidence-based and intelligence led so that policing is focused in the right place at the right time and for the right reason;
- Be conducted through a balance of community education and consistent and fair law enforcement;
- Have performance measures so that the different road safety challenges can be addressed; and
- Have transparent and accurate reporting processes

The annual program model for enforcement operations is currently being developed through consultation with the Albanian Traffic Police and other key stakeholders and will be completed in the next reporting period.

2.5.2 Task 2.6.4: Support the preparation of bidding documents for the procurement of additional equipment

With the dynamic evolution of technology, Police leaders are confronted with a constant stream of new and emerging innovations to address within traffic management and traffic law enforcement. These issues range from officer and community safety, operational efficiencies, and cost containment. Any new equipment requires evaluation to assess its potential and value to increase effectiveness and efficiency of police operations and activities. Additionally, technological equipment must be asset managed with cyclic maintenance and a redundancy plan.

It is important that when discussing enforcement technologies that all key stakeholders have a shared understanding of the types of technology available, how these systems operate and what are the most suitable and appropriate technologies so that an informed decision can be made for procurement of the identified technologies.

Results-Based Road Maintenance and Safety Project (RRMSP)
Consultant Service for Road Safety Technical Assistance

This document at Appendix 3 constitutes the outcomes of Activity 2.6.4 of Component 2 of the Road Safety Technical Assistance (TA) under the Results-Based Road Maintenance and Safety Project (RRMSP): Technical specifications for inclusion in the bidding documents for procurement of additional enforcement equipment (if/as required).

The document further identifies the standard types of enforcement technologies used by traffic police internationally and also provides outline specifications for the most common technology in use worldwide.

3 Next period: post force majeure

3.1 Component Activity Plan for post-force majeure period

Due to the ongoing Covid-19 pandemic, the workplan has been slightly revised and some activities initially planned in the current quarter will be implemented or continue to be implemented in the next period (post-force majeure).

Component / Activity / Task		May		Jun		Jul	
	Component 2						
2.2	Training in the use of proactive tools and procedures for improved infrastructure safety						
2.2.2	Conduct theoretical and practical Training						X
2.6	Police enforcement programs						
2.6.3	Prepare an annual program model for enforcement operations						X
2.6.5	Assess current funding to support police work and develop guidance notes						X
	Final Report, Overall Project						F
F.0.1	Produce Draft Final Overall Project Report				X		
F.0.1.1	Provide Technical Assistance and on-the-job support for further implementation of tools; conduct presentations, meetings and presenting results						
F.0.1	Produce Final Overall Project Report						X

Table 2. Work plan

3.2 Activities Overview

3.2.1 Task 2.2.2: Conduct theoretical and practical Training (on-going)

Reporting the training.

3.2.2 Task 2.6.3: Prepare an annual program model for enforcement operations

This activity is ongoing and planned actions are detailed under section 2.5.1 of this report

3.2.3 Task 2.6.5: Assess current funding to support police work and develop guidance notes

Identification of the existing available funds to support police work and development of options for access to additional funding through both traditional and innovative sources. This process will include the development of guidelines for identification, sourcing and application of funding.