ROAD SAFETY COUNTRY PROFILE

GEORGIA

WORLD BANK GROUP
Transport

EaP | Eastern Partnership

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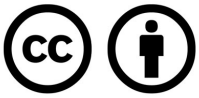

ACKNOWLEDGMENTS

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Please refer to this Report as follows: World Bank, Road Safety Country Profile—Georgia, 2021.

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GEORGIA

SNAPSHOT OF KEY ROAD SAFETY INDICATORS

Country Population:	3,716,858 People
Gross Domestic Product:	15.9 Billion US$
GDP per Capita:	4,274.6 US$

Cost of Road Crash Fatalities:	134.65 Million US$
Cost of Road Crash Serious Injuries:	504.94 Million US$ (Est.)
Cost of Road Crashes (% of GDP):	4.0 % of GDP

No. of Road Crashes:	4,999 Road Crashes
No. of Road Crash Fatalities:	450 Fatalities
Total No. of Road Crash Injuries:	6,640 Injuries
No. of Road Crash Serious Injuries:	Not Indicated*
Road Crash Fatality Rate:	12.11 per 100,000 pop.

No. of Registered Vehicles (2019):	1,446,695 Vehicles
Motorization Rate (2019):	389 vehicles/1,000 pop.

Table 1

Summary of Key Road Safety Indicators in Georgia (for 2020)

* Road crash injuries in Georgia are not dissagregated into serious and minor injuries. The estimated number of serious injuries, adjusted for under-reporting, is **6,750**[a].

Road Crash Fatalities Distribution by Gender[b]

25.5% Female Road Crash Fatalities

74.5% Male Road Crash Fatalities

Road Crash Injuries Distribution by Gender[b]

36.3% Female Road Crash Injuries

63.7% Male Road Crash Injuries

Road Crash Fatalities Distribution by Road User Groups[b]

37.6% Pedestrians

1.1% Cyclists

1.8% Motorcyclists

59.5% Vehicle Users

Road Crash Fatalities Distribution by Age Groups[b]

0 – 14 Yrs. **4.0%** **15 – 64 Yrs.** **52.3%** **65 Yrs. & Above** **43.8%**

Other Key Metrics

Life Years affected due to disability from road crash injuries per 100,000 people[c] **1,041 Life Yrs.**

% Trend in Fatality Rate per 100,000 pp. in the Decade of Action (2010 – 2020)[b] **–33.1%**

% Trend in Fatality Rate per 100,000 pp. (2019 – 2020)[b] **–6.4%**

Sources:
[a] *15:1 ratio of serious injuries per fatality (Developed by iRAP and Adjusted by GRSF, World Bank)*
[b] *Georgia National Data (Limited to the territory covered by the Patrol Police Department of the Ministry of Internal Affairs of Georgia. Data for the area administered by regional structural units of the Ministry of Internal Affairs includes number of accidents, injuries and fatalities only, without other specifications)*
[c] *Global Burden of Disease (GBD) 2019, Institute for Health Metrics and Evaluation (IHME)*

BASIC DATA, CHARACTERISTICS AND DEFINITIONS

Basic Data and Population Characteristics

Table 2

Georgia Basic Data and Population Characteristics in comparison with EaP and EU Region Averages (for 2020)

Basic data	Georgia[a]	EaP average (6 countries)	EU Average (28 countries)[b]
Population	3.72 million	27.94 million	45.5 million
Area	69,490 km^2	167,499 km^2	159,848 km^2
Population density	65 inhabitants/km^2	76 inhabitants/km^2	166 inhabitants/km^2
Urban population (% of total)	59.0 %	67.4 %	75 %
Population Composition:			
Children (0 – 14 years)	20.3 % (2019)	–	15.1 % (2019)
Adults (15 – 64 years)	76.1 % (2019)	–	64.4 % (2019)
Elderly (65 years and over)	15.0 % (2019)	–	20.5 % (2019)
Gross Domestic Product (GDP) per capita (2020)	4,274.6 Current US$	4,323.65 Current US$ (2019)	65,297.52 Current US$ (2019)

Sources: [a] *National Statistics Office of Georgia: geostat.ge*

[b] *EUROSTAT: ec.europa.eu/eurostat*

Road Safety Definitions in Georgia

Table 3

Road Safety Definitions in Georgia

Road Crash	an occurrence during the driving of a vehicle on a road and with the participation of such vehicle, in which an individual has been injured or killed, or a vehicle, cargo, structure or other property has been damaged.
Road Crash Fatality	legislation does not provide for a definition of fatality caused by a road crash.
Road Crash Serious Injury	legislation does not provide for a definition of serious injury caused by a road crash.
Road Crash Minor Injuries	legislation does not provide for a definition of minor injury caused by a road crash.

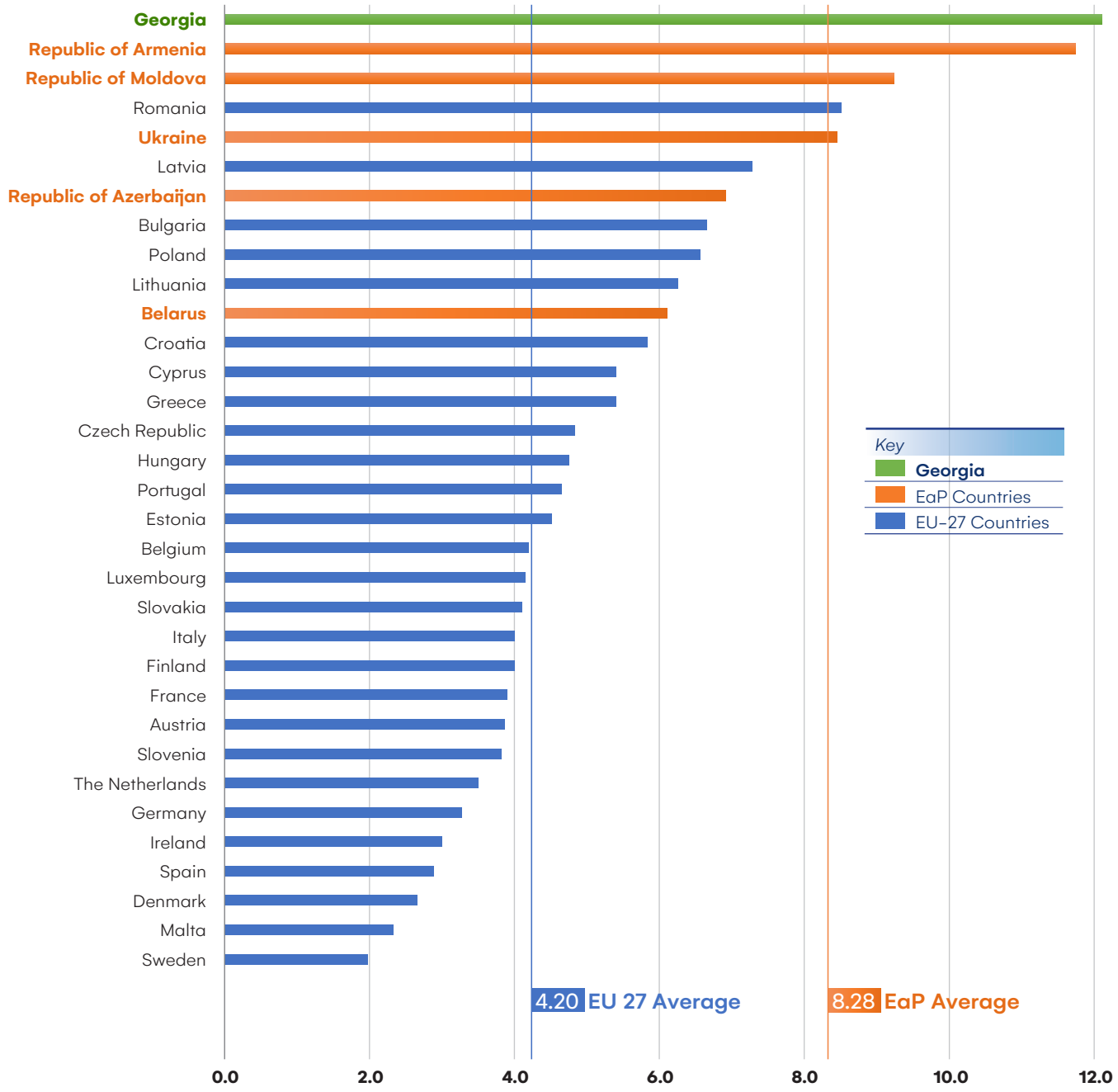
DETAILED ROAD SAFETY STATUS IN GEORGIA

General Road Safety Positioning (in comparison with European Countries)

In 2020, Georgia recorded the highest road crash fatality rate, **12.11 fatalities per 100,000 inhabitants**, registered in the EaP region and in the EU-27. The fatality rate in Georgia is **higher than the EaP and EU-27 average** fatality rates by **31.6%** and **65.3%**, respectively. The actual fatality rate registered may be higher, given that the fatality rate has not been corrected for under-reporting.

Figure 1 *Road Crash Fatalities per 100,000 inhabitants in 2020 with EaP and EU-27 region averages.*

Sources 27 EU countries—15th Annual Road Safety Performance Index (PIN) Report - 2021, ETSC; 6 EaP countries —National statistics



DETAILED ROAD SAFETY STATUS IN GEORGIA

Road Crash Fatalities and Injuries Analysis

In 2020, Georgia registered an overall **decrease** in the number of **road crashes (16.8%)**, a **decline** in the number of **road crash fatalities (6.9%)** and an overall **reduction** in the number of **road crash injuries (19.3%)**, as compared to 2019.

It is noteworthy to mention that during 2020, the COVID-19 pandemic had a significant impact on transport and mobility across the globe, including the EaP region, bringing travel to a standstill, thus leading to an **overall reduction in the number of registered road crashes**. However, it is to be noted that the **reduction in the registered road crash fatalities is not of the same magnitude**, possibly due to an increase in recorded speeding caused by less traffic, leading to a **higher proportion of fatalities for each road crash**.

Between 2010 – 2020, there can be observed a **decreasing trend** for the recorded road crash fatalities, this **dropping by 33.1%**.

The figures below give an overall impression of the scale of road crash fatalities and injuries in Georgia.

Figure 2

Road Crashes, Fatalities and Injuries in Georgia (2008 – 2020), National Data

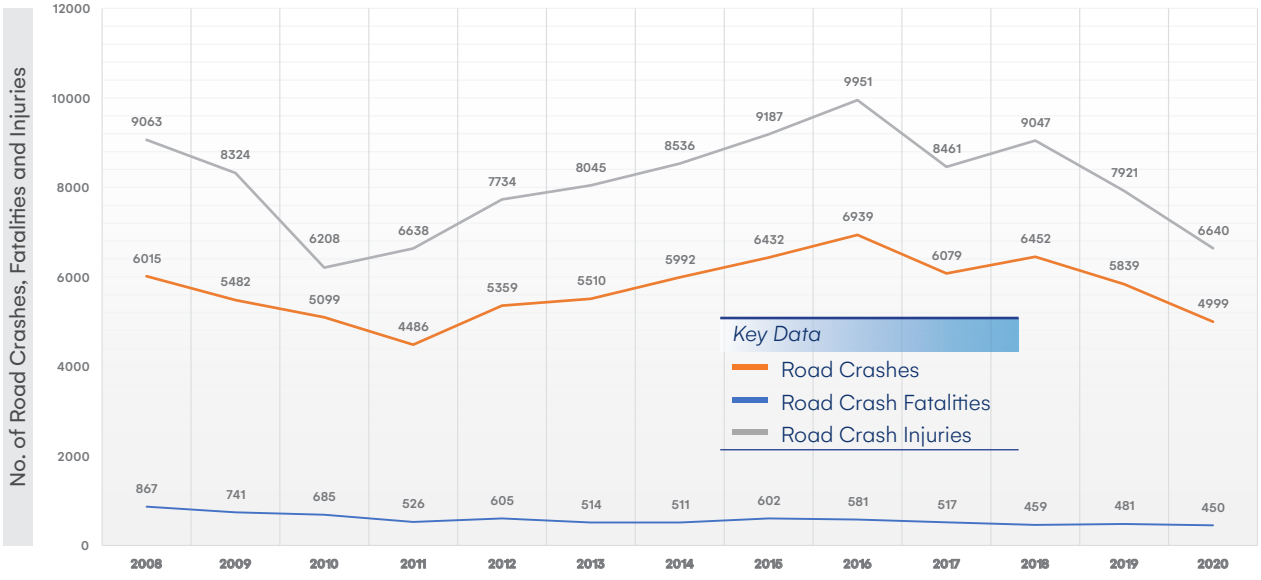
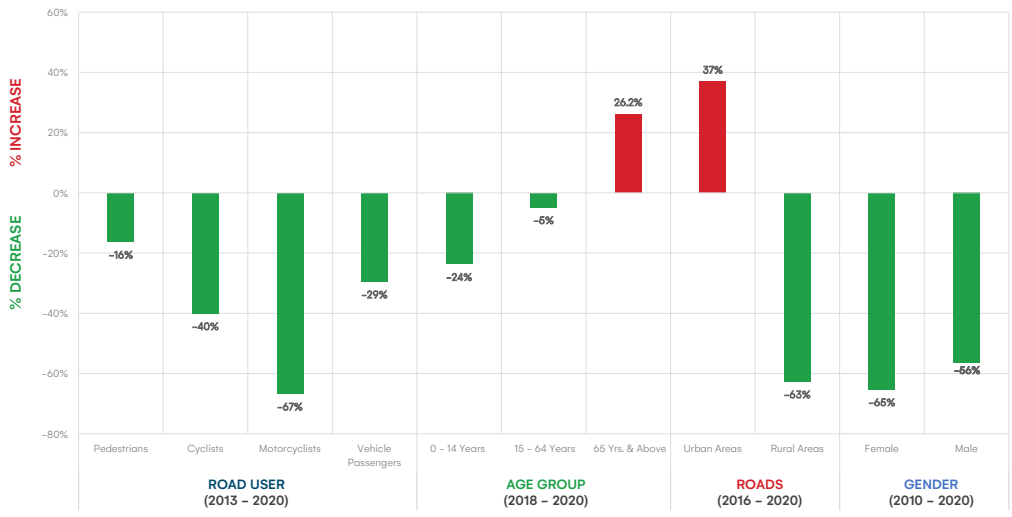


Figure 3

Evolution of Road Crash Fatalities in Georgia by Road User Group, Age Group, Urban/Rural Areas and Gender from National Data



DETAILED ROAD SAFETY STATUS IN GEORGIA

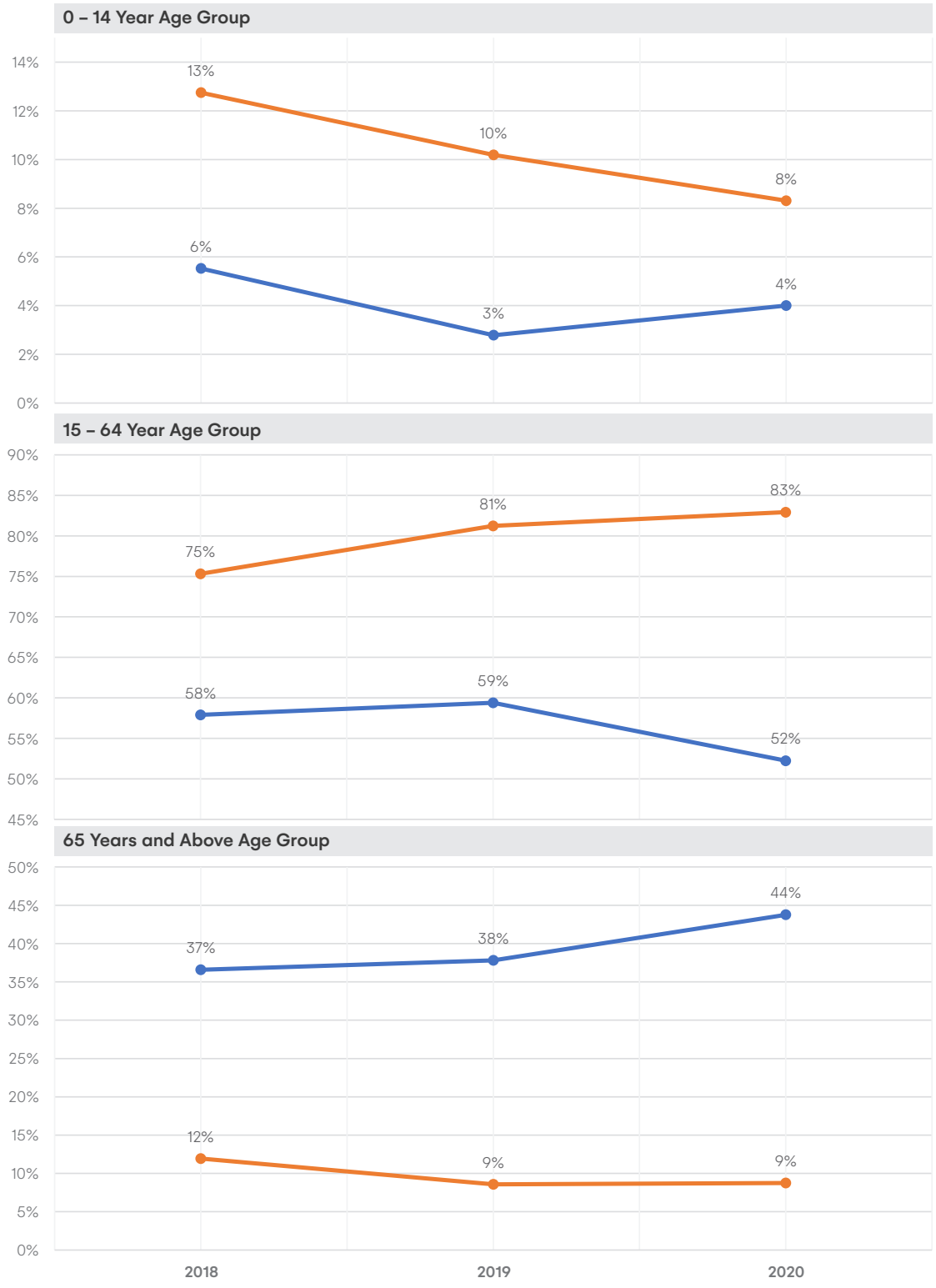
Age has a significant impact on mortality and risk of road crash fatality and injuries, thus it is recommended to investigate and control this factor. The **most significant mortality rate** due to road crashes in Georgia is observed among population aged **between 15 and 64 Years, accounting for an average of 56% of Road Crash Fatalities and 80% of Road Crash Injuries.**

Figure 4

Distribution of Road Crash Fatalities and Injuries by Age Groups in Georgia (from National Data)

Key Data

- Road Crash Fatalities
- Road Crash Injuries



DETAILED ROAD SAFETY STATUS IN GEORGIA

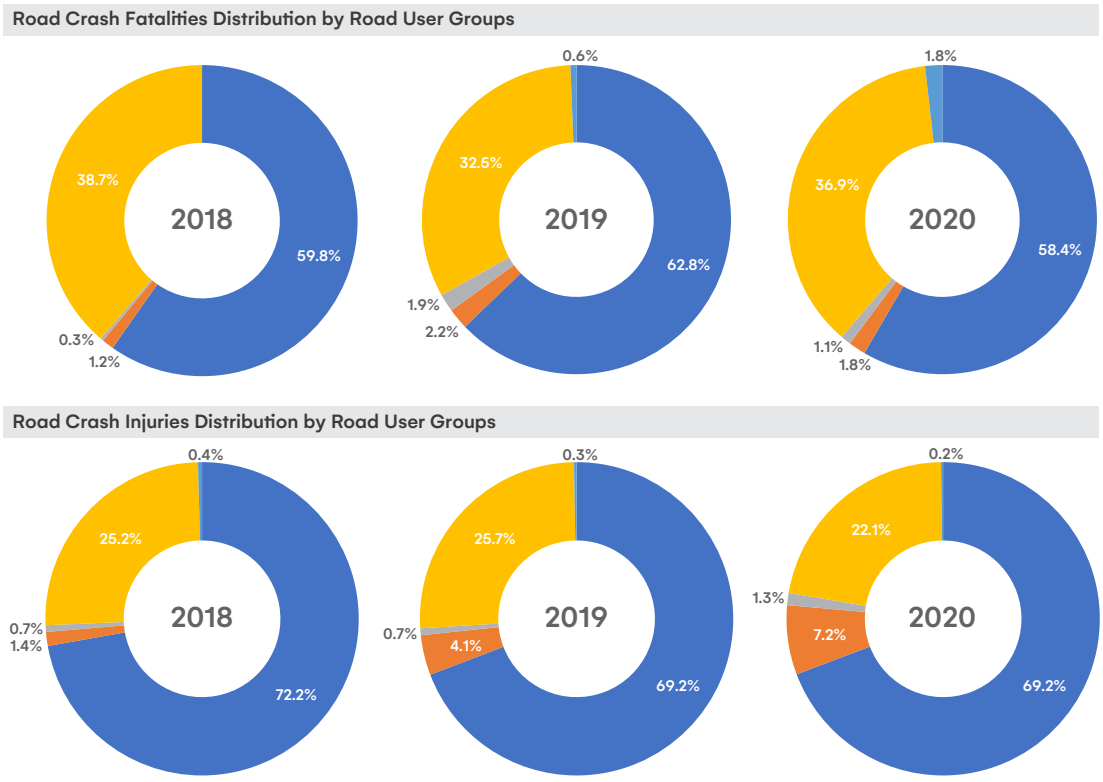
The most **Vulnerable Road Users (VRUs)** in Georgia include vehicle occupants **(on average accounting for 60% of road crash fatalities and 70% of road crash injuries)** and pedestrians **(on average accounting for 36% of road crash fatalities and 24% of road crash injuries).**

Figure 5

Distribution of Road Crash Fatalities by Road User Group (from National Data)

Key

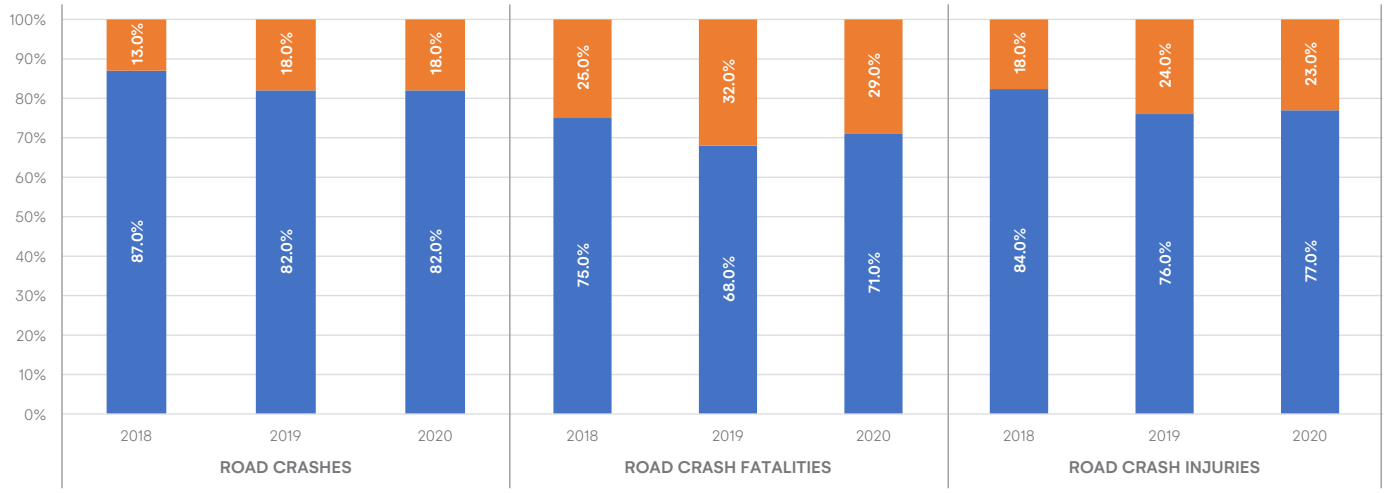
- Vehicle Occupants
- 2/3 Wheelers
- Cyclists
- Pedestrians
- Other Categories



Georgia has an urban population of approximately **59%.** National data indicates that urban areas account for the highest road crashes, road crash fatalities and road crash injuries registered in the country. Further analysis of urban and rural area contexts of road crashes is required to understand the disparity, presumably speeds within urban areas may need to be reduced to reduce the high mortality and injury risk.

Figure 6 *Distribution of Road Crashes, Fatalities and Injuries by Area (Urban/Rural) – from National Data (2020)*

Key: Urban Areas; Rural Areas



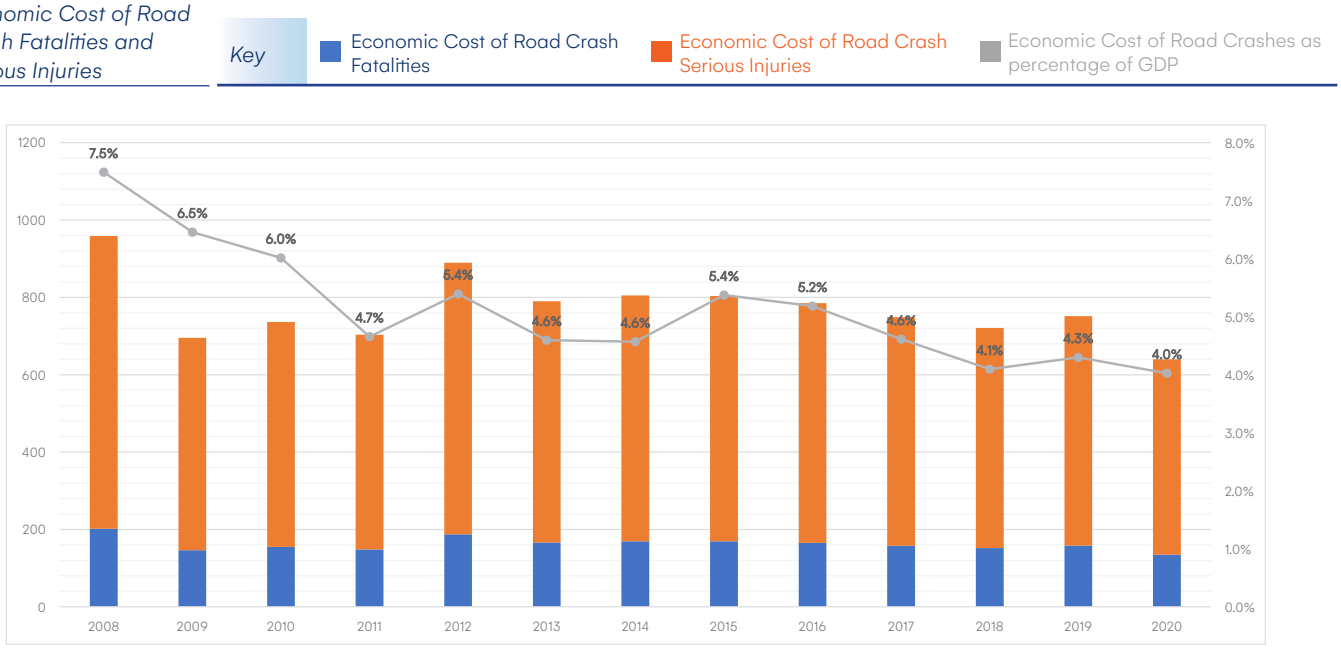
DETAILED ROAD SAFETY STATUS IN GEORGIA

Economic and Social Cost of Road Crashes Fatalities and Injuries

The Economic and Social Cost of Road Crash Fatalities and Injuries in Georgia has been calculated by applying the general approximation rule developed by iRAP **(Fatality Cost – 70 x GDP/Capita; Serious Injury Cost – 17.5 x GDP/Capita)**. An estimate of **15:1 ratio of serious injuries per fatality** has been used where data was not available *(Developed by iRAP and Adjusted by GRSF, World Bank)*. The economic cost of Road Crash Fatalities and Serious Injuries in Georgia has been **steadily decreasing (by 46.3%)** since its highest in 2008 **(7.5% of GDP)** to **4.0% of GDP** estimated for 2020.

Figure 7

Economic Cost of Road Crash Fatalities and Serious Injuries



Data Discrepancy of Road Crashes Fatalities and Injuries Data

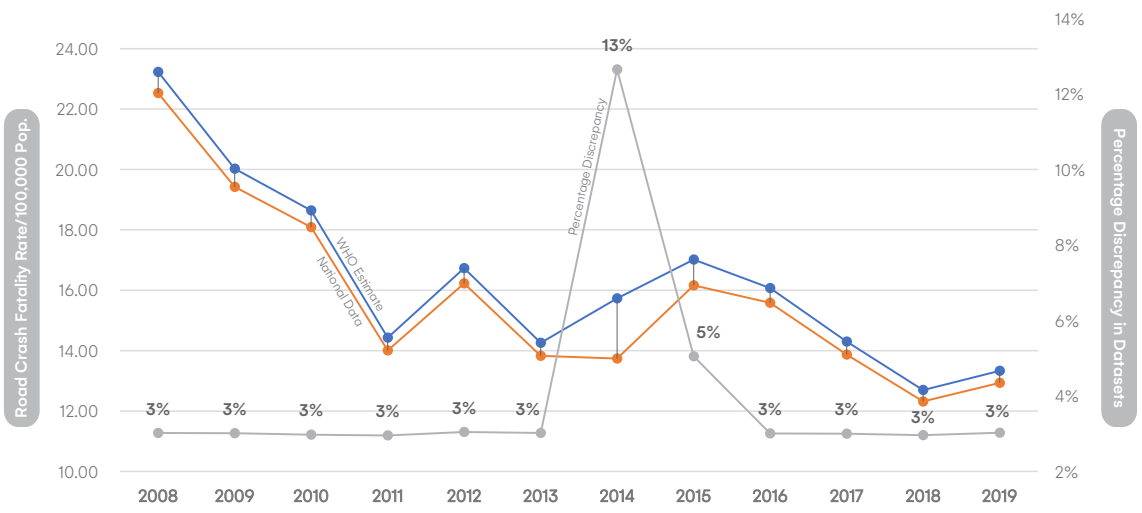
Data Discrepancy in Georgia **reported at the national level and corrected by WHO** has been estimated at between **3–13%** in 2008–2019. This discrepancy is lower than the average discrepancy registered in the EaP and EU-27.

Figure 8

Data Discrepancy of Road Crash Fatalities in Georgia – between National Data and WHO Estimates

Source

WHO Global Health Observatory data (2008 – 2019)



PILLAR 1 | ROAD SAFETY MANAGEMENT

Institutional Framework of Road Safety in Georgia

Table 4 Road Safety Institutional Framework in Georgia

Road Safety Function	Key Institution
Road Safety Lead Agency	The Lead Agency is not defined in Georgia. Some of the functions of the lead agency is performed by the Ministry of Economy and Sustainable Development of Georgia, with limited mandate and resources. It is planned to define and strengthen the lead agency mandate and functions according to the new national road safety strategy for 2021-2025 which is currently being elaborated.
Lead Agency Funding	No special funding for lead agency is available.
Lead Agency Functions	Road Safety Lead Agency functions are performed by the Ministry of Economy and Sustainable Development of Georgia. This includes coordination, legislation, preparation of road safety action plan reports, cooperation with international institutions and transfer of knowledge. It is planned to strengthen the lead agency mandate and functions according to the new national road safety strategy for 2021-2025 which is currently being elaborated.
Road Safety Targets	According to new national road safety strategy of Georgia for 2021-2025 years, which is currently being elaborated, it is planned to define road safety targets to reduce road fatalities and injuries by 25% by 2025.

Table 5 Key Actors per Road Safety Function in Georgia

Road Safety Function	Name of Key Institution	Legal Act
Road Safety Coordination	The Road Safety Inter-agency Commission and the Working Group; Ministry of Economy and Sustainable Development of Georgia	Decree No. 1389 dated July 11, 2016 of the Government of Georgia
Land transport safety strategy, policy, analysis; **Coordination of international/ regional road safety agreements/strategies;** **Vehicle safety policy, legislation and certification;** **The safety of heavy goods vehicle and public transport operations**	The Ministry of Economy and Sustainable Development of Georgia	National Road Safety Strategy of Georgia
Road traffic and safety regulations and enforcement; **Penalty system aspects;** **National crash reporting and database;** **Driver and vehicle licensing and testing;** **Road safety promotion campaigns to support enforcement.**	Ministry of Internal Affairs of Georgia	National Road Safety Strategy of Georgia
Road infrastructure project management; **Road safety engineering policy;** **Implementation of standards and instructions, safety audit, safety assessment and safety inspection;** **Aspects of land (allocated for respective roads) use planning;** **Data systems supporting road safety planning and engineering**	Ministry of Regional Development and Infrastructure of Georgia; Road Department	National Road Safety Strategy of Georgia

PILLAR 1 | ROAD SAFETY MANAGEMENT

Table 5 Key Actors per Road Safety Function in Georgia (Cont.)

Road Safety Function	Name of Key Institution	Legal Act
Road safety education in schools; **School bus safety;** **Safe school management systems;** **Road safety promotion and community engagement**	Ministry of Education, Science, Culture and Sport of Georgia	National Road Safety Strategy of Georgia
Emergency medical assistance policy and operations; **Trauma care and rehabilitation;** **Work—related road safety;** **Public health and road injury prevention strategy and policy;** **Road safety promotion;** **Health sector road traffic injury data and trauma registries.**	Ministry of Internally Displaced Persons from the Occupied Territories, Labour, Health and Social Affairs of Georgia	National Road Safety Strategy of Georgia
Land use/transportation planning; **Public transport licensing;** **Road traffic management and safety engineering;** **Emergency assistance (Tbilisi City Hall);** **Road safety promotion.**	Tbilisi City Hall and other municipalities	National Road Safety Strategy of Georgia

Road Crash Data Collection System

Georgia is currently working on the **development of a new road traffic accident data collection and processing methodology**, that is being developed in line with **CADaS** structure. A new module for the registration of road traffic accidents, aiming to develop a **unified database** covering the entire country, has been elaborated. The module implies **digital collection** of road accident related data and meets the requirements of the EU CADaS standard. The new module is **web based**, road accident data is **manually registered from a Patrol Police Car (PC)** on the spot by patrol police officers/investigators or through document processing module, including **GPS coordinates**.

The program/module was piloted in one of the Tbilisi districts (Isani–Samgori district) in 2019. In 2020, relevant staff of the Patrol Police Department was trained in application of the new methodology. Starting from March 2021 the module is used in a test mode in the entire area covered by the Patrol Police Department. The data collected in accordance to the new methodology will be **analyzed centrally**, which will enable operability of **road safety online platform** (http://rcc.mia.ge/). This represents an important milestone in the process of making analytical decisions and will enable accessibility for the relevant road safety agencies to the existing data. After full implementation of the new electronic road traffic accident registration program, 21 out of 28 MiniCADaS–required variables will be collected in Georgia for the MiniCADaS subset that should be targeted for submission to the EaP Road Safety Observatory (RSO).

Until the full implementation of the platform, in accordance with the **Order N1/172 of the Minister of Internal Affairs of Georgia "On Approval of the Traffic Accident Registration Card Form" of April 13, 2018**, the filling in of road traffic accident cards continues in material/paper form.

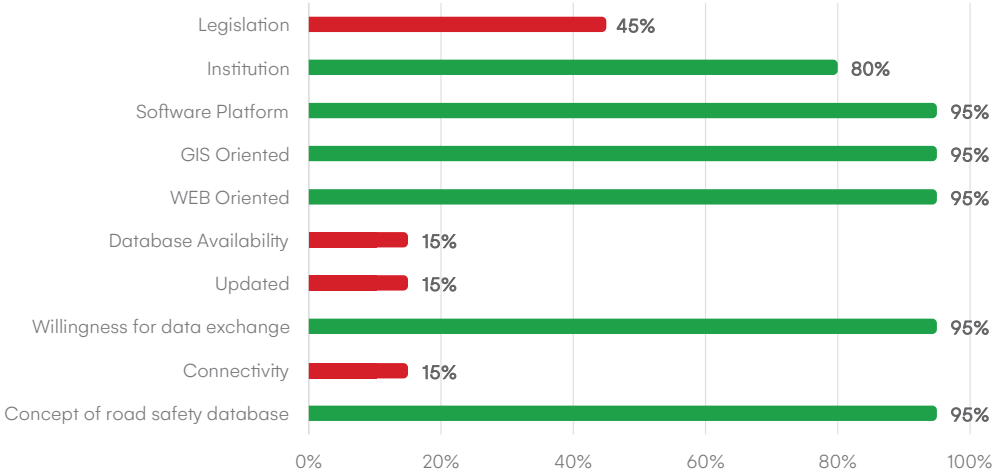
Road crash data is available on the public website — https://info.police.ge/.

Figure 10 provides an overview of the results of the crash data system benchmarking assessment for the EaP and is based on self–reporting.

PILLAR 1 | ROAD SAFETY MANAGEMENT

Figure 9

Crash data system benchmarking assessment for Georgia

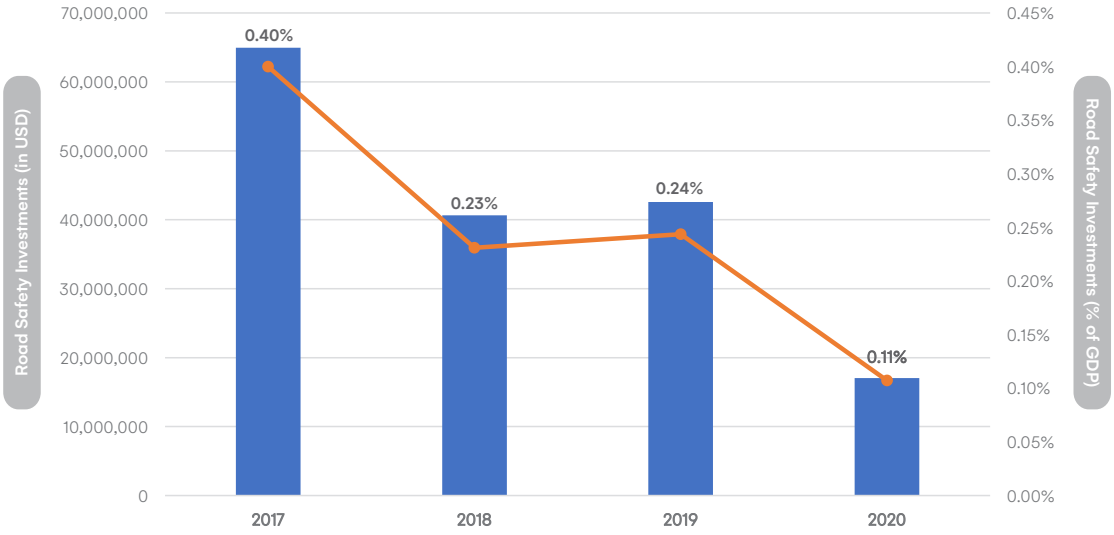


Road Safety Funding and Expenditure (Projects and Performance)

In Georgia, the Road Safety Activities included in the Action Plan are mainly funded by the State budget as well as by the International Financial Institutions. There is no special, dedicated fund or budget to support Road Safety funding in the country.

Figure 10

Georgia's Road Safety Investment between 2017 – 2020 (in USD) and as a percentage of Georgia's GDP (from National Data)



PILLAR 1 | ROAD SAFETY MANAGEMENT

Table 6 Ongoing Road Safety Programs in Georgia

Title	Period	Brief Objectives/Expected Outcomes	Road Safety Component
Government Road Safety Programs			
Periodic Technical Inspection Reform	2017 – 2020	Periodic technical inspection system developed in accordance with the EU Standards	Safe Vehicles
Development of national video surveillance system	2017 – 2020	National video surveillance system developed for ensuring effective enforcement of road traffic rules' violation	Safe Road Users
Implementation of infrastructure improvement activities	2017 – 2020	Infrastructure activities implemented related to traffic calming measures, road safety inspections, audits, safety installations, road signs, black spots	Safe Roads

Table 7 Ongoing Road Safety Projects and Financial/Technical Assistance from IFIs

Title	Period	Brief Objectives/Expected Outcomes	Road Safety Outputs
World Bank			
East–West Highway Corridor Improvement	2016 – 2023	To reduce road user costs along the East–West Highway Corridor section upgraded under the project; and strengthen the capacity of the Roads Department and the Ministry of Economy and Sustainable Development to respectively manage the road network and provide an enabling environment to improve logistics services.	Preparation and endorsement of an Annual Road Safety Action Plan aligned with the National Road Safety Strategy.
Third Secondary and Local Roads Project	2014 – 2021	To reduce transport costs on project roads and improve the sustainability of road asset management in the secondary and local project road network.	The project has a component on Road Safety Technical Assistance that will cover implementation of: » Safe Village program on and along three local roads in Imereti Region, which are to be rehabilitated under the Third SLRP; » Additional road safety engineering measures (e.g., sidewalks, pedestrian crossing, installation of speed bumps, barriers, blinking traffic lights near schools and other public places) outside the scope of rehabilitation or improvement works; » Education and publicity campaigns targeting residents living along these three local roads and other road users; » Technical assistance (e.g., equipment and/or training) to patrol police to monitor and enforce safety rules on these local roads; » Technical assistance (e.g., equipment and/or training) to emergency services operating to timely and effectively respond to road accidents and reduce the risk of fatalities on these local roads.

PILLAR 2 | SAFER ROADS AND ROADSIDES

Road Infrastructure Safety Assessment Performance

The benchmarking survey on implementation of the EU road safety Directive in each of the EaP countries was conducted by the EaP TP Secretariat in two rounds during 2018. Initially, a quantitative survey was conducted, where EaP countries self-reported the degree to which the introduction of individual measures from the **EU 2008/96 Directive on road infrastructure safety** has been achieved. Subsequently, an additional qualitative survey was produced by the Bank team, focusing on the four main tools of **Road Safety Audit (RSA), Inspection (RSI), Impact Assessment (RSIA) and Blackspot Management (BSM)** and aiming at a closer understanding of the current situation.

Table 8

EaP Countries Status regarding EC 96/2008 Directive Implementation

EaP Countries Status regarding the Implementation of the EC 96/2008 Directive	Answers confirmed by countries						
Impact Indicators used	**ARM**	**AZE**	**BLR**	**GEO**	**MDA**	**UKR**	EaP Av.
Implementation of RSIA (Road Safety Impact Assessment)							
Legal basis for RSIA exists	90	95	5	5	5	5	34
Adequate RSIA manual in official use	80	95	5	5	5	5	33
Trained staff for RSIA available	60	50	5	5	10	5	23
Road Authorities have budget to purchase RSIA	50	95	5	5	5	5	28
All major new roads and reconstructions passed RSIA procedure	75	95	5	5	5	5	32
RSIA Recommendations being accepted in feasibility stage	80	95	5	5	5	5	33
Total Scores for Road Safety Impact Assessments (RSIA)	**435**	**525**	**30**	**30**	**35**	**30**	**183**
Implementation of RSA (Road Safety Audit)							
Legal basis for RSA (Road Safety Audit) exists	85	50	5	30	5	5	30
Adequate RSA manual in official use	95	70	5	85	5	5	44
Trained road safety auditors available	25	50	5	50	30	15	29
Road Authorities have budget to purchase RSA	25	95	5	10	5	5	24
All new, reconstructed and rehabilitated roads being safety audited	50	95	5	10	25	5	32
RSA Recommendations being implemented by Roads Authority	80	95	5	50	20	5	43
Total Scores for Road Safety Audits (RSA)	**360**	**455**	**30**	**235**	**90**	**40**	**202**
Implementation of RSI (Road Safety Inspection)							
Revision (update) of road design standards undertaken	75	95	25	75	85	5	60
Revision (update) of road design norms (guidelines) undertaken	65	95	25	80	20	5	48
Convention of road signs/ signals 1968 fully implemented	60	95	25	50	30	10	45

PILLAR 2 | SAFER ROADS AND ROADSIDES

EaP Countries Status regarding the Implementation of the EC 96/2008 Directive	Answers confirmed by countries						
Impact Indicators used	**ARM**	**AZE**	**BLR**	**GEO**	**MDA**	**UKR**	**EaP Av.**
Implementation of RSI (Road Safety Inspection)							
Vehicle Restraint Systems (VRS) standard based on EN 1317	50	95	75	20	5	5	42
Work zone protection based on best international practice	70	95	75	75	35	5	59
Harmonization between standards/norms/guidelines and other legislation undertaken	80	50	75	80	50	5	57
Average Scores for Road Safety Inspections (RSI)	**400**	**525**	**300**	**380**	**225**	**35**	**311**
Black Spot Management – BSM (Black Spot Management)							
Legal basis for BSM (Black Spot Management) exists	60	50	90	10	10	50	45
Adequate BSM Manual in official use	50	35	75	70	5	85	53
Clear definition (criteria) of black spot exists	80	80	85	10	20	85	60
Trained black spot investigators available	80	80	70	40	30	20	53
Annual black spot improvement program in place	95	75	70	75	5	20	57
Road Authorities has dedicated founds for BSM improvements	90	50	70	50	10	5	46
BSM recommendations being implemented by Roads Authority	90	70	70	70	50	5	59
Average Scores for Black Spot Management (BSM)	**545**	**440**	**530**	**325**	**130**	**270**	**373**
Road Assessment Program (RAP) (e.g. iRAP)							
Legal basis for RAP (Road Assessment Program) exists	60	20	80	10	5	10	31
RAP implemented on road network	50	20	80	10	20	5	31
Annual RAP program exists	50	20	50	10	5	10	24
Road Authorities has dedicated founds for RAP improvements	60	80	50	10	5	10	36
RAP recommendations being implemented by Roads Authority	80	80	80	10	5	10	44
Average Scores for Road Assessment Programs (RAP)	**300**	**220**	**340**	**50**	**40**	**45**	**166**
Application of traffic calming measures							
Legal basis for application of traffic calming measures exists	60	50	90	10	10	50	45
Adequate traffic calming Manual in official use	50	35	75	70	5	85	53
Clear criteria for selection of traffic calming measures exists	80	80	85	10	20	85	60
Trained staff available	80	80	70	40	30	20	53
Road Authorities has dedicated funds for traffic calming implementation	95	75	70	75	5	20	57
Traffic calming recommendations being implemented by Roads Authority	90	50	70	50	10	5	46
Average Scores for Traffic Calming Measures	**455**	**370**	**460**	**255**	**80**	**265**	**314**

PILLAR 2 | SAFER ROADS AND ROADSIDES

EaP Countries Status regarding the Implementation of the EC 96/2008 Directive	Answers confirmed by countries						
Impact Indicators used	**ARM**	**AZE**	**BLR**	**GEO**	**MDA**	**UKR**	EaP Av.
Application of road design standard/norms (guideline) revision							
Revision (update) of road design standards undertaken	85	95	90	80	50	30	72
Revision (update) of road design norms (guidelines) undertaken	75	80	90	80	50	30	68
Convention of road signs/ signals 1968 fully implemented	100	95	99	80	100	90	94
Vehicle Restraint Systems (VRS) standard based on EN 1317	60	70	50	80	80	30	62
Work zone protection based on best international practice	40	50	40	50	50	20	42
Harmonization between standards/norms/guidelines and other legislation undertaken	60	80	80	80	70	50	70
Average Scores for Road Design Standard Revision	**420**	**470**	**449**	**450**	**400**	**250**	**408**
Building the capacity of engineers and technical staff							
Adequate Manuals/Guidelines for safety engineering produced	50	75	30	70	10	10	41
Selected Government, Consultants and Academic staff trained	35	75	30	60	5	5	35
Different road safety curricula for University courses produced (RSIA, RSA, RSI, RAP, BSM, TC)	40	50	40	30	30	5	33
Students being taught about safe design approaches during their studies	50	50	50	30	70	10	43
Average Scores for Capacity Building	**175**	**250**	**150**	**190**	**115**	**30**	**152**

Road Safety Infrastructure Investments

Improving the world's roads to a **3-star or better** standard is a key way to achieve the United Nations Sustainable Development Goals target of **halving road deaths and injuries by 2030**. The **Business Case for Safer Roads** *(iRAP)* analyzes the investment required to achieve 75% of travel on 3-star or better roads, as shown in the table below.

Table 9

What can be achieved with >75% of travel in Georgia on 3-star or better roads for all road users by 2030

Infrastructure and Speed Management Investment required	**372.6 Million US$**
Annual Investment as a percentage of GDP (2020-2030)	**0.18%**
Reduction in road crash fatalities per year	**203 fatalities**
Reduction in road crash fatalities and serious injuries (FSI) over 20 years	**44,602**
Economic Benefit	**3.47 Billion US$**
Benefit Cost Ratio (BCR)	**9**

Source: [1] *iRAP Vaccines for Roads. The Big Data Tool.* https://www.vaccinesforroads.org/irap-big-data-tool-map/

PILLAR 3 | SAFER SPEEDS

Speed Limits and Comparison with Safe System Speed Limits – National Data (2020)

Georgia has a **National Speed Limit Law** and local authorities in Georgia **are allowed** to modify the speed limits. The **Speed Tolerance Limit is 15 km/h.** Comparison of Georgia's Speed Limits to the recommended Safe System Speeds shows that **on average the speed limits are 25 km/h higher than recommended.**

The Enforcement of speed limits in Georgia is **automated** with a **self-reported score of 100% – high enforcement.** The **potential decrease** in fatal road crashes from enforcement of the Safe Speed Limits is estimated, on average, to be **six-fold.**

A Joint Operations Center, was created by the Ministry of Internal Affairs in 2016. The primary objective of the Center was to prevent crime and administrative offenses using video cameras and analytical software and ensure appropriate response to detect and prevent road accidents. In 2020, 112 and Joint Operations Center were merged to create the **Public Safety Command Center 112 (PSCC).** The merger aimed to provide higher quality coordination and to elevate the level of the operative response to emergencies. PSCC is equipped with the latest technology, which enables control of the unified video surveillance system throughout Georgia.

On November 1, 2017, a new enforcement system was launched and 5 cities were equipped with smart cameras. The cameras are supported by different analytical software, with capabilities such as face recognition and automatic license plate recognition. This helps identify the most common administrative violations, such as: the red light violation, double straight line crossing, driving in opposite direction, driving in the bus lane and speeding. All of the "smart cameras" are connected to the **unified video surveillance system**, which enables 24/7 real-time monitoring.

In 2018, Georgia launched the internationally accepted practice of using **speed control sections**. The technology calculates the average speed of the vehicle between the two cameras. As of October 2021, a total of **295 speed control sections** are operating in Georgia, covering **1,269 km**.

For preventing crime and ensuring road safety, **5,307 video cameras** operate at full capacity throughout the country. **1,781 out of the total amount are so-called smart cameras**, while the remaining 3,526 are general vision cameras.

The roads with video/radar monitoring are marked with special signs. Therefore, **drivers are informed of video-monitored sections** where speed cameras are located. As a result, the majority of drivers try not to violate any rules while driving through such locations.

Table 10

Maximum Speed Limits, Recommended Safe System Speeds and the Potential Decrease in Road Crash Fatalities

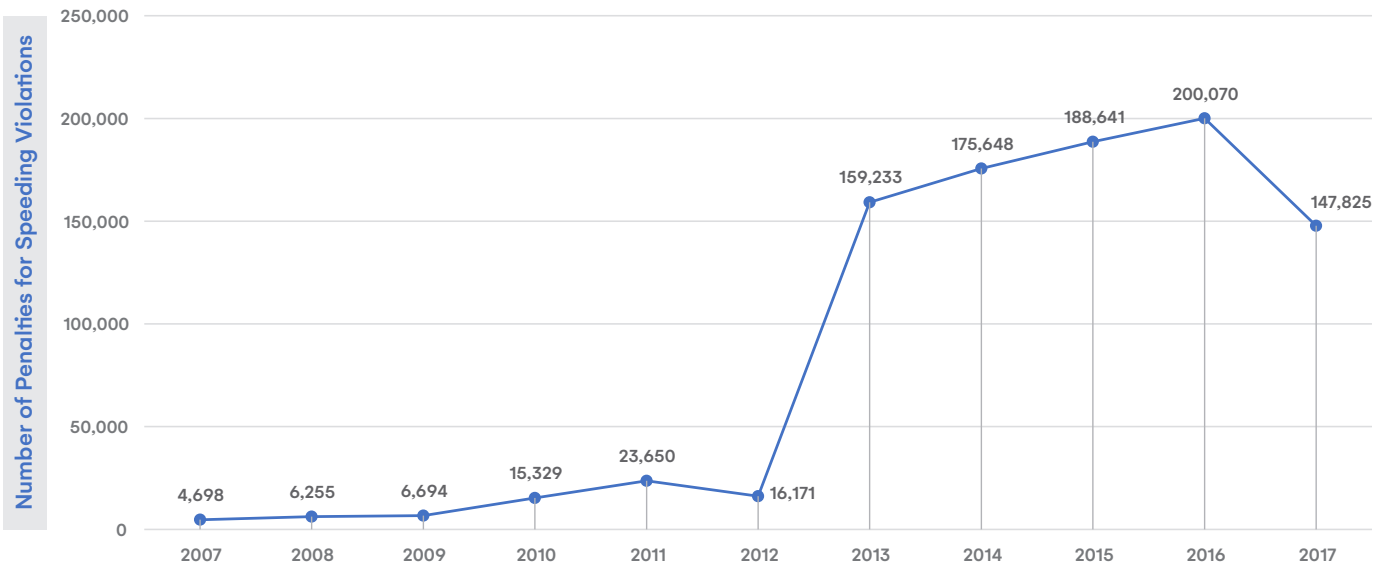
	ROADS			
	RESIDENTIAL	URBAN	RURAL	MOTORWAYS
Maximum Speed Limit in Georgia	60 km/h	60 km/h	90 km/h	110 km/h
Difference with Recommended Safe System Speeds[1]	+ 30 km/h	+ 30 km/h	+ 20 km/h	+ 20 km/h
Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits[2]	6 times lower	6 times lower	3 times lower	2 times lower

Note: [1] *Safe System Recommended Speed Limits: Residential and Urban – 30 km/h; Rural – 70 km/h; Motorways – 90 km/h.*

[2] *Potential decrease in fatal road crashes from enforcement of safe system speed limits calculated using the Nilsson's Power Model connecting speed and road trauma. [M.H. Cameron, R. Elvik. 2010]*

PILLAR 3 | SAFER SPEEDS

Figure 11 *Number of Penalties for Speed Violations in Georgia*



Speed Calming Infrastructure – National Data (2020)

To reduce speeding, Georgia has introduced traffic calming/light engineering treatments on existing and new road infrastructure. The table and figures below give details on the speed calming infrastructure present.

Table 11

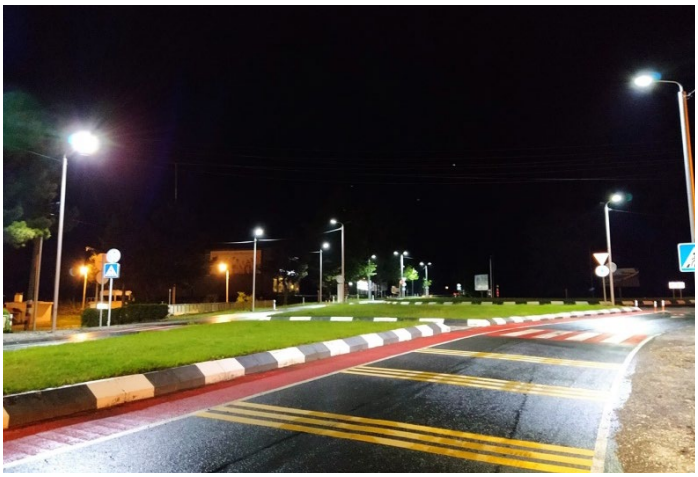
Speed Calming Infrastructure in Georgia – Presence and Brief Descriptions of Implementation

Speed Calming Infrastructure Category	**Presence in Georgia** *(Present/Not Preset)*	**Brief Description/Narrative of Implementation and Results**
Narrowing e.g., *extending sidewalks, pedestrian refuges.*	PRESENT	Road Narrowing through Islands are being utilized on International and secondary roads, mainly at intersections. After introduction vehicle crashes, deaths and serious injuries decreased in those areas.
Vertical Deflections e.g., *speed bumps, humps and tables.*	PRESENT	By the Norms it's recommended to use road humps on International and secondary roads near schools and kindergartens.
Horizontal Deflection e.g., *chicanes and chokers.*	NOT PRESENT	Chicanes and mini-roundabouts aren't provided on International and Secondary roads in Georgia.
Block/Restrict Access e.g., *median diverters and cul-de-sacs.*	PRESENT	These solutions are provided mainly in the capital city and in the local roads sections. These aren't provided on international and secondary roads in Georgia.
Road Markings, Signs and Furniture e.g., *colored surfacing*	PRESENT	Colored surfacing mainly are provided on roundabouts on international and secondary roads, colored surfacing signs are also used near school and kindergartens.

PILLAR 3 | SAFER SPEEDS

Figure 12 *Figures showing Traffic Calming Infrastructure in Georgia*

Road Narrowing through use of Islands in Georgia



Colored surfacing on roads in Georgia

Sample of Colored road signs near Schools/Kindergartens – 30 kph

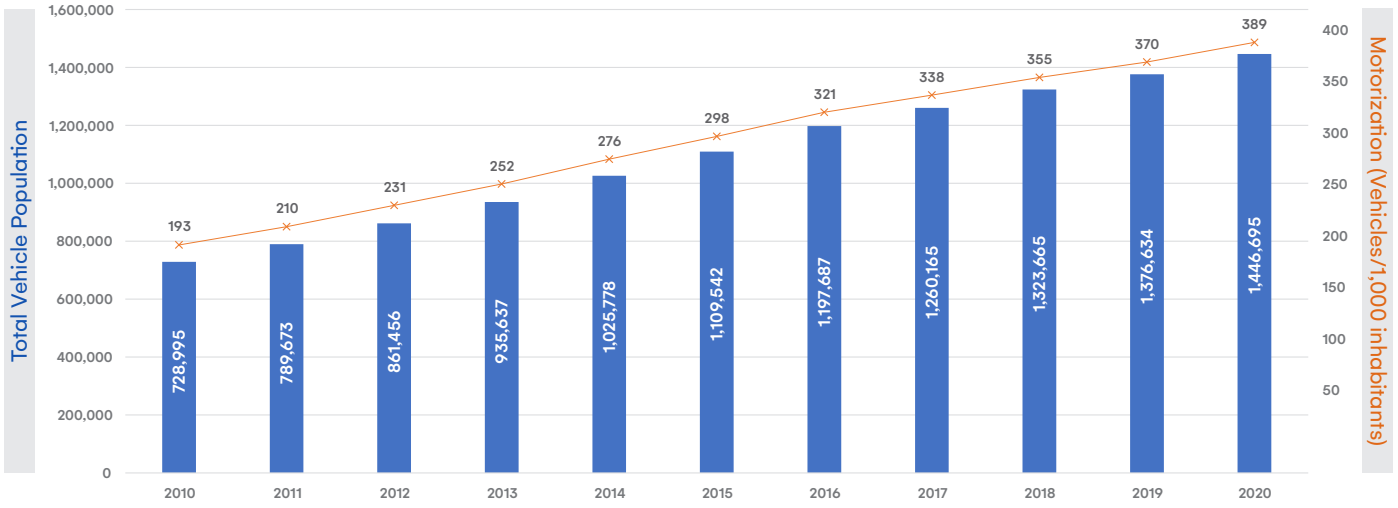
PILLAR 4 | SAFER VEHICLES

Vehicle Population and Distribution – National Data (2020)

Georgia has an up-to-date dataset of the vehicle population in the country, disaggregated into five categories (Category 1: Cars and Light Wheeled Vehicles; Category 2 – Motorized 2/3 Wheelers; Category 3 – Heavy Trucks; Category 4 – Buses and Category 5: Other Categories). The Vehicle Population in Georgia and Motorization **(389 Vehicles/1,000 inhabitants)** are proportional as shown in Figure 11.

Vehicle distribution in Georgia between 2010–2020 have been comparable with the average distribution of **Cars & Light Wheeled Vehicles accounting for 82.1%, Motorized 2/3 Wheelers – 0.6%, Heavy Trucks – 8.6%, Buses – 4.6% , and Other Vehicle Categories – 4.0%.**

Figure 13 *Total Vehicle Population and Motorization*



Compliance with UN Vehicle Safety Regulations – WHO Data (2018) and National Data (2020)

Compliance to the recommended Vehicle Safety Standards in Georgia is shown below:

CRASH TESTS — Frontal Impact (No.94) Side Impact (No.95) — NOT APPLIED	ANTI-LOCK BRAKES — Motorcycle Anti-Lock Brakes No.78 (GTR.3) — NOT APPLIED	PEDESTRIAN SAFETY — Pedestrian Protection No.127 (GTR. 9) — NOT APPLIED
ELECTRONIC STABILITY CONTROL — Electronic Stability Control No.140 (GTR. 8) — NOT APPLIED	SEAT BELTS — Seat Belt & Anchorages (No.16 & 14) — NOT APPLIED	AUTONOMOUS EMERGENCY BRAKING — Autonomous Emergency Braking Systems — NOT APPLIED

PILLAR 4 | SAFER VEHICLES

Regulation of Imported Vehicles and Periodic Inspection of Existing Fleet – National Data (2020)

Import Regulation of Used Vehicles	Import Age Limit Based	Taxation Based Limit	Vehicle Import Inspections	Existing Fleet Periodic Inspection
PARTLY REGULATED	NOT AGE BASED	YES	DONE	DONE

Georgia **regulates only partly the import of used vehicles.** Restrictions are taxation-based, which is imposed in the form of excise tax for a motor car (except for a sports car) and a motorcycle (including a motor bicycle), according to their age and engine displacement.

Existing vehicle fleet undergoes **periodic technical inspection** available and compulsory for each vehicle registered in Georgia. The newly established vehicle inspection system is fully in line with EU standards.

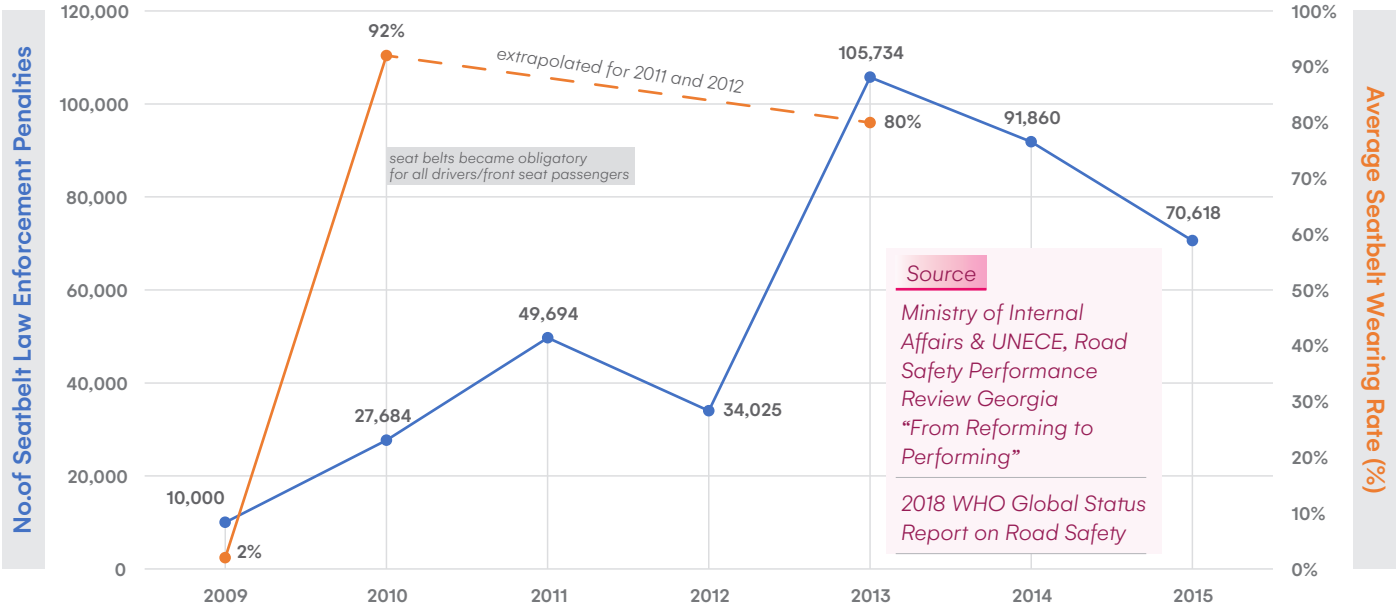
PILLAR 5 | SAFER ROAD USERS

Seatbelt Usage in Georgia – WHO Data (2018)[a] and National Data (2020)[b]

Georgia has an **existing National Seatbelt Law** *(enacted in 2005)*, which **does not apply to all vehicle passengers.** Georgia employs both **manual** (visual inspection by police officers) and **automated** (by video surveillance system) enforcement. Vehicle Occupants found breaking the law are **fined 40 GEL (approximately € 13) together with a reduction of 5 points from the driving license** *(enacted in 2017)*.

Application to Vehicle Occupants[b]			Self-Reported Enforcement Score of Seatbelt Legislation[a]	Seatbelt Wearing Rate[a]
Drivers	Front Pass.	Rear Pass.		
YES	YES	NO	80 %	NOT SPECIFIED

Figure 14 No, of Seatbelt Penalties from Police Enforcement and Average Wearing Rates (from National Data)



Motorcycle Helmet Usage in Georgia – WHO Data (2018)[a] and National Data (2020)[b]

Georgia has an **existing National Motorcycle Helmet Law** *(enacted in 2005)*, which applies to **all motorcycle and moped users, but does not apply to Cyclists.** Children **passengers aged under 12 yrs.** are prohibited on motorcycles *(enacted in 2014)*. Users found breaking the law are **fined with 100 GEL (approximately € 33) along with a reduction of 5 points from the driving license.** Enforcement is mainly **manual** (by police officers) and **automated** (by video surveillance systems) enforcement.

Application to Occupants[b]		Motorcycle Helmet Fastening[b]	Motorcycle Helmet Standards[b]	Self-Reported Enforcement Score[a]	Avg. Helmet Wearing Rate[a]
Drivers	Passengers				
YES	YES	NOT MANDATORY	NOT SPECIFIED	80 %	NOT SPECIFIED

PILLAR 5 | SAFER ROAD USERS

Drink Driving and Drug Driving in Georgia – WHO Data (2018)[a] and National Data (2020)[b]

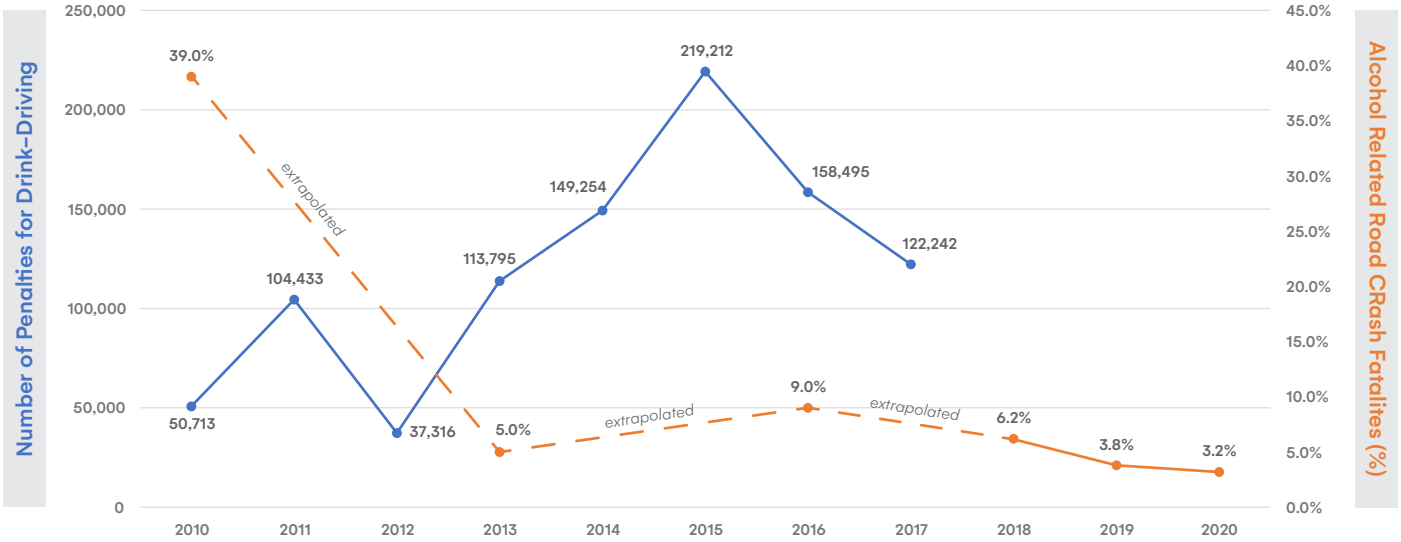
Georgia has an **existing Drink Driving** *(enacted in 1989)* and **Drug Driving Law** *(enacted in 1992)*, which applies to the **General Population, Young/Novice Drivers, Professional Drivers** and **Moped Drivers** *(enacted in 2013)*. Since **April 1, 2019** driving of a motor car, streetcar, trolleybus, tractor or other mechanical transport under the influence of a narcotic, psychotropic or a new psychoactive substance is qualified as a **criminal offence** under the Criminal Code of Georgia, considering **fine** and/or **imprisonment** for up to **one year**.

Enforcement of drink/drug driving laws is done by **periodical driver checks** by **police officers** using **breath tests/drug swipes**. If the ethanol content in the blood is **not less than 0.3 and not more than 0.7 per mille** during the first detection of driving while intoxicated, the driver will be fined by withdrawal of the driving license for **6 months**. In case ethanol content in the blood exceeds **0.7 per mille** then the driver will be fined by withdrawal of the driving license for **1 year**. In case of repeated violation, the driver will be fined in the amount of **2,000 GEL** *(approximately € 550)*, with administrative detention from **5 days to 15 days** and with a **one-year extension of the suspension** of the driving license. Fines for moped drivers will be **500 GEL** *(approximately € 140)* for drink driving and **1500 GEL** *(approximately € 410)* for driving under the influence of drugs.

Blood Alcohol Concentration (BAC) Limits – g/dl

< 0.3‰	< 0.3‰	< 0.3‰	70 %	3.2 %
General Population[b]	Young/Novice Drivers[b]	Professional Drivers[b]	Self-Reported Enforcement Score[a]	Alcohol Related Road Crash Fatalities[b]

Figure 15 Alcohol Related Road Crash Fatalities (from National Data)



PILLAR 5 | SAFER ROAD USERS

Child Restraint Usage in Georgia – WHO Data (2018)[a] and National Data (2020)[b]

Georgia has an existing Child Restraint Law *(enacted in 2014)*, which specifies that a child restraint system (CRS) is **obligatory for the rear seats for children under 3 Years**, unless accompanied with an adult. **Children under 12 Years are allowed on the rear seats only.** The law is enforced by police officers regularly.

Front Seat Prohibition for Children[b]	Child Restraint Required[b]	Child Restraint Standards[b]	Self-Reported Enforcement Score[a]	Child Restraint Usage Rate[a]
PROHIBITED	NOT SPECIFIED	NOT SPECIFIED	80 %	NO DATA

Mobile Phone Usage while Driving in Georgia – National Data (2020)

Laws on Mobile Phone/Communication Tool Usage while Driving	Ban on Hand-Held Mobile Phone Use	Ban on Hands-Free Mobile Phone Use
EXISTING LAW (2005)	BANNED (2005)	NO BAN

Georgia has in place a fine and demerit point system for violators of the mobile phone usage laws. Offenders are fined with 30 GEL (approximately 10 EUR) and with a reduction of 15 points from the driving license.

PILLAR 6 | POST-CRASH CARE

National Emergency Care Access Number Coverage in Georgia – National Data (2018)

SINGLE ✗	NATIONAL COVERAGE ✓	112 *(General)*
No. of Emergency Care Access Numbers	Emergency Care Access Number Coverage	National Emergency Care Access Numbers and their Use

Trauma Registry System and First Responder Training in Georgia – National Data (2020)

Georgia has not been able to elaborate and implement the **trauma registry** and serious injury definitions yet, but in 2012 the National Center for Disease Control & Public Health (NCDC) initiated changes that have been approved by the Order of the Ministry of Labour, Health and Social Affairs (№01-27/n, 23.05.2012) on "Production and delivery of the Medical statistical information".

An additional cell "External causes of injuries and damage" was added to the table of external causes of trauma in the reporting form of hospitals, where the codes were differentiated according to the ICD-10 Codes; and since 2014 an on-line version of the monthly reporting form for hospital patients has been developed. The validations of the online form encompass the necessary double coding and all inpatient facilities in Georgia are involved in the system.

Since 2017, a similar reporting has been carried out in the primary health care facilities; and plans are underway to introduce serious injury definitions and to establish the trauma registry.

First responders working with the ambulance are trained in specialized course in pre-hospital emergency medical assistance, course includes a mandatory module on pre-hospital management of road accidents and traumas. Junior doctors have to complete training in basic emergency aid, Basic Life Support (BLS). Trainings are conducted in emergency medical assistance for all medical personnel on the ambulance services (doctors, nurses, drivers, hospitalization managers, operators), in accordance with international standards, including a pre-hospital trauma support module, pre-Hospital Trauma Life Support (PHTLS).

Other Key Post-Crash Care Indicators – WHO Data (2018)[a] and National Data (2020)[b]

~ 11 MINUTES ✗	9 %	~ 31 MINUTES ✗
First Responders Response time to Road Crashes[b]	% difference with Golden Hour Response Time (10 min.)	Time Taken to Care Centre from Crash Scene[b]

35 %	90 out of 100	YES ✓
% difference with Golden Hour Response Time (10 min.)	Service Capacity and Access Score Universal Health Coverage *(WHO UHC Report, 2019)*	Training Given to First Responders[b]

DECADE OF ACTION FOR
ROAD SAFETY
2021 - 2030

SUSTAINABLE DEVELOPMENT GOALS

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