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ANNEX IV

to the Commission Implementing Decision on the Annual action plan in favour of Türkiye for 2023

Action Document for improving road safety in the context of the European Union acquis and the EU Road Safety Strategy

ANNUAL ACTION PLAN

This document constitutes the annual work programme in the sense of Article 110(2) of the Financial Regulation, and an annual action plan in the sense of Article 9 of IPA III Regulation and Article 23(2) of NDICI - Global Europe Regulation.

1. SYNOPSIS

1.1. Action Summary Table

Title	Improving road safety in the context of the European Union acquis and the EU Road Safety Strategy Annual action plan in favour of Türkiye for 2023
OPSYS	OPSYS business reference ¹ : ACT-62304
ABAC	JAD.1311172
Basic Act	Financed under the Instrument for Pre-accession Assistance (IPA III)
Economic and Investment Plan (EIP)	No
EIP Flagship	No
Team Europe	No
Beneficiary(y)/(ies) of the action	The action shall be carried out in Republic of Türkiye
Programming document	IPA III Programming Framework
PRIORITY AREAS AND SECTOR INFORMATION	
Window and thematic priority	Window 3: Green Agenda and Sustainable Connectivity Thematic Priority 2: Transport, digital economy and society, energy
Sustainable Development Goals (SDGs)	Main SDG 3 Ensure healthy lives and promote well-being for all at all ages (3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents);

	Secondary SDG 11 Make cities and human settlements inclusive, safe, resilient and sustainable (11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons)				
DAC code(s)	Main DAC Code: 21020 Road transport- %40 21081 Education and training in transport and storage- %30 21010 Transport policy and administrative management- %30				
Main Delivery Channel	Central Government – 12001				
Targets	<input type="checkbox"/> Climate <input type="checkbox"/> Gender <input type="checkbox"/> Biodiversity				
Markers (from DAC form)	General policy objective	Not targeted	Significant objective	Principal objective	
	Participation development/good governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Aid to environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Gender equality and women's and girl's empowerment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Disaster Risk Reduction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Inclusion of persons with Disabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Nutrition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	RIO Convention markers	Not targeted	Significant objective	Principal objective	
	Biological diversity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Combat desertification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Climate change mitigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Climate change adaptation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Policy objectives	Not targeted	Significant objective	Principal objective	
	EIP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	EIP Flagship	YES <input type="checkbox"/>		NO <input checked="" type="checkbox"/>	
	Tags ² :		YES		NO

Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Environment and climate resilience	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Digital	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Economic development (incl. private sector, trade and macroeconomic support)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Human Development (incl. human capital and youth)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Health resilience	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Migration and mobility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Agriculture, food security and rural development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Rule of law, governance and Public Administration reform	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Digitalisation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tags	YES		NO
digital connectivity	<input checked="" type="checkbox"/>		<input type="checkbox"/>
digital governance	<input checked="" type="checkbox"/>		<input type="checkbox"/>
digital entrepreneurship	<input type="checkbox"/>		<input checked="" type="checkbox"/>
digital skills/literacy	<input checked="" type="checkbox"/>		<input type="checkbox"/>
digital services	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Connectivity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tags	YES		NO
digital connectivity	<input checked="" type="checkbox"/>		<input type="checkbox"/>
energy	<input type="checkbox"/>		<input checked="" type="checkbox"/>
transport	<input checked="" type="checkbox"/>		<input type="checkbox"/>
health	<input type="checkbox"/>		<input checked="" type="checkbox"/>
education and research	<input type="checkbox"/>		<input checked="" type="checkbox"/>
Migration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduction of Inequalities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COVID-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BUDGET INFORMATION	
Amounts concerned	Budget line: 15.020201 Total estimated cost: EUR 4 500 000 Total amount of EU budget contribution EUR 4 500 000 of which EUR 4 500 000 for indirect management with IPA III beneficiary
MANAGEMENT AND IMPLEMENTATION	
Implementation modalities (management mode and delivery methods)	Project modality Indirect management with the Republic of Türkiye
Final Date for conclusion of Financing Agreement	At the latest by 31 December 2024
Final date for concluding contribution / delegation agreements, procurement and grant contracts	3 years following the date of conclusion of the financing agreement, with the exception of cases listed under Article 114(2) of the Financial Regulation
Indicative operational implementation period	72 months following the conclusion of the Financing Agreement
Final date for implementing the Financing Agreement	12 years following the conclusion of the financing agreement

1.2. Summary of the Action ³

The Action's overall objective (Impact) is to improve road safety in the context of the European Union acquis and the EU Road Safety Policy Framework 2021-2030.

For this aim, two intervention areas have been identified: one is about the training and tests of driver licensing, training and tests of professional drivers' certification, and awareness raising for all road users, especially targeted to children; the other one is focused on the establishment of data management system for the road traffic accidents.

This Action will contribute to the overall objective of the IPA III Programming Framework as regards the energy and transport sectors under Window 3, namely, "to promote the green agenda by reinforcing environmental protection, contributing to mitigation, increasing resilience to climate change, accelerating the

³ Although the two actions/areas of support united under this AD are complementary to each other and will lead to the designated Impact, to provide an easier reading and logical flow to the readers of this document, narrative parts under the following sections of the AD were provided in a classified manner under the titles of these 2 actions/areas of support.

shift towards a low-carbon and circular economy and develop the digital economy and society alongside increased connectivity of the IPA III beneficiaries to the EU and to the wider global market as well as among themselves”. Also, it is stated that “IPA III will also devote attention to transport safety and security, especially in road transport, and passengers’ rights per the EU requirements and targets to reduce road fatalities and serious injuries”.

1.3 Beneficiar(y)/(ies) of the Action

The Action would be carried out in Türkiye.

2. RATIONALE

2.1. Context

AoS (Area of Support) #1: Traffic and Driver Education

One of the substantial ways to increase road safety is education. All drivers are vital in achieving a road safety environment, sustainable transportation and zero vision strategy. Road safety and traffic education for children and youngsters are also of crucial importance to ensure the efficient implementation of the road safety strategy.

Three main target groups have been identified in this area: drivers, professional drivers, and all other road users such as passengers, pedestrians and youngsters as users of bicycles, skates, and scooters. To set the strategic approach to reducing road fatalities, training the target groups is a critical element of the intervention logic. In addition, more than 19 million students, which is approximately 30% of the population in Türkiye, are attending schools under the responsibility of the Ministry of National Education (MoNE). In this regard, events organised in schools effectively reach all the stakeholders all over the country, including parents, teachers, youngsters, children and all other road users.

On the other hand, training of professional drivers working with certain road vehicles for the carriage of goods or passengers is provided by Private Vocational Courses (schools) of Transportation Services (which are called SRC Courses in Türkiye) that are accredited, supervised, supported and inspected by Ministry of National Education (MoNE).

In that regard, through this Action, MoNE would strengthen the traffic and driver education in Türkiye through several means and targeting different transport users.

The action will address the challenges to implementing the strategic targets stipulated in the national strategic documents concerning the transport sector, specifically road transport safety. Furthermore, the **Eleventh Development Plan of Türkiye and Pre-Accession Economic Reform Program (2023-2023)** focuses on strengthening a balanced transport system with special emphasis on road safety through well-defined targets.

About the EU-Türkiye accession process, the Commission, in its **2022 Türkiye Report**, has recommended “*increase the number of Turkish cities preparing Sustainable Urban Mobility Plans and continue implementation of the vision zero approach to road safety*”; hence increased road safety is reiterated in the **Strategic Response Document of Türkiye for 2021-2024**.

The issue of road traffic safety in Türkiye constitutes an additional socioeconomic problem. To address the problem, Presidential Circular No. 2021/2 on the Road Traffic Safety Strategy Document (2021-2030) and a Road Traffic Safety Action Plan (2021-2023) was published on February 3, 2021. In parallel, the **Strategy Document of MoNE 2019-2023 and its Action Plan** emphasise on “*raising the training and examination standards of motor vehicle drivers’ courses*”.

AoS#2: Development and Implementation of a Road Accident Data Management System (ASYA)

To provide a powerful tool that would identify and quantify road safety problems throughout European roads and to evaluate the efficiency of road safety measures, The European Union Member States use the CARE

System. In this context, the recommendation for a Common Accident Data Set (CADaS) has been developed with a minimum set of standardised data elements, allowing comparable road accident data to be available in Europe. Similarly, the Abbreviated Injury Scale (AIS) severity score represents an ordinal scale of 1 to 6 (1 indicating a minor injury and six being maximal). A casualty that sustains an injury with a score of 3 or higher on the AIS is classified clinically as seriously injured (MAIS3+). The MAIS3+ is applied for collecting data on road casualties and serious injuries admitted to the health system (post-crash response) and data on road casualties in road traffic accidents that are reported to the police.

In the context of harmonisation with the EU acquis and standards, establishing a system that will provide the conversion of the current data collection system in Türkiye to CADaS in the future will ensure that the data of Türkiye and EU countries are comparable. In this process, the Ministry of Health should also carry out similar harmonisation studies and change the injury definitions in line with MAIS 3+.

The Action will provide long-term and sustainable social and economic returns associated with institutional and regulatory reforms undertaken in the context of harmonisation with the EU acquis and standards. It would improve road safety in the context of the European Union acquis and EU Road Safety Policy Framework 2021-2030.

The Action complies with the policy objective of “a more Connected Europe, with strategic transport and digital networks” and also with the IPA III Programming Framework (PF)

Collecting accident data on Turkish roads properly and systematically while developing a database in line with EU standards will make a valuable contribution to EU road statistics. Türkiye has adopted the UN target to reduce injuries by 50% by 2030. Therefore, the primary focus of this Action is creating a database system that will collect data by better classifying injuries.

In addition, the Action would cover the targets of the Eleventh Development Plan of Türkiye as well as the Road Traffic Safety Strategy Document (2021-2030) of Türkiye, which clearly states that “The proper operation of data systems is important to prevent road traffic accidents and develop measures against the types of accident occurrence”.

ASYA can achieve more with a functioning and efficient data-based decision-making process, including management, monitoring and planning mechanisms. Therefore, a sustainable data management and governance policy can play a critical role while including all the steps, such as data collection, standardisation, versioning, integration, fusion, storage, analysis and sharing.

In addition, a continuous monitoring, evaluation and improvement mechanism must also be created. The system will facilitate effective data management and decision support capabilities to implement road safety measures, in which Reactive and Proactive approaches are evaluated together.

Innovative solutions that will operationally improve processes will be implemented in data collection methods. By providing inputs of each accident record data with GIS-based digital tools, these software applications will minimise errors in the data entry process. Likewise, daily or hourly-based inquiries can be achieved by providing instantaneous data entry to the system. Automated data integrations with relevant stakeholders will be enabled via application programming interfaces. The system will be enriched using state-of-the-art machine learning and visualisation techniques to produce valuable information and understanding, thus enabling better decision-making.

2.2. Problem Analysis

Short problem analysis

Given that road traffic and safety being one of the major issues affecting the lives of the people in a global framework, Türkiye registered a very high number of road fatalities according to the data received from the European Road Safety Observatory, Annual statistical report on road safety in the EU published in February, 2023. Relatively, in the year of 2021, Türkiye ranks high in terms of total number of fatalities in traffic accidents with its figure of 5.362 (TURKSTAT, 2022), whereas in France it is 2.931, in Italy 2.875, and in Germany 2.562.

On the other hand, increasing the road safety is a multi-faceted issue which includes the construction of the roads, applying the traffic rules, peoples' behaviour in following the rules, correct management and analysis of the data on road accidents and etc. This requires multiple actions of different stakeholders.

The Action will address the improvement of road safety and the reduction of the high number of accidents, especially injuries fatalities in Türkiye. Most effective strategy to prevent accidents and to improve road safety is to invest in improving the system of driver training and also increase of level of knowledge for all road users.

Identification of main stakeholders and corresponding institutional and/or organisational issues (mandates, potential roles, and capacities) to be covered by the action

The Actions directly assist to MoNE and MoI as beneficiary to ensure reaching the targets of the national strategies reducing accidents and ensuring road safety, by providing quality of educations for all road users especially novice drivers and professional drivers through development of exam standards, training materials, quality framework for training and certification process. Actions will support the educators and evaluators and all road users especially children and youngsters by using data management system for updating and improving trainings system (ASYA).

As per the area of support on development and implementation of a Road Accident Data Management System (ASYA), the current problems in Türkiye are defined as following:

- The data collection is not automated. Quality of data is affected in every process.
- There is no systematic validation mechanism during data collection and ingestion. This raises misleading assumptions and analysis.
- Data values and fields have inconsistencies.
- Data model changes over time with no guarantee of compatibility and versioning system. This affects the analysing process, especially the effects of changes.
- Road infrastructure information is not associated with GIS information which prevents accurate spatial analysis. Infrastructure related features such as road class, lane info, geometry, speed limit information is unreliable.
- Weather condition information is manually collected, so it prevents the accurate analysis of weather relation. There is no integration with meteorological stations, sensors or services.
- Road asset information is manually collected which is error prone.
- There is no road segmentation mechanism in data collection and analysis. This prevents the classification of high accident density areas, road segment basis risk rating and network safety management.
- An integrated asset management and integration mechanism is not set. It is very important to integrate an asset management system to facilitate and evaluate the implementations countermeasures.
- There is no GIS-based monitoring and analysis system. There should be different GIS layers to show accidents, hot spots, information related to contributing factors affecting accidents, road assets etc.
- There is no continuous integration with relevant parties such as health, transport units and other institutions.
- There is insufficient data to evaluate countermeasures or cost-benefit analysis. Additional data can be integrated such as from Insurance Information and Monitoring Centre.
- Innovative data collection methods should be applied to evaluate the complicated phenomenon of relation of accident with speed, volume and other road traffic characteristics.

- Innovative approaches based on machine learning and big data can be applied to develop and analyse different intervention scenarios. By feeding software with the analyses and data mentioned above, it is possible to obtain a system that makes suggestions for future improvements and developments.

Increasing the consistency in the data plays an important role in the establishment of a system with these features. The use of GIS-based software when collecting accident data is a critical step towards this goal. In this way, many areas of the digitised boiler can be brought automatically according to the time and location information. In order to increase the consistency of the fields that cannot be brought automatically, it is recommended that these fields be presented categorically in an easy-to-understand interface to those who process the accidents into the system. GIS capabilities will ensure that accidents are correctly associated with the road network and road inventory, thus increasing the Proactive analysis capacity of the system, as well as performing highly accurate Reactive analyses.

Developing ASYA including above features is very important to facilitate the implementation of methodologies in which Reactive and Proactive approaches are evaluated together, which the European Union has recently emphasized in Network-wide Road Safety Assessment (NWA or NRSA) booklets.

As being a multi-faceted issue, road safety encapsulates several stakeholders from both public and private institutions and NGOs.

2.3. Lessons Learned

AoS#1: Traffic and Driver Education

MoNE made use of several EU mechanisms like TAIEX for organising workshops for experience and information sharing and also a technical assistance project “Improving on Processes of Training of Drivers and Driver Tests” funded by the Sustainable Energy Initiative (SEI) while drafting the relevant legislation on driver trainings and tests.

The Action has been prepared in the light of recommendations, road map, and analysis report of the above-mentioned SEI project. So that, the outputs on improvements for training and certification professional drivers have been included, and comprehensive traffic education activities are seen as important intervention logic concerning the national and international strategies on road safety and traffic education. Traffic General Education Plan have been prepared by MoNE in order to direct the studies on traffic safety training activities. According to the results of the projects previously implemented, reports of the analysis and strategic papers, it is a crucial contribution for road safety to develop a quality standards for education of the drivers and testing procedures for driver licencing and certification of professional drivers. Furthermore, it is very important that activities have to be conducted for awareness and level of knowledge of the all road users on road safety and current policy documents.

International comparisons between different driver education systems show that even expedient and scientifically sound measures are not able to deliver the expected results unless all stakeholders in the system are actively involved from very beginning and unless they accept the content structure of the measures and are fully committed to their implementation. It is important to involve NGOs, universities, sector and local government representatives to the project as community-based facilitators for growing with the programme by hands-on training.

AoS#2: Development and Implementation of a Road Accident Data Management System (ASYA)

The lack of consistent and precise data during the preparation of reports on the current situation of Türkiye during the implementation period of the Vision Zero Project carried out during the IPA II period was a strong challenge. In addition, it was not possible to fully compare Türkiye with other countries due to the fact that the data and variables kept in Türkiye (such as vehicle definitions, age group) are different from EU countries that are successful in road safety.

Therefore, there is an urgent need to establish a road crash data management system, providing easy access and dissemination of the crash data. Thanks to this action, Türkiye's national data management system will be at EU/OECD standards.

A software with all the functional features of the CARE database already in use by EU countries will ensure that Türkiye's road safety data will be measurable, consistent and internationally comparable.

In Türkiye, due to the absence of a precise road crash management system, the road crash data, which covers the accidents involving injuries and deaths, is collected by Turkish National Police (TNP) and General Command of Gendarmerie (GCG) according to their responsibility areas. Property Damage Only (PDO) crashes are recorded by individuals, and based on the inquiries by individuals, insurance companies are the source of data for PDO crashes, but they do not cover the location coordinate coding information of any crashes. Then the annual data are sent to TurkStat by different institutions/ sources of information, for the Annual Crash Statistics Bulletin. On the other hand, traffic accident injury database used by Ministry of Health is mainly based on ICD 10 codes.

This current procedure will change after the ASYA software is launched. All these relevant organizations collecting data on road accidents and their consequences will be using a common database, the data uploaded to this database will be comparable to EU standards and at international level (accident report will be harmonized with CARE database and Injuries will be classified according to MAIS3+ scale).

3. DESCRIPTION OF THE ACTION

3.1. Intervention Logic

The overall objective (Impact) of the Action is to improve road safety in the context of the European Union acquis and the EU Road Safety Strategy and Policy Framework 2021-2030.

For this aim, two specific objectives (Outcomes) have been identified: one is about the trainings and tests of driver licensing, trainings and tests of professional drivers' certification, and awareness raising for all road users, especially targeted to children; the other one is focused on the establishment of data management system for the road traffic accidents.

The Specific Objective(s) (Outcomes) of this action are:

Outcome 1: To strengthen the national driver training system and to raise public traffic awareness in the context of the EU *acquis* and EU Road Safety Strategy.

Outcome 2: To strengthen the national data collecting and analysing capacity related to road traffic accidents in the context of the EU *acquis* and EU Road Safety Strategy.

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives (Outcomes) are:

Outputs contributing to Outcome 1 (or Specific Objective 1):

Output 1.1 contributing to Outcome 1: Quality-oriented training and assessment structure is established in education of driver licensing, both in theoretical and practical exams, according to the EU *acquis* and legislation.

Output 1.2 contributing to Outcome 1: Training and testing quality standards is improved for competencies of professional drivers and other staff who work in the field of the carriage of goods or passengers.

Output 1.3 contributing to Outcome 1: Road safety and traffic awareness is raised for all road users, especially children and young people.

Outputs contributing to Outcome 2 (or Specific Objective 2):

Output 2.1 contributing to Outcome 2: Road map for Road Accident Data Management System is prepared

Output 2.2 contributing to Outcome 2: Road Accident Data Management Software is developed

3.2. Indicative Activities

Support Area 1: National driver training system

Output 1.1: Quality-oriented training and assessment structure is established in education of driver licensing, in also both in theoretical and practical exams, according to the EU acquis and legislation.

Activities related to Output 1.1:

- Updating education programs (curricula) for learner of drivers;
- Preparing competence standards for driver instructors;
- Preparing Training material packages as digital contents (digital textbooks, guidelines for driver instructors and manuals for driver examiners) for all driving categories;
- Developing education quality standards for driver licencing including strengthened monitoring and evaluation system;
- Developing exam quality framework for driver licencing.

Output 1.2: Training and testing quality standards is improved for competencies of professional drivers and other staff who work in the field of the carriage of goods or passengers.

Activities related to Output 1.2:

- Updating education programmes (curricula) and Program Guide for professional drivers;
- Developing competence standards for professional drivers and competence standards for driver instructors regarding to EU standards;
- Preparing Training material packages as digital contents (digital textbooks, guidelines for driver instructors and manuals for driver examiners) for the professional drivers of cargo and passenger;
- Developing education quality standards for certification of professional drivers including strengthened monitoring and evaluation system;
- Developing exam quality framework for certification of professional drivers.

Output 1.3: Road safety and traffic awareness is raised for all road users, especially children and young people.

Activities related to Output 1.3:

- Conducting and impact analysis and cost-benefit analysis for the action;
- Preparing Communication Strategy Documents of the Action including informative and awareness raising materials, shot films and public spots;
- Preparing a guideline and budget management strategy for Traffic Education Campaign for Children and Youngsters;
- Updating education programs of traffic education lessons in the mean stream schools, and preparing a manual as Teachers' book.

Support Area 2: Road Accident Data Management System

Implementation of the ASYA software with all the functional features of the CARE database already in use by EU countries is the key priority. In this context, the following output and activities are expected:

Output 2: Road map for Road Accident Data Management System is prepared

Activities related to Output 2.1

- Comprehensive current status report on Türkiye's road traffic accident data collection system;
- A comparative literature study on good practice examples of road traffic accident data collection activities carried out in EU countries;
- Capacity building and workshops with related institutions;
- To initiate studies for signing a protocol with relevant organizations setting and governance of data standards such as sharing, ownership, analytics etc;

Output 2: Road Accident Data Management Software is developed

Activities related to Output 2.2:

- Assessment of roadmap for ASYA;
- Develop a comprehensive and sustainable ASYA including following subsystems;
- A distributed spatial database and data model to support international standards (CADAS) and other accident related data;
- A GIS-based mobile application to streamline data collection with a validation framework;
- A continuous data integration system to automate data collection from related stakeholders especially Insurance and Monitoring Information Center, transport and environment institutions;
- A data management system to receive, process, analyse, store and distribute road safety data including data privacy, protection, standards, versioning and sharing capabilities;
- An analysis tool enriched with spatio-temporal visualization and advanced analysis types including but not limited to causality, contributing factors, hotspots, risk rating to support better decision making;
- An integrated road asset management system to conduct before-after analysis and evaluate effectiveness of counter measures such as speed enforcement systems;
- To prepare report of pilot test for the road traffic accident data management system;
- To organize necessary trainings for the staff;
- To publish an online user guide on how to use the data management system. Sharing of data between key institutions like General Directorate of Highways, Ministry of Health, Ministry of Education.

3.3. Mainstreaming

Environmental Protection, Climate Change and Biodiversity

The Action directly relates to environment and climate issues at the national and local levels. It will improve the technical capacities and quality of information necessary for the further progress in the implementation of the EU Road Safety Policy Framework 2021-2030 and thus indirectly contributes to improved environmental protection (including biodiversity) and climate action.

The Action will deliver updated education programs for driver licencing including also environmental issues in line with EU emissions reduction targets in the context of the European Green Deal. The action will also help mainstreaming other environmentally friendly practices, such as criteria of Low-Speed Zone Guide, ethic of traffic, hazardous perception and risk management of the novice drivers, including specific training materials, manuals and guideline for driver instructors.

Gender equality and empowerment of women and girls

As per OECD Gender DAC codes identified in section 1.1, this action is labelled as G1. This implies that gender mainstreaming will be an important aspect in this action. “A Union of Equality: Gender Equality Strategy 2020-2025” applying to women and men, girls and boys, in all their diversity, together with “EU Gender Action Plan III”, are considered as important references, as well as the 11th NDP necessitating equal

opportunities between men and women. Women’s empowerment and participation is prominent in NDP. Upcoming policies under the European Green Deal, such as the EU Strategy on Climate Adaptation, can impact genders unequally

Collecting data is the most accurate way to identify all factors that create risks. A traffic accident data management system that collects data by categorising women, men, children, elderly, disabled etc., will definitely detect when there is an unjust suffering among vulnerable groups. The relevant categories and variables such as age, gender used in CARE Database to represent the road users will be examined in detail to be adopted in the ASYA.

Human Rights

The primary purpose of collecting data on road traffic accidents is to carry out current situation analyses and identify problems. Quality data, collected systematically and maintained with a correct management system in accordance with the Personal Data Protection Law (KVKK), ensures that the most targeted scientific measures are taken to ensure road traffic safety. Taking these measures causes less injuries and deaths on the roads, and thus, it gives the right to safety in traffic, which is one of the environments where all citizens spend the most time in their daily lives. Everyone has the right to be able to travel safely in traffic.

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D1. This implies that improving traffic safety, which is the overall objective of the Action, will secure the right of disabled citizens to safe mobility, in particular by measures to address specific problems identified through systematic data, including specific categorisations related to citizens with disabilities.

3.4. Risks and Assumptions

AoS#1: Traffic and Driver Education

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
3 – People and the organisation	Risk 1: Losing critical staff of MoNE at crucial point of the Action implementation	Medium	High	When critical key-personnel is relocated or re-assigned at the crucial point of the Action implementation, due to compulsory circumstances, a new key-personnel as a replacement will be appointed at shortest time possible. As soon as his/her approval is obtained, the assigned personnel is subjected to orientation training together before the dismissal process.
3 – People and the organisation	Risk 2: Related NGOs unwilling to participate in the project activities and not supportive for the implementation of the project outputs	Low	Medium	Communication strategy plan will be implemented to ensure all stakeholders participation for the action. During the inception phase of Action, informative stakeholder meeting shall be organised and responsibility chart that produced by the action team will be introduced.

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
2 – Planning, processes and systems	Risk 3: Influential stakeholders such as private education institutions, drivers, provincial directorates, relevant public organisation and units, request additional needs to serve their own purposes	Low	Medium	To handle the risks which could happen during the Action, such as timing, costs, quality, delays, budget, disagreements, implementation issues etc., Action Risk Management Guidelines will be followed. Project management rules are globally accepted and present the most effective and consistent tool to be used for management of the project. Risk management rules are easy to follow and implement. Firstly, a Risk Management Plan (RMP) will be discussed and developed at the launch meeting of the Action in collaborative manner. All risks which may arise during the implementation will be assessed within the scope of RMP and mitigation measures proposed.
5 – Communication and information	Risk 4: Target groups are resistant to change	Medium	H	Awareness raising activities will be conducted within the action. Communication strategy plan will be implemented to ensure all stakeholders participation for the action including seminars and training activities
5 – Communication and information	Risk 5: Local administrations pose objection	Low	Medium	All duties and responsibilities are distributed by the coordinator fairly/effectively. It can be founded essential to transfer some of the previous task responsibilities from one unit to another or take some responsibilities from the units for the healthy progress of the project in accordance with the views of all related responsible units.

Assumptions

- The interest of citizens participating in driver training and examination processes towards new regulations
- The willingness of the institutions operating in the field of driver trainings towards the objectives within the scope of the Action
- Awareness and knowledge levels of drivers, families and related social partners on traffic and driver training
- Political and economic stability.

AoS#2: Development and Implementation of a Road Accident Data Management System (ASYA)

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
5 – Communication and information	Inefficient communication and coordination between the relevant institutions during implementation of the Action	Medium	High	TNP should actively use the existing coordination mechanism, which includes all relevant road safety organizations established for the purpose of monitoring the Road Traffic Safety Action Plan and Strategy Document, during the implementation period of this Action. All end beneficiaries will be informed about the benefits of the participatory process and will be encouraged to establish a good collaboration medium with their stakeholders during their activities.
2 – Planning, processes and systems	Unexpected extraordinary situations (Disaster, pandemic)	Medium	Medium	All activities will be designed to use alternative methods such as distant learning, tele-conferences, etc
3 – People and the organisation	High turnover of personnel within TNP	High	High	By requesting the TNP Personnel Department not to assign the personnel directly involved in this project to other units, it can be ensured that the dedicated personnel remain in their current position throughout the implementation process.

Assumptions :

- Continuous commitment, steered and coordinated at the highest level to address the key priorities
- Political, economic and ecological stability
- Stakeholders' dedication to participate and cooperate throughout the actions
- Relevant staff trained and continue working during the implementation period of the Action.

3.5. Indicative Logical Framework Matrix

Results	Results chain: Main expected results [maximum 10]	Indicators [it least one indicator per expected result]	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To improve road safety in the context of the EU Acquis & EU Road Safety Strategy and Policy Framework 2021-2030.	The number of Deaths resulting from accidents per 100.000 people	6,3 deaths per 100.000 people in 2021	6,0 deaths result per 100.000 people at the end of the projects years	TurkStat EuroStat	<i>Not applicable</i>
Outcome 1	1- The national driver training system is strengthened and public traffic awareness is raised in the context of the EU Acquis and EU Road Safety Strategy	1.1. Ratio of total accidents to the registered vehicles in Türkiye	1.1. %4,70 in the 2021	1.1.4,30 % at the end of the projects years	TurkStat EuroStat	
Outcome 2	2- The national data collecting and analysing capacity related to road traffic accidents in the context of the EU Acquis and EU Road Safety Strategy were strengthened	2.1 An automated Road accident data management system with systematic validation mechanism and stable data model	2.1. 0 Road accident data management system	2.1. 1 New Road accident data management system in place and functioning by the end of the project implementation	TurkStat EuroStat	
Output 1 related to Outcome 1	1.1- Quality-oriented training and assessment structure were established in education of driver licensing, in	1.1. Education quality standards for trainings of driving licensing in the context of EU regulation	1.1. 0 Education quality standards for trainings of	1.1. 1 Education quality standards for trainings of	Action Reports Official Date of MoNE	The interest of citizens participating in driver training and examination processes towards new

	<p>also both in theoretical and practical exams, according to the EU Acquis and legislation</p>	<p>1.2. Exam quality framework for certification process for trainings of driving licensing 1.3. Updated education programs for driver licencing including environmental issues, ethic of traffic, hazardous perception and risk management of the novice drivers</p>	<p>driving licensing in the context of EU regulation 1.2. 0 Exam quality framework for certification process for trainings of driving licensing 1.3. 0 Updated education programs for driver licencing including environmental issues, ethic of traffic, hazardous perception and risk management of the novice drivers</p>	<p>driving licensing in the context of EU regulation 1.2. 1 Exam quality framework for certification process for trainings of driving licensing 1.3. 8 Updated education programs for driver licencing including environmental issues, ethic of traffic, hazardous perception and risk management of the novice drivers</p>		<p>regulations The willingness of the institutions operating in the field of driver trainings towards the objectives within the scope of the Action Awareness and knowledge levels of drivers, families and related social partners on traffic and driver training Political and economic stability</p>
<p>Output 2 related to Outcome 1</p>	<p>1.2-Training and testing quality standards were improved for competencies of professional drivers and other staff who work in the field of the carriage of goods or passengers</p>	<p>1.2.1. Education quality standards for trainings of professional driver certification in the context of EU regulation 1.2.2. Exam quality Framework for trainings of professional driver certification in the context of EU regulation</p>	<p>2.1- 0 Education quality standards in the context of four education program 2.2- 0 Exam</p>	<p>2.1- 4 Quality education standards 2.2.- 1 Quality Exam Framework</p>	<p>Action Reports Official Date of MoNE</p>	<p>The interest of citizens participating in driver training and examination processes towards new regulations The willingness of the institutions operating in the field of driver trainings towards the objectives within</p>

			quality Framework			the scope of the Action Awareness and knowledge levels of drivers, families and related social partners on traffic and driver training Political and economic stability Results of relevant EU projects, including 100% Life in Traffic, contributed the outputs of this Actions
Output 3 related to Outcome 1	1.3- Road safety and traffic awareness was raised for all road users, especially children and young people.	1.3.1. Number of people participated to survey 3.1.2. Awareness rate of traffic issues according to the result	3.1.1. 0 people participated to survey 3.1.2. 0% Awareness rate of traffic issues according to the result	3.1.1. 2000 people participated to survey 3.1.2. 60% Awareness rate of traffic issues according to the result	3.1. Official correspondence records of MoNE 3.2. Social media account data 3.3. Action reports 3.4. Regional Implementation reports	The interest of citizens participating in driver training and examination processes towards new regulations The willingness of the institutions operating in the field of driver trainings towards the objectives within the scope of the Action Awareness and knowledge levels of drivers, families and related social partners on traffic and driver training Political and economic stability Results of relevant EU projects, including 100% Life in Traffic, contributed the outputs of this Actions
Output 1 related to Outcome 2	2.1. Road map for Road Accident Data Management System Software	2.1.1. All non performing aspects of Türkiye's road traffic accident data collection system identified 2.1.2. At least 3 countries of similar	2.1.1.0 Current status report 2.1.2.0	2.1.1.1 Current status report 2.1.2.1	Action reports Regional Implementation	Continuous commitment, steered and coordinated at the highest level to address the key priorities

		<p>size and complexity are analysed as part of comparative literature study on good practice examples of road traffic accident data collection activities carried out in EU countries.</p> <p>2.1.3. - Total number of person/days that personnel receive training</p> <ul style="list-style-type: none"> - Number of relevant personnel from relevant institutions trained - Number of training materials distributed - Number of participants attending study tours <p>2.1.4.</p> <ul style="list-style-type: none"> - Data privacy issue is assured in line with the EU standards. - Data interoperability is ensured in line with the EU standards - ASYA technical specifications are prepared for procurement <p>- Governance of data standards such as sharing, ownership, analytics are clarified and finalised with all relevant insitutuons</p> <p>2.1.5 An implementation monitoring board with active participation of all relevant stakeholders</p>	<p>Literature review document</p> <p>2.1.3. 0 Workshops with relevant institutions</p> <p>2.1.4. 0 Protocol agreement with relevant institutions</p> <p>2.1.5 0 Monitoring Board</p>	<p>Literature review document</p> <p>2.1.3. 8 workshops with relevant institutions</p> <p>2.1.4. 1 Protocol agreement with relevant institutions</p> <p>2.1.5. 1 Monitoring Board</p>	<p>on reports</p> <p>Monitoring Board Meeting reports and minutes of decision</p>	<p>Political, economic and ecological stability</p> <p>Stakeholders' dedication to participate and cooperate throughout the actions</p> <p>Relevant staff trained and continue working during the implementation period of the Action.</p> <p>Active participation of all stakeholders in monthly and bi-monthly monitoring board meetings</p>
Output 2 related to Outcome 2	2.2. Road Accident Data Management System	A distributed spatial database and data	2.2.1. 0 ASYA software with 6	2.2.2. 1 ASYA software with 6	Action reports	Continuous commitment, steered and coordinated at the

	<p>ASYA was developed</p>	<p>model is developed to support EU and international standards (CADAS) and other accident related data</p> <p>A GIS-based mobile application is developed to streamline data collection with a validation framework.</p> <p>Data integration from related stakeholders is automated</p> <p>A data management system is established to receive, process, analyse, store and distribute road safety data including data privacy, protection, standards, versioning and sharing capabilities</p> <p>An analysis tool enriched with spatio-temporal visualization and advanced analysis types is achieved</p> <p>System is able to to conduct before-after analysis and evaluate effectiveness of counter measures</p> <p>Number of staff received necessary trainings</p> <p>Online user guide published and all relevant personnel received training</p>	<p>sub-systems</p> <p>2.2.3. 0 Online user manual of data management system</p> <p>2.2.3. 0 Report of pilot test of data management system</p> <p>2.2.4. 0 Number of staff trained</p> <p>2.2.5. 0 Online user manual of data management system</p>	<p>sub-systems</p> <p>2.2.3. 1 Online user manual of data management system</p> <p>2.2.4. 50 Number of staff trained</p> <p>2.2.5. 1 Online user manual of data management system</p>	<p>Regional Implementation reports</p> <p>Software test reports</p>	<p>highest level to address the key priorities</p> <p>Political, economic and ecological stability</p> <p>Relevant staff trained and continue working during the implementation period of the Action.</p>
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4. IMPLEMENTATION ARRANGEMENTS⁴

4.1. Financing Agreement

In order to implement this action, it is envisaged to conclude a Financing Agreement with the Republic of Türkiye.

4.2. Indicative Implementation Period

The indicative operational implementation period of this action, during which the areas of support/action described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 72 months from the date of conclusion of the financing agreement.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer in duly justified cases.

4.3. Implementation Modalities

The Commission will ensure that the EU appropriate rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures⁵.

4.3.1. Indirect Management with an IPA III beneficiary

This action will be implemented under indirect management by the Republic of Türkiye.

The managing authority (MA) responsible for the execution of the action is Ministry of Transport and Infrastructure (MoTI). The managing authority shall be responsible for legality and regularity of expenditure, sound financial management, programming, implementation, monitoring, evaluation, information, visibility and reporting of IPA III activities.

The managing authority shall rely on sectoral expertise and technical competence of the following intermediate bodies for policy management (IBPM): Ministry of National Education and Ministry of Interior /Turkish National Police. They shall ensure sound financial management of the action.

Budget implementation tasks such as calls for tenders, calls for proposals, contracting, contract management, payments and revenue operations, shall be entrusted to the following intermediate body for financial management (IBFMs): Department of European Union Investments under MoTI/DGEUFR. It shall ensure legality and regularity of expenditure.

4.4. Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply, subject to the following provisions.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of services in the markets of the countries or territories concerned, or in other

⁴ This section is to be completed by the EU Office/Delegation.

⁵ [EU Sanctions Map](#). Please note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy between the published legal acts and the updates on the website it is the OJ version that prevails.

duly substantiated cases where application of the eligibility rules would make the realisation of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

4.5. Indicative Budget

Indicative Budget components	EU contribution (amount in EUR)	Indicative third-party contribution, in currency identified
Methods of implementation – cf. section 4.4		
Outcome 1 To strengthen the national driver training system and public traffic awareness in the context of the EU Acquis and EU Road Safety Strategy composed of	3 000 000	
Indirect management with the Republic of Türkiye – cf. section 4.3.1.	3 000 000	
Outcome 2 To strengthen national data collecting and analysing capacity related to road traffic accidents in the context of the EU Acquis and EU Road Safety Strategy Composed of	1 500 000	
Indirect management with the Republic of Türkiye – cf. section 4.3.1.	1 500 000	
Evaluation – cf. section 5.2 Audit – cf. section 5.3	may be covered by another Decision ⁶	N.A.
Strategic Communication and Public Diplomacy – cf. section 6	will be covered by another Decision	N.A.
Contingencies ⁷	-	N.A.
Totals	4 500 000	N.A

4.6. Organisational Set-up and Responsibilities

The Managing Authority (MA) in the field of Transport is the Ministry of Transport and Infrastructure (MoTI). MoTI is also the coordinator for Chapters 14&21. Each area of support defined in this action document will establish its management units for a smooth implementation of the activities. Day-to-day management and coordination of the activities will be carried out by the Action Coordination Units (ACU). Activities will be coordinated with ACU which is a body, MA IBPMs, IBFM together with the TA team, regarding all of the project activities. The IBPMs of the activities are Ministry of National Education and Ministry of Interior /Turkish National Police. The IBFM is Department of European Union Investments under MoTI/DGEUFR.

⁶ Where the action is covered by a financing agreement, evaluation should be budgeted in the action. Where the action is not covered by a financing agreement (see section **Error! Reference source not found.**), put ‘will be covered by another decision’ as it is unlikely that evaluation and audit contracts on this action would be concluded within N+1. These contracts have to be authorised by another Financing Decision.

⁷ Consider that contracts where no financing agreement is concluded, contingencies have to be covered by individual and legal commitments by 31 December of N+1.

A Steering Committee (SC) will be established for each activity and will be mainly composed of the representatives of the MA, IBPMs, IBFM, stakeholders of the activities National IPA Coordinator (NIPAC), Presidency of Strategy and Budget, as well as Delegation of the European Union to Türkiye (EUD). The SC will act as the advisory body that will provide high-level strategic guidance and oversight on activity implementation. SC will be gathered at regular intervals and additionally whenever deemed necessary.

Furthermore, a Sectoral Monitoring Committee (SMC) which is one of the highest decisions taking platforms in terms of effective management of the funds provided by the EU, will meet regularly to solve the problems encountered during the programming, implementation and monitoring and give recommendations for effective utilisation of funds. SMC will be mainly composed of the representatives of the Commission/EU Delegation to Türkiye, MA, IBPMs, IBFM, the stakeholders of the activities, the Presidency of Strategy and Budget, NIPAC and if necessary relevant line ministries.

The functions of Sectoral Monitoring Committee are as follows:

- Review at each meeting the progress made towards achieving the specific targets of the Programme on the basis of the basic documents
- Examine at each meeting the results of implementation, particularly the achievement of the targets set for each priority axis and measures and interim evaluations.
- Examine the sectorial annual and final reports on implementation.

SMC will meet at least twice a year at the initiative of MoTI. The issues to be followed up will cover the period between two Committee meetings and the Committee Members will be informed about the current situation with regards to those issues. As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action.

5. PERFORMANCE MEASUREMENT

5.1. Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner / beneficiary country's responsibilities. To this aim, the implementing partner / beneficiary country shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality) and the partner's strategy, policy or reform action plan list (for budget support). The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

Roles and responsibilities for data collection, analysis and monitoring:

- Monitoring tasks undertaken by the implementing partners/ beneficiary country, under the coordination of NIPAC Office, and NAO Office for financial monitoring, will consist of collecting and analysing data aiming at informing on the use of resources and progress towards planned results, feeding the management of the action's decision-making processes. In that respect, the institution(s) responsible from the intervention are required to share all the relevant information and documents prepared during all phases of the action with the NIPAC and NAO, when requested.

- Monitoring tasks undertaken by the EU Delegation shall complement the implementing partners'/ beneficiary country's monitoring system, especially in key moments of the action cycle. It will also support follow-up of recommendations stemming out of external monitoring and will be used for informing EU management. This monitoring could take different forms and methodologies (meetings with implementing partners, action steering committees, on the spot checks ...), to be decided based on specific needs and resources at hand. Reporting will be done according to methodologies and tools included in DG NEAR guidelines on linking planning/programming, monitoring and evaluation, including the use of standard checklists.

Both types of internal monitoring are meant to inform and provide support to external monitoring:

- External monitoring / Results Oriented Monitoring (ROM)
The Commission and/or NIPAC may undertake additional project monitoring in line with the European Commission rules and procedures set in the Financing Agreement through independent consultants recruited directly by the Commission/NIPAC for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission/NIPAC for implementing such reviews). These reviews might be composed of monitoring of the action, results data collection or any other task that is identified in the most recent EC guidelines.

The Steering Committees will be established at activity level in order to steer the implementation of activities, achievement of results against indicators in the action document, to discuss monitoring findings (including ROM findings) and agree on corrective actions as appropriate. The Steering Committees will be composed of the representatives of MA, IBPM, IBFM, NIPAC Office, stakeholders and the EU Delegation as an observer.

5.2. Evaluation

Having regard to the nature of the action, evaluation(s) may be carried out for this action or its components by the beneficiary country via independent consultants. The evaluations will be carried out as prescribed by the DG NEAR guidelines on linking planning/programming, monitoring and evaluation.

The evaluation reports shall be shared with the partner country and other key stakeholders. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the partner country, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project.

5.3. Audit and Verifications

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

6. STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

All entities implementing EU-funded external actions have the contractual obligation to inform the relevant audiences of the Union's support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. To that end they must comply with the instructions given in the 2022 guidance document [*Communicating and raising EU visibility: Guidance for external actions*](#) (or any successor document).

This obligation will apply equally, regardless of whether the actions concerned are implemented by the Commission, the partner country, service providers, grant beneficiaries or entrusted or delegated entities such

as UN agencies, international financial institutions and agencies of EU Member States. In each case, a reference to the relevant contractual obligations must be included in the respective financing agreement, procurement and grant contracts, and contribution agreements.

7. SUSTAINABILITY

MoNE is committed to ensure that outcomes materialise in relation to the improvement of Traffic and Driver Education. MoNE will be responsible for the sustainability of the Action outputs nationwide. After the completion of implementation period, departments of MoNE will also be responsible to ensure sustainability of the outputs at country-wide, especially through monitoring and evaluation system. MoNE will pursue financial issues after the completion of the Action. At the end of the Action the tangible implementation will be maintained under the budget of MoNE. In the forthcoming years in line with regular implementation of MoNE activities, the updates will be made by the MoNE according to the new needs that could emerge.

The long-term sustainability of the Action is guaranteed by the MoNE; the permanency of the trainings, which will be implemented in schools, educational institutions and driving courses in line with the new curriculum (separately planned to be created for children, teens, adults, driver examiners, drivers' instructors, driver applicants) will be essential element in this Action.

The Action aligns with programs and policies of government in order to ensure their continuation beyond the life of the Action sustainability. This Action will be complementary and will provide added value to previous IPA projects with a perspective of quality in education.

The benefits of action will certainly continue beyond the implementation period. Because at the end of the implementation period, a system will be ready to be used by the beneficiary and other relevant stakeholders.

As TNP is currently the leader road safety organisation in Türkiye, it is in a continuous coordination with all relevant organisations that will utilise this system. The Monitoring and Executive Board Meeting is held twice a year under the chairmanship of the relevant senior decision makers, and the Coordination Board Meeting is held once a year under the chairmanship of the Minister and Deputy Ministers. Thanks to this coordination mechanism, issues such as the evaluation of the system at regular intervals and receiving feedback from users will be closely monitored by TNP.