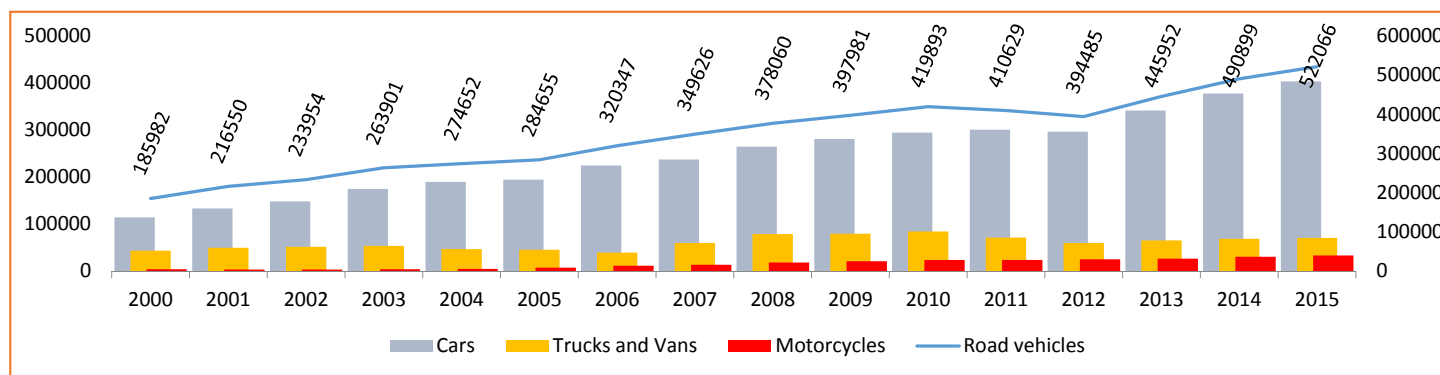# The Road Safety Performance Review

Albania is a Constitutional Parliamentary Republic located in the Southeastern Europe. It is bordered by land with Montenegro in the north west, north east Kosovo, FYROM in the east, and Greece in east south and south region. Albania has a coastline of 450 km kilometers alongside Adriatic and the Ionian Sea in the west side which separates it from Italy via the Strait of Otranto (72 km). Most of Albania's surface is mountainous. The average height above sea level is 708 m. Mount Korab on the Macedonian border, is the highest peak at 2.753 m.

The Road Safety Performance Review

Inflation	Percent change	2,37	2,94	3,36	2,25	3,61	3,43	2,04	1,93	1,63	1,90
Unemployment rate	Percent of total labor force	13,8	13,4	13,1	13,8	14,0	14,0	13,4	16,0	17,5	17,1
Population	in millions	2,99	2,97	2,95	2,93	2,91	2,91	2,90	2,90	2,89	2,89
National debt	Percent of GDP	56,69	53,55	55,14	59,67	57,72	59,41	62,14	70,39	72,04	73,32

Road Performance Safety review

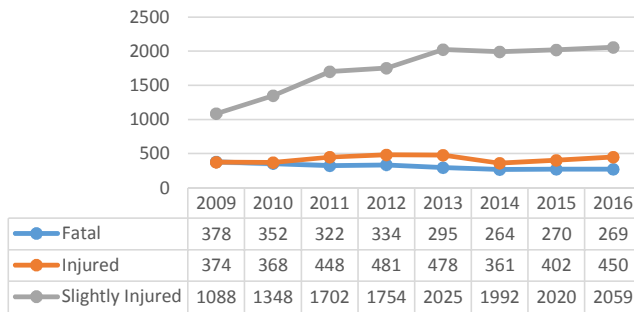The document consist in the review of the following
- Review of the legal and administrative framework
- Road Safety Trends
- Road Safety management
- Road Safety and Road Network
- Vehicles and Road Safety
- Road User Behavior
- Emergency Services
- Urban Public Transport

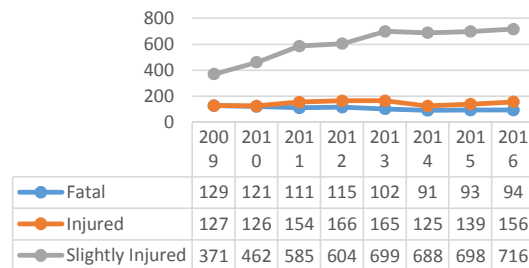# Review of the legal and administrative framework for road safety

-Albania has embraced the philosophy of "Vision Zero"as it pointed out in Albanian Road Safety Strategy. The strategic goal is to reduce the fatalities at long term by 50 %, an objective fully compatible with EU objectives and the accepted standards by all SEETO members.

-Update road safety legislation to be in full compliance with international/United Nations legal instruments and the EU acquis communitaire, mainly related to road vehicles, vulnerable road users, accident investigation, road safety databases, driving permit systems and fines
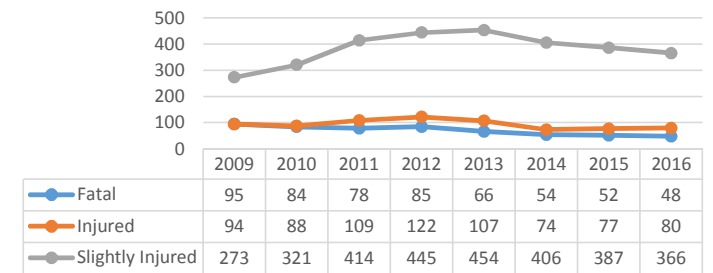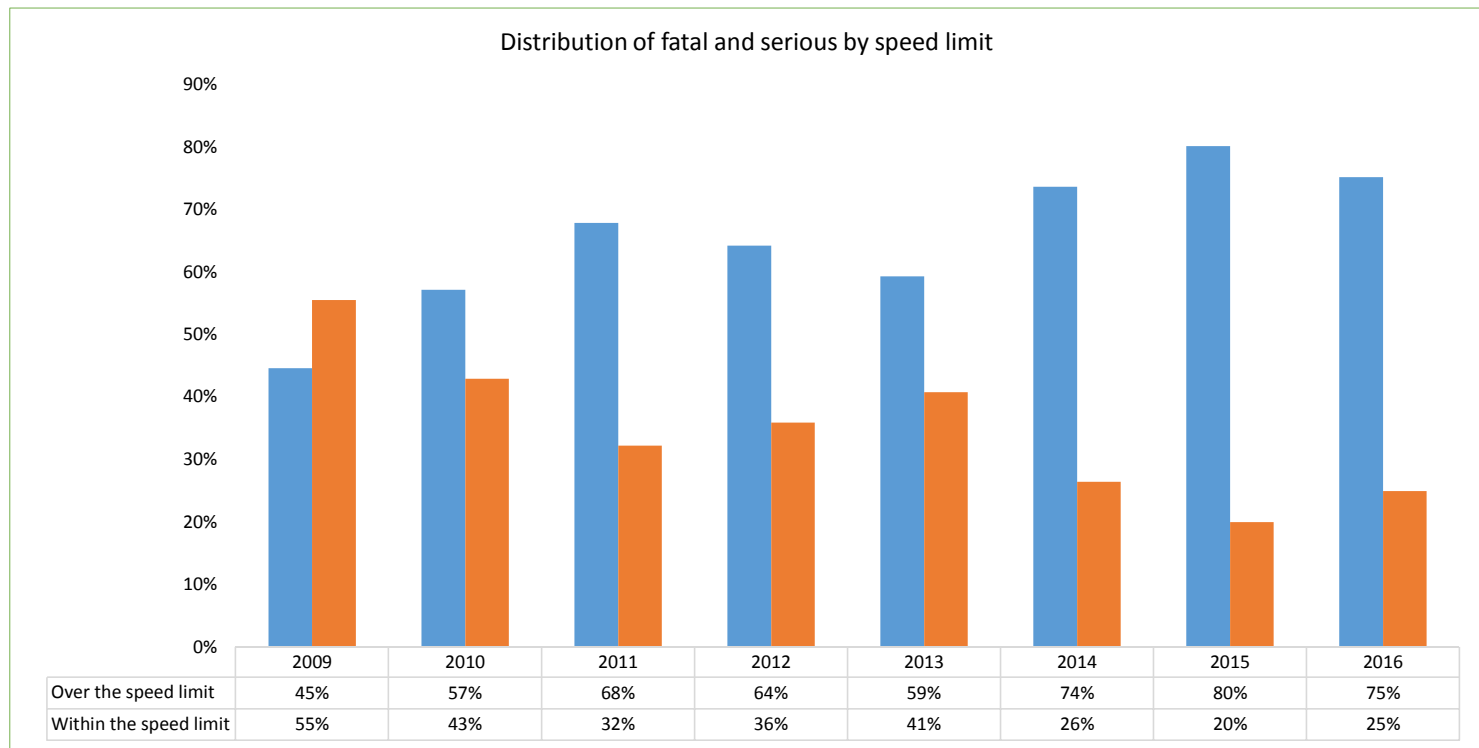
Road Safety Trends

Number of Killed and Injured

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	378	352	322	334	295	264	270	269
Injured	374	368	448	481	478	361	402	450
Slightly Injured	1088	1348	1702	1754	2025	1992	2020	2059

Number of Fatality and Injured/Million Inhabitants

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	129	121	111	115	102	91	93	94
Injured	127	126	154	166	165	125	139	156
Slightly Injured	371	462	585	604	699	688	698	716

Number of Fatality and Injured/00 000 Vehicles

	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	95	84	78	85	66	54	52	48
Injured	94	88	109	122	107	74	77	80
Slightly Injured	273	321	414	445	454	406	387	366

Speed Limit and Accident Rates

Distribution of fatal and serious by speed limit

|	2009	2010	2011	2012	2013	2014	2015	2016
Over the speed limit	45%	57%	68%	64%	59%	74%	80%	75%
Within the speed limit	55%	43%	32%	36%	41%	26%	20%	25%

Accident Crash Database

Improve accident data for the following variables:

- In depth studies which will detect the cause of accidents
- Vehicle defects – 85% is missing due to the difficulty of making proper vehicle inspection
- Intermediate indicators of road safety performance on the network
- Underreporting of injuries is an issue which has to be addressed -Not all injuries from accidents are reported to the police.

Road Safety Management
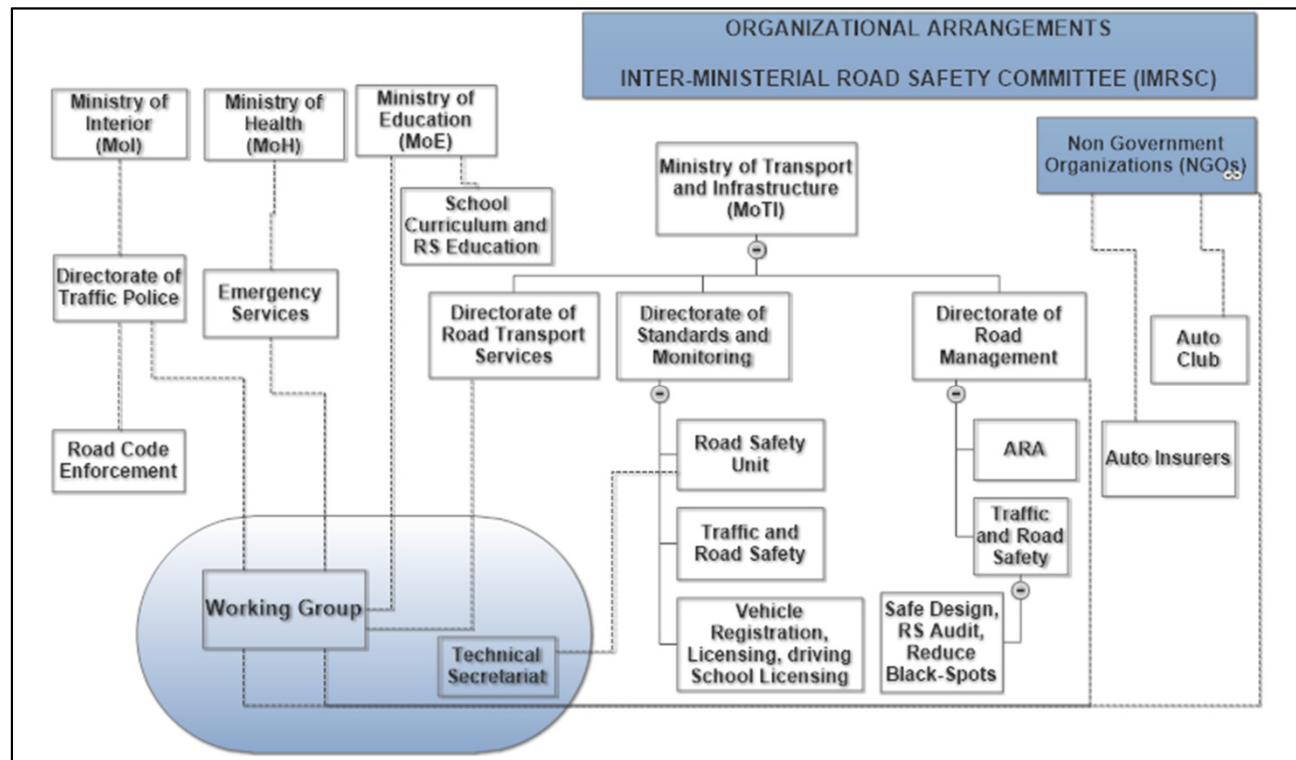
Road Safety Management

- The IMRSC is seen more as a policy organization, does not meet regularly and the existing technical secretariat does not have real coordinating power

- There is no dedicated road safety fund

- There is a limited capacity and power to deal with road safety issues within local governments

- A lack of experience, coordination and joint actions to achieve tangible results in all aspects of road safety, with the most visible negative impact in monitoring and evaluation

Safer Roads and Networks

Private Properties with direct access to Four Lane Highway

Safer Roads and Networks

- Road Safety Inspection Guidelines
- Road Access Guidelines
- Implementation of RSA Guidelines - Conduct road safety audits during preliminary and detailed design stages, as well as pre-construction, construction and post-construction stages on national roads.
- Design standards for streets - many traffic accidents are directly related to street design and inappropriate speed in urban areas. That is why the preparation of design standards for streets is important for local communities.
- Manual for setting and managing speed limits (Speed management)
- Law enforcement for implementation of road work zone traffic schemes –
- Revision of the Road Code regarding pedestrian crossings
- Introduction of Zone 30 - The inclusion of Zone 30 as a definition in the Road Code would help municipalities implement Zone 30 areas.

Safer Vehicles

- Roadside inspections to achieve roadworthiness of commercial vehicles
- Training of inspectors for roadside inspections
- Liberalization of the vehicle periodic technical inspection process
- Capacity building of the Directorate for Road Transport Services
- Transport of dangerous goods – Updating National Legislation in line with ADR.

Driver Behaviour

- Driver training - It is recommended to review both training phases.
- Stricter law enforcement - Risky behaviours among drivers such as speeding, drink or drug–driving, or not respecting the traffic rules, etc. have remained the same over the years, despite efforts.
- The campaigns should promote safe behaviours especially towards vulnerable road users (pedestrians, cyclists and motorcyclists).
- Education on road safety - Future focus should be placed on increasing the number of hours devoted to road safety and traffic rules at both elementary and secondary schools..
- Drug–driving is an emerging road safety issue and the lack of comprehensive data does not allow the scope of the problem to be fully understood.
- .

Emergency Service

- The lack of data from hospital records does not allow the findings on traffic accidents and casualties to be compared. In this context, establishing such a database, underreporting of road accidents and the legal classification of casualties are issues that need attention and rapid implementation.

Public Transport

- Increase local capacities - It is evident that safety issues are of equal importance for both national, inter-urban and urban road transport.

- Ownership by local stakeholders and local community participation is recognized as important for successful implementation of local road safety measures.

THANK YOU FOR THE ATTENTION

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