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TECHNICAL ASSISTANCE FOR THE CAPACITY BUILDING OF KGM FOR THE ROAD INFRASTRUCTURE SAFETY MANAGEMENT IN TÜRKİYE

EUROPEAID/140089/IH/SER/TR

ACTIVITY 1.8 STAKEHOLDER WORKSHOP

07.11.2023



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AGENDA

Welcome

- ① Summary and Objective of the Project
- ① Road Safety and Safe System Approach
- ① Strategy and Policy Framework in Türkiye
- ① Information on RISM Directives
- ① Strategy for the Harmonization of RISM Acquis

Component 1

- ① Studies Conducted within the scope of the Project

Component 2

- ① Studies Conducted within the scope of the Project



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PROJECT SYNOPSIS

Project Name*:	Technical Assistance for the Capacity Building of KGM for the Road Infrastructure Safety Management in Türkiye
Contract Number:	TR14SR102
EuropeAid Number:	EuropeAid/140089/IH/SER/TR
Implementation Period:	33 months
Contract Budget:	2.078.880 EUR
Provision for Expenditure Verification:	12.000 EUR



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OBJECTIVE OF THE PROJECT

- ③ To improve safety in transport, provide safer service in road network and develop institutional capacity to operate this system effectively and efficiently
- ③ To harmonize Turkish legislation with Directive 2008/96/EC amended with 2019/1936/EU
- ③ To enhance and strengthen capacity at KGM to implement road infrastructure safety management (RISM)



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Rationale for the project

- ① Road Infrastructure Safety Management (RISM) is one of the elements to achieve the target of a 50% reduction in road casualties in this decade,
- ① It is a systematic approach, to make road and its environment safer for all road user, consists of tools focusing on different stages of project life cycle,
- ① Represented by Directive 2008/96/EC as amended, which is now being transposed in Türkiye by KGM.



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SOME CRASH STATISTICS -2022

Türkiye wide number of Loss of Life : **5.229**

Türkiye wide number of injured people : **288.696**

More than 14 persons lose their lives and **791** persons are injured daily due to traffic crashes

➤ Based on value of statistical life for Türkiye which is around 1.4-1.5 million USD, **Daily economic lost is around 20 million USD.**

KGM Network Number of Loss of Life : **2.815**

KGM Network Number of Injured People : **82.141**

➤ Around **50 %** of crashes occurred in single vehicle crash (KGM Network)

➤ Around **80 %** of crashes occurred plain section of the road (KGM Network)



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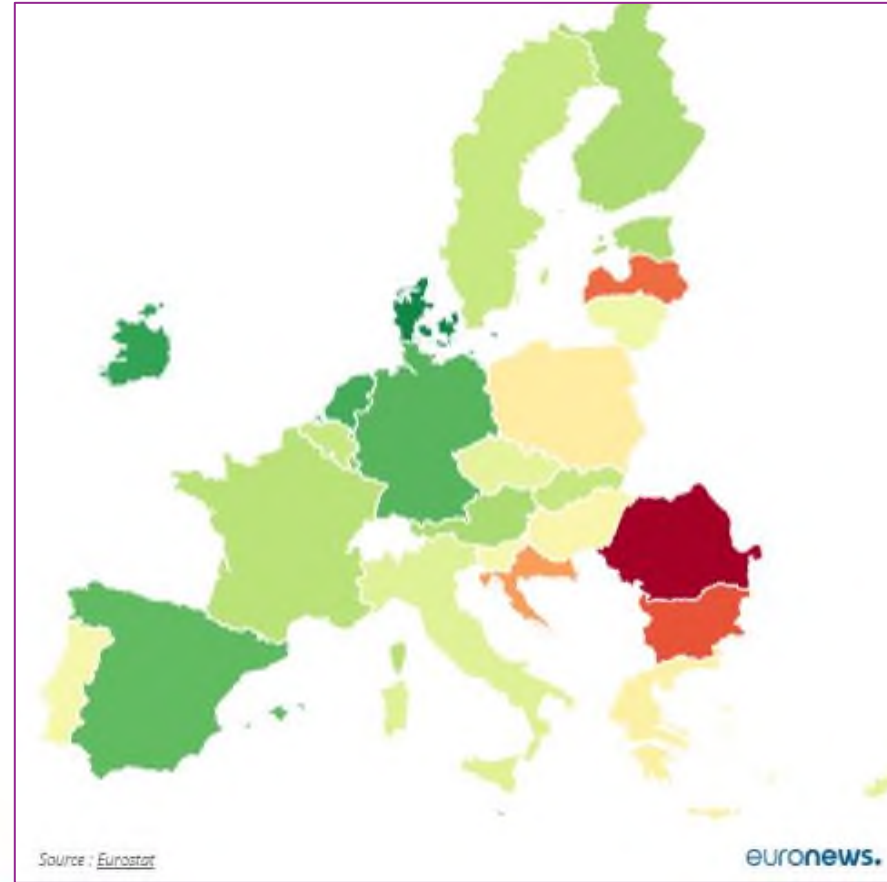
FATALITIES PER MILLION INHABITANTS

Number of people killed in road accidents per million
inhabitants (2021)



Denmark:	22
Spain:	32
<u>EUROPEAN UNION:</u>	<u>42</u>
Bulgaria:	81
Romania:	93

TÜRKIYE (2022): **62**





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RISM ECONOMICAL BENEFIT: CBR

Studies of the benefits of Road Safety Audits show that they save money and reduce casualties:

- UK study – Audited schemes 5x more effective at reducing crashes than unaudited schemes
- UK study – Implementing safety changes at the design phase saved an average of \$22,000 per site
- Denmark – first year rate of return from auditing schemes 146%
- Jordan – first year rate of return of 120%
- Australia – Average benefit/cost ratio of audits at design stage is 36:1; of existing roads, 6:1

Source: (Evaluation of the proposed actions emanating from Road Safety Audits – Austroads 2002) & CAREC Road Safety Engineering Manual 2018)



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RISM ECONOMICAL BENEFIT: CASUALTIES REDUCTION

- UK study 1: A study undertaken by Surrey County Council in the UK compared the effects on injury accidents from 19 audited and 19 non-audited traffic schemes. For sites with audited schemes, the average number of casualties dropped by 1.25 per year from 2.08 to 0.83 **(60,1% CASUALTIES REDUCTION)**. Non-audited sites dropped by only 0.26 per year from 2.60 to 2.34

Source: (Surrey County Council 1994 in Elvik et al. 2009).

- UK study 2 : A statistical study made by TMS Consultancy estimates a general Casualties Reduction between 32% to 35% in the Roads where RISM is implemented

Source: (TMS Practical Auditing 2015).



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THE SAFE SYSTEM APPROACH

Safe System Approach principles

Humans Make Errors

Humans are Vulnerable to Injury

Responsibility is Shared

No Death or Serious Injury
is Acceptable

Proactive vs. Reactive



<https://visionzeronetwork.org>

<https://www.nsc.org/road-safety>



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THE SAFE SYSTEM APPROACH

The Safe System approach is a core feature of the UN Decade of Action for Road Safety 2021– 2030

It recognizes that **road transport** is a **complex system** and places **safety at its core**. It also recognizes that humans, vehicles and the road infrastructure must interact in a way that ensures a high level of safety.

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

This **Global Plan** has been developed by the World Health Organization and the United Nations Regional Commissions, in cooperation with partners in the United Nations Road Safety Collaboration and other stakeholders, as a guiding document to support the implementation of the Decade of Action 2021–2030 and its objectives.



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THE GLOBAL PLAN FOR THE DECADE OF ACTION FOR ROAD SAFETY 2021-2030

UN General Assembly Resolution 74/299 declared a Decade of Action for Road Safety 2021-2030, with the target to reduce road traffic deaths & injuries BY AT LEAST 50 % during that period.

GLOBAL PLAN
DECADE OF ACTION FOR ROAD SAFETY 2021-2030

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries **BY AT LEAST 50%** during that period.

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated **SAFE SYSTEM APPROACH**.

WHAT TO DO?

- Multimodal transport & land-use planning
- Safe road infrastructure
- Safe road use
- Safe vehicles
- Post-crash response

HOW TO DO IT?

- Legal frameworks
- Speed management
- Gender
- Technologies
- Focus on low- and middle-income countries

WHO TO DO IT?

- Financing
- Government
- Civil society
- Private sector
- Funders
- UN agencies

For further information, visit: [DECADE OF ACTION FOR ROAD SAFETY 2021-2030](#)

World Health Organization | United Nations



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SELF-EXPLAINING ROADS (SER)

- 🌀 aim at delivering a road environment which matches users' expectation and in turn triggers safer behaviour, speed, manoeuvres, and interaction with other users.
- 🌀 Limiting road types and consistent design elements of layout, road furniture and signing are important concepts of SER.



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SELF-EXPLAINING ROADS (SER)

🌀 General Principles of Self Explaining Roads

- 🌀 **Easy Recognisable** (Roads that have the same function, the same speed profile, the same type of road users should look similar)
- 🌀 **Easy Distinguishable** (Roads of different categories should look differently. In other words, there should be clear differences in appearance and layout between roads that belong to different road categories)
- 🌀 **Easy Interpretable** (It should be clear from the design what the desired behaviour should be on that route. The road characteristics should induce this type of behaviour.)



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FORGIVING ROADS

Aim to minimize the consequences of driver errors

Either:

- ④ By allowing errant vehicles the opportunity to get back onto to the road to prevent any fatal or serious injury crash by leaving sufficient free space to do so, Or
- ④ By reducing the severity of outcome in case a vehicle leaves the road



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FORGIVING ROADS

Provide a Clear/Safe Zone

- ④ Giving enough space to drivers for a recovery manoeuvre to be back to road safely,
- ④ Which is a risk-free zone decreasing severity of run-off event in case it occurs





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STOCKHOLM DECLARATION

New milestone in policy approach of road safety

SAVING LIVES BEYOND 2020: THE NEXT STEPS

Recommendations of
the Academic Expert Group

for the 3rd Global Ministerial
Conference on Road Safety





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5 PILLARS OF ROAD SAFETY

Pillar 1
Road safety
Management

Pillar 2
Infrastructure

Pillar 3
Safer Vehicles

Pillar 4
Road User
Behaviour

Pillar 5
Post Crash Care

- 🌀 The 5 Pillars are the cornerstone of the 'Safe System Approach',
- 🌀 The Safe System Approach assigns responsibility to all participants in the road transport system,
- 🌀 Its aim is to ensure that crashes, if they occur, have the best possible outcome for those that are involved.



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STRATEGY AND POLICY FRAMEWORK IN TÜRKİYE

Policy Documents:

- ① National Development Plans.
- ① Annual Presidency Programs,
- ① 12th Transport and Communication Forum,
- ① **2021-2030 Highway Traffic Safety Strategy Document**
- ① 2021-2023 Road Safety Action Plan
- ① Accessible Transport Strategy and Action Plan for 2021-2025
- ① **2019-2023 Strategic Plan of the General Directorate of Highways**



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2021-2030 HIGHWAY TRAFFIC SAFETY STRATEGY

*Traffic Safety Vision;
TÜRKİYE, where no loss of life and serious injuries happen due to traffic accidents*

Objective: increasing traffic safety

«The main target of the Strategy Document for 2030 is reducing the loss of lives and serious injuries by 50% compared with the 2020 level »

«The 2050 target: a country where no road user is subjected to loss of life and serious injury»

Intervention 2: “Infrastructure; Road and Road Environment” by enhancing the safety standards of the infrastructure, road and road environment



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THE DIRECTIVES

Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management

as amended by:

Directive 2019/1936/EU of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management



DIRECTIVE 2008/96/EC

- ④ The EU Directive 2008/96/EC introduced in November 2008 covers road infrastructure safety management and was concerned with guaranteeing a high level of road safety on the Trans European Transport Network (TEN-T).
- ④ The Directive requires establishment and implementation of procedures relating to road safety impact assessment, road safety audits, network safety management and road safety inspections.
- ④ The Directive also refers to appropriate training and certification for Road Safety Auditors and that crash data is of sufficient quality.



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DIRECTIVE 2019/1936/EU

- ⦿ EU Directive 2019/1936 introduced in Oct 2019 amends Directive 2008/96/EC.
- ⦿ This directive refers to the “**Safe System Approach**”.
- ⦿ The decision was made to amend the original directive as overall progress on reducing road deaths within the EU had stalled but it was acknowledged that progress had been made on **reducing road deaths on the TEN-T network**. Therefore, **this Directive expands the scope to cover more of the road network**.



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BRIEF INFORMATION ON DIRECTIVES

Directive 2008/96/EC	Directive 2019/1936/EU
<i>Trans European Road Network</i>	<i>Trans European Road Network, Motorways, Primary Roads</i>
<i>Road safety impact assessment</i>	<i>Road safety impact assessment</i>
<i>Road safety audit</i>	<i>Road safety audit</i> To provide guidance for the design of ‘forgiving roadsides’ and ‘self-explaining and self-enforcing roads’ in the initial audit of the design phase, as well as guidance on quality requirements regarding vulnerable road users
Safety ranking and management	Network-wide road safety assessment
Safety inspections	Periodic road safety inspections
	Targeted road safety inspections
	Joint road safety inspections (tunnels) common specifications for effective readability and detectability of road markings and road signs for human drivers and automated driver assistance systems



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REQUIREMENTS OF THE DIRECTIVE

Actions for the directive to be adopted:

- ④ **Road Safety Impact Assessments (RSIA)** are performed on planned changes (planned new roads or improvements) to the network,
- ④ **Road Safety Audits (RSA)** are performed on design, newly (re) constructed and roads in early operation,
- ④ Road Network Safety is monitored through **Network-wide Road Safety Assessments (NRSA)** and **Periodic Road Safety Inspection (P-RSI)**,
- ④ Identify remedial action through **Targeted Road Safety Inspection (T-RSI)**

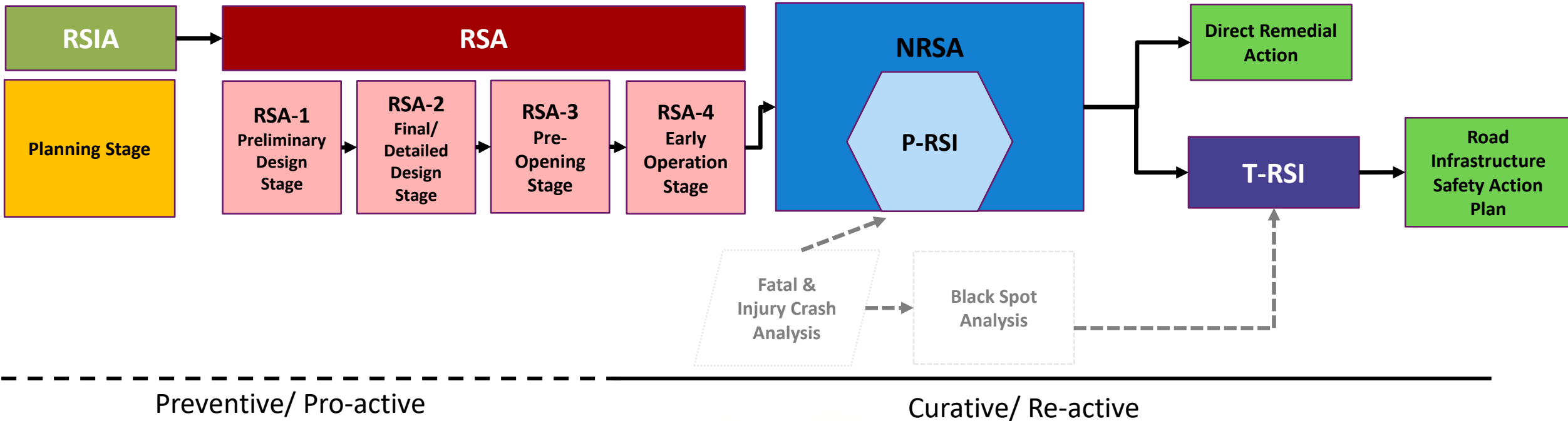


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ARCHITECTURE OF RISM STRUCTURE

NEW ROAD OR IMPROVEMENT

EXISTING ROAD



- RSIA:** Road Safety Impact Assessment
- RSA:** Road Safety Audit
- NRSA:** Network-wide Road Safety Assessment
- P-RSI:** Periodic Road Safety Inspection
- T-RSI:** Targeted Road Safety Inspection





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STRATEGY FOR THE HARMONIZATION OF RISM ACQUIS

- ① Preparation of Gap Analysis and New Institutional Reports
- ① Amending the existing legislation in line with EU Directive 2019/1936
- ① Defining alternative organization structures available to KGM complementing the proposed legislative changes
- ① Guidelines to define the processes for carrying out RSIA, RSA, RSI and NRSA
- ① Handbook to define the technical procedures for carrying out RSIA, RSA, RSI and NRSA
- ① Revision of highway and motorway design manuals
- ① Preparation of the training programme and training material



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COMPONENT 1: SUPPORT TO THE HARMONIZATION OF TURKISH LEGISLATION TOWARDS DIRECTIVE 2008/96/EC (AMENDED WITH 2019/1936/EU) ON ROAD INFRASTRUCTURE SAFETY MANAGEMENT



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HARMONIZATION STATUS AS OF THE BEGINNING OF THE PROJECT

- 🌀 The regulation regarding Road Infrastructure Safety Management system stipulated by the EU Directive 2008/96/EC on the Turkish TEN-T Highway Network was published in **the Official Gazette numbered 30572 dated on 21.10.2018.**



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ACTIVITIES CONDUCTED WITHIN THE SCOPE OF THE PROJECT (COMPONENT 1)

Component 1: Support to the Harmonization of Turkish Legislation towards Directive 2008/96/EC (amended with 2019/1936/EU) on Road Infrastructure Safety Management

- ④ **Activity 1.1.** Gap analysis and report of current situation about organizational structure, implementation of Directive 2008/96/EC (amended with 2019/1936/EU) and legal aspect
- ④ **Activity 1.2.** The Technical Visit to investigate good practices in the legislative documents in the EU State
- ④ **Activity 1.3.** Workshop for Executives on gap analysis and final gap analysis report
- ④ **Activity 1.4.** Preparation for the harmonization of the legislation: preparation of the final draft legislations and guidelines for the implementation of Directive 2008/96/EC (amended with 2019/1936/EU) in Türkiye
- ④ **Activity 1.5.** Complementary technical visit to compare the implementation of Directive in another EU Member State except in Activity 1.2
- ④ **Activity 1.6.** Workshop for executives on final draft legislations and guidelines
- ④ **Activity 1.7.** Finalization of the draft documentation prepared (draft legislations and guidelines for the implementation)
- ④ **Activity 1.8.** Workshop for the personnel of road designers, contractors, consultants, municipalities, universities and other related institutions work on road infrastructure safety



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HARMONIZATION STUDIES- ACTIVITY 1.1

Gap analysis and report of current situation about organizational structure, implementation of Directive 2008/96/EC amended with 2019/1936/EU and legal aspect

GAP ANALYSIS FRAMEWORK;

🌀 Legislation

This required a detailed understanding of EU Directive 2019/1936 aims and delivery expectation, and how to realise this for KGM's road safety service and function, by way of KGM's legislation documentation

🌀 Institutional (organizational structure)

KGM's department, teams and specific expertise situation with EUD requirements were reviewed. KGM capacity was also assessed for achieving each EUD article's aim, duty and output expectation

🌀 Technical (procedure and duty) components of KGM's legislative framework

The technical component included review of KGM's procedures, manuals, and guidelines' suitability



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HARMONIZATION STUDIES- ACTIVITY 1.1

OUTPUTS

- ✓ Current situation and Analysis report
- ✓ First version of gap analysis report
- ✓ New institutional report for KGM



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HARMONIZATION STUDIES- ACTIVITY 1.2

Technical visit to investigate good practices in the legislative documents in an EU Member State

Technical visit to Germany and Netherlands

OUTPUT

- ✓ Technical visit report



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HARMONIZATION STUDIES- ACTIVITY 1.3

Workshop for executives on gap analysis and final gap analysis report

Organizing a workshop to discuss the first version of gap analysis report

OUTPUTS

- ✓ Workshop report
- ✓ Final version of gap analysis report and new institutional report



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HARMONIZATION STUDIES- ACTIVITY 1.4

Preparation for the harmonization of the legislation: Preparation of the final draft legislations and guidelines for the implementation of Directive 2008/96/EC amended with 2019/1936/EU in Türkiye

- **By-law on Road Infrastructure Safety Management**
- **By-law on Duty, Authority and Responsibility of General Directorate of Highway (Requirement- Authority)**

**Guidelines
(Administrative Aspects)**

**Handbooks
(Technical Processes)**



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HARMONIZATION STUDIES- ACTIVITY 1.4

OUTPUTS

- ✓ Strategy paper
- ✓ Draft legislative documents
- ✓ Guidelines for RSIA, RSA, NRSA and T-RSI



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HARMONIZATION STUDIES- ACTIVITY 1.4

Draft legislative documents - Outputs

- ✓ Harmonization Plan
- ✓ Draft Part 17 of Presidential Decree No. 4 on the Organization of Affiliated, Related, Associated Institutions and Organizations to Ministries and Other Institutions and Organizations
- ✓ Draft Law on the Services of the General Directorate of Highways No.6001
- ✓ Draft By-law on Road Infrastructure Safety Management
- ✓ Draft By-law on Duty, Authority and Responsibility of General Directorate of Highway
- ✓ Responsibilities, Duties of New RISM Department and Other Departments
- ✓ Job Descriptions of New RISM Department



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HARMONIZATION STUDIES- ACTIVITY 1.4

Guidelines - Outputs

- ✓ Road Safety Impact Assessment,
 - ✓ Road Safety Audit,
 - ✓ Network-wide Road Safety Assessment & Periodic Road Safety Inspection,
 - ✓ Targeted Road Safety Inspection
- 🌀 These guidelines serve as KGM's corporate memory and institutionalize the: "What", "When" and "How" to initiate any of the 4 RISM actions.



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HARMONIZATION STUDIES- ACTIVITY 1.5

Complementary technical visit to compare the implementation of Directive in another EU Member State except in Activity 1.2

Technical visit to Portugal

OUTPUTS

- ✓ Technical visit report





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HARMONIZATION STUDIES- ACTIVITY 1.6

Workshop for executives on final draft legislations and guidelines

Organizing workshop on final draft legislations and guidelines

OUTPUTS

- ✓ Workshop report
- ✓ Revised version of the draft legislations and guidelines



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HARMONIZATION STUDIES- ACTIVITY 1.7

Finalization of the draft documentation prepared (draft legislations and guidelines for the implementation)

OUTPUTS

- ✓ Final draft legislations and guidelines



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HARMONIZATION STUDIES- ACTIVITY 1.8

Workshop for the personnel of road designers, contractors, consultants, municipalities, universities and other related institutions work for road infrastructure safety

Organizing workshop on final draft legislations and guidelines

OUTPUTS

- ✓ Workshop report

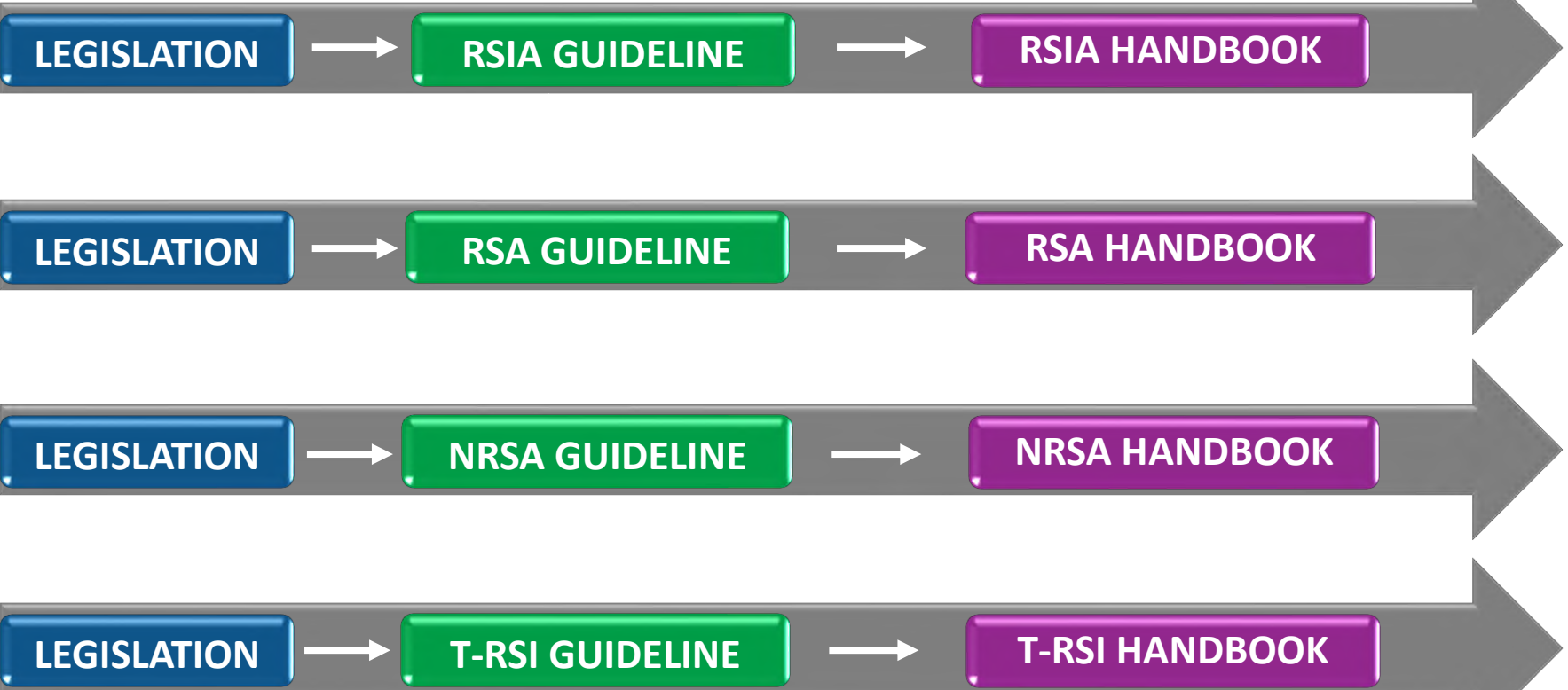




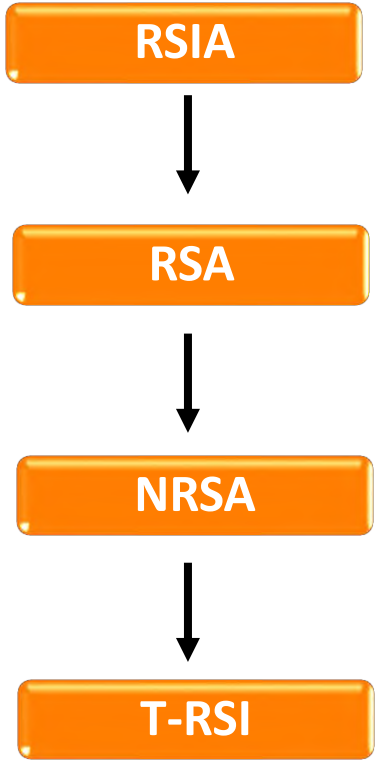
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SUMMARY AND CONCLUSION (COMPONENT 1)

PREPARED DOCUMENTS



WORK TO BE DONE



RSIA: Road Safety Impact Assessment
RSA: Road Safety Audit
NRSA: Network-wide Road Safety Assessment
T-RSI: Targeted Road Safety Inspection





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SUMMARY AND CONCLUSION (COMPONENT 1)

1. Draft legislation proposal for the adoption of EU RISM acquis,
2. The need for a dedicated unit to exclusively manage and control the entire process,
3. Expansion of the road network scope,
4. The provision of extensive guidelines facilitating the implementation of RISM.



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COMPONENT 2: ENHANCED CAPACITY AT KGM TO IMPLEMENT ROAD INFRASTRUCTURE SAFETY MANAGEMENT



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ENHANCING CAPACITY COMPONENT-2 CONTENT

AIM OF COMPONENT-2

To increase the technical capacity of KGM through;

- Revision and Preparation of Highway Design Manual and Motorway Design Manual
- Preparation of Handbooks for RISM Components
- Preparation of Training Materials and Delivery of the Trainings
- Study visits



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ENHANCING CAPACITY COMPONENT-2

Activities 2.1 - 2.2

Highway Design Manual and
Motorway Design Manual

Handbooks for RSIA, RSA,
NRSA and T-RSI

Activities 2.3 - 2.9

Training Materials and
Trainings for RSIA, RSA, NRSA
and T-RSI

Activities 2.10

Technical Visits to observe
best practices in EU



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ENHANCING CAPACITY ACTIVITY 2.1

Revision and Preparation of Highway Design Manual and Motorway Design Manual

OUTPUT

HIGHWAY DESIGN MANUAL:

- Revised to increase the road safety,
- Self-Explaining Roads, Forgiving Roads and Roadsides, Self-Enforcing Roads
- especially for VRU



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ENHANCING CAPACITY ACTIVITY 2.1

Revision and Preparation of Highway Design Manual and Motorway Design Manual

OUTPUT

MOTORWAY DESIGN MANUAL: Existing Motorway Design Criteria was revised

Design Manuals of best practice countries in EU was studied in detailed, compared and tailored to Türkiye's situation



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ENHANCING CAPACITY ACTIVITY 2.2

Handbooks for RSIA, RSA, NRSA and T-RSI

OUTPUTS

Handbooks are the technical documents to actually implement each component of the Directive. (RSIA, RSA, NRSA and T-RSI)

Each handbook contains;

- Purpose of the study and Relationships with other components (why)
- Required conditions for a need of implementing that component (when)
- For the use of technical staff who will conduct the study (who)
- Detailed explanation of the process and steps of implementing (how)
- Format of the reports (how)



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ENHANCING CAPACITY ACTIVITY 2.3-2.9

Training Materials and Training Delivery

Essential Knowledge on Road Safety (EKRS) Trainings

3 Sessions
10 Days for each session
54 KGM personnel

Road Safety Impact Assessment (RSIA) Trainings

1 Session
3 Days
18 KGM personnel

Road Safety Audit (RSA) Trainings

3 Sessions
10 Days
54 KGM personnel

Network-wide Road Safety Assessment (NRSA)

1 Session
3 Days
18 KGM personnel

Targeted Road Safety Inspections (T-RSI)

2 Sessions
3 Days for each session
36 KGM personnel



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ENHANCING CAPACITY ACTIVITY 2.10

Site visits including workshops

To observe how RISM work in best practice countries

Lessons learnt

Exchange of experience

How RISM can be implemented in Türkiye

1-Spain	2- Belgium	3- Spain	4- Poland
7 Days 10 KGM personnel	7 Days 10 KGM personnel 2 CA Personnel	6 Days 11 KGM personnel 1 CA personnel	5 Days 10 KGM personnel 2 CA personnel