

Road Safety in South-East Europe – The ROSEE Transnational Report

Transnational Road Safety Workshop

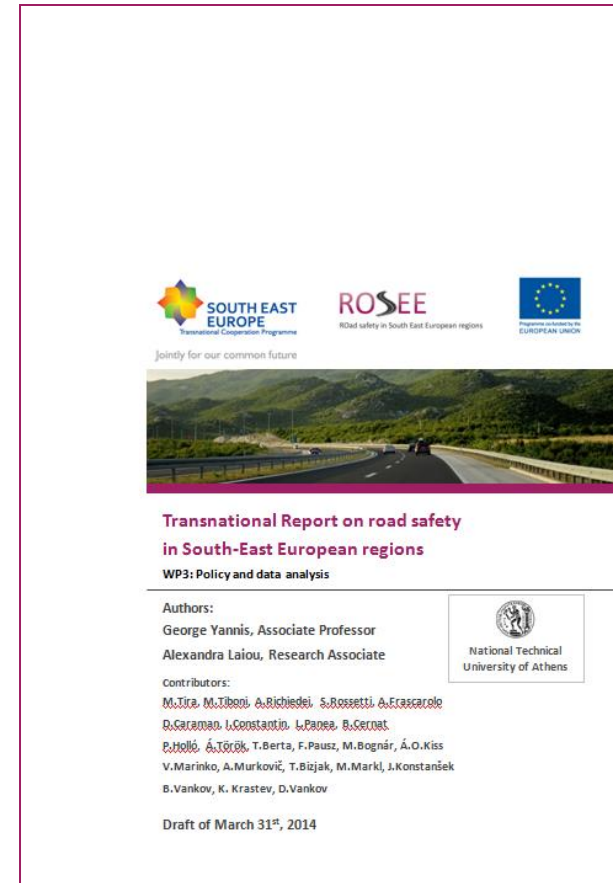
Budapest, 9 April 2014

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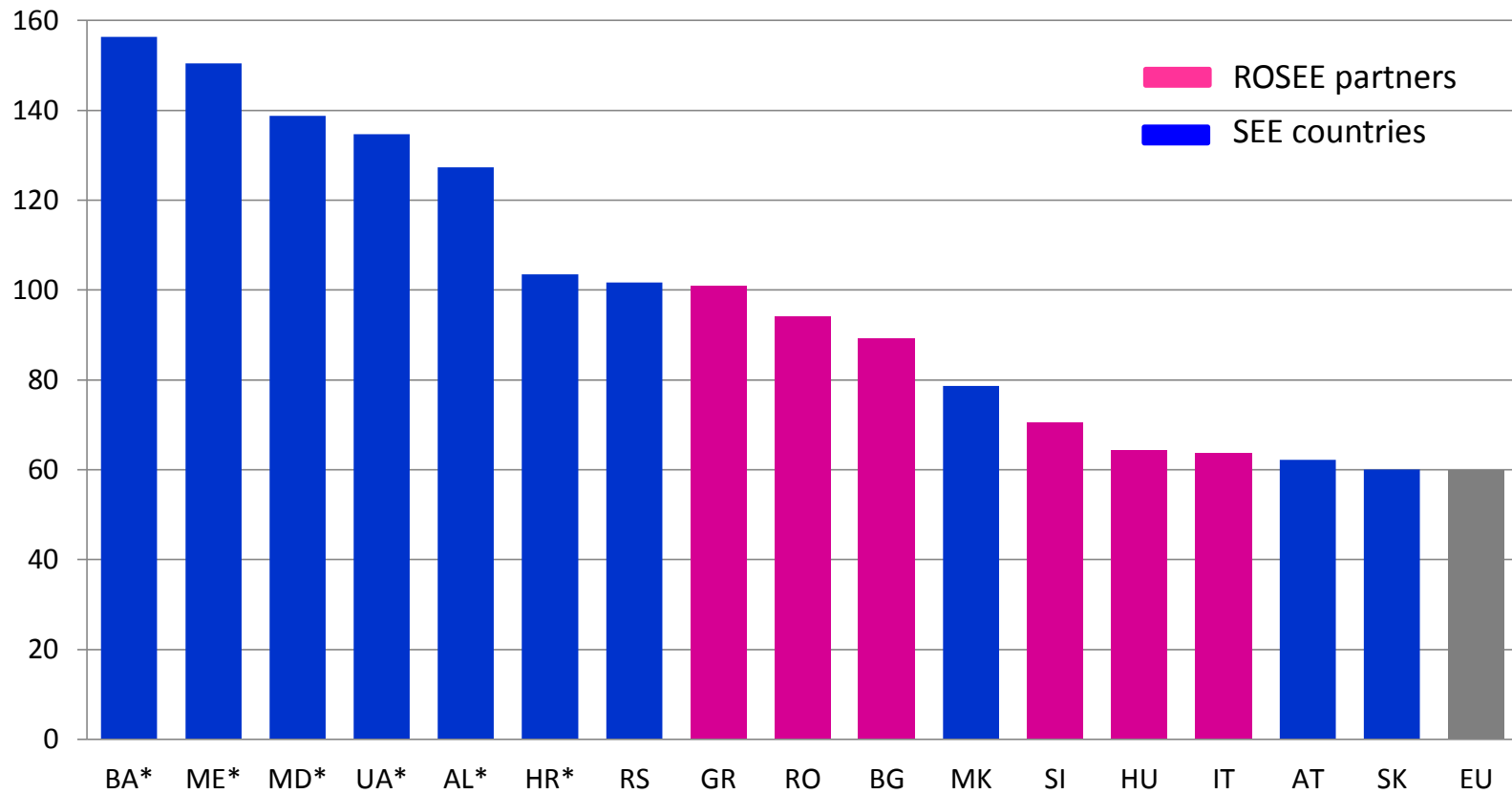
Draft Transnational Report - Outline

1. Introduction
 2. Current road safety situation in SEE regions
 3. Road Safety Legislation, Policy and Institutional Capacity in SEE regions
 4. Road Safety Related Data and Information
 5. Road network conditions in SEE regions
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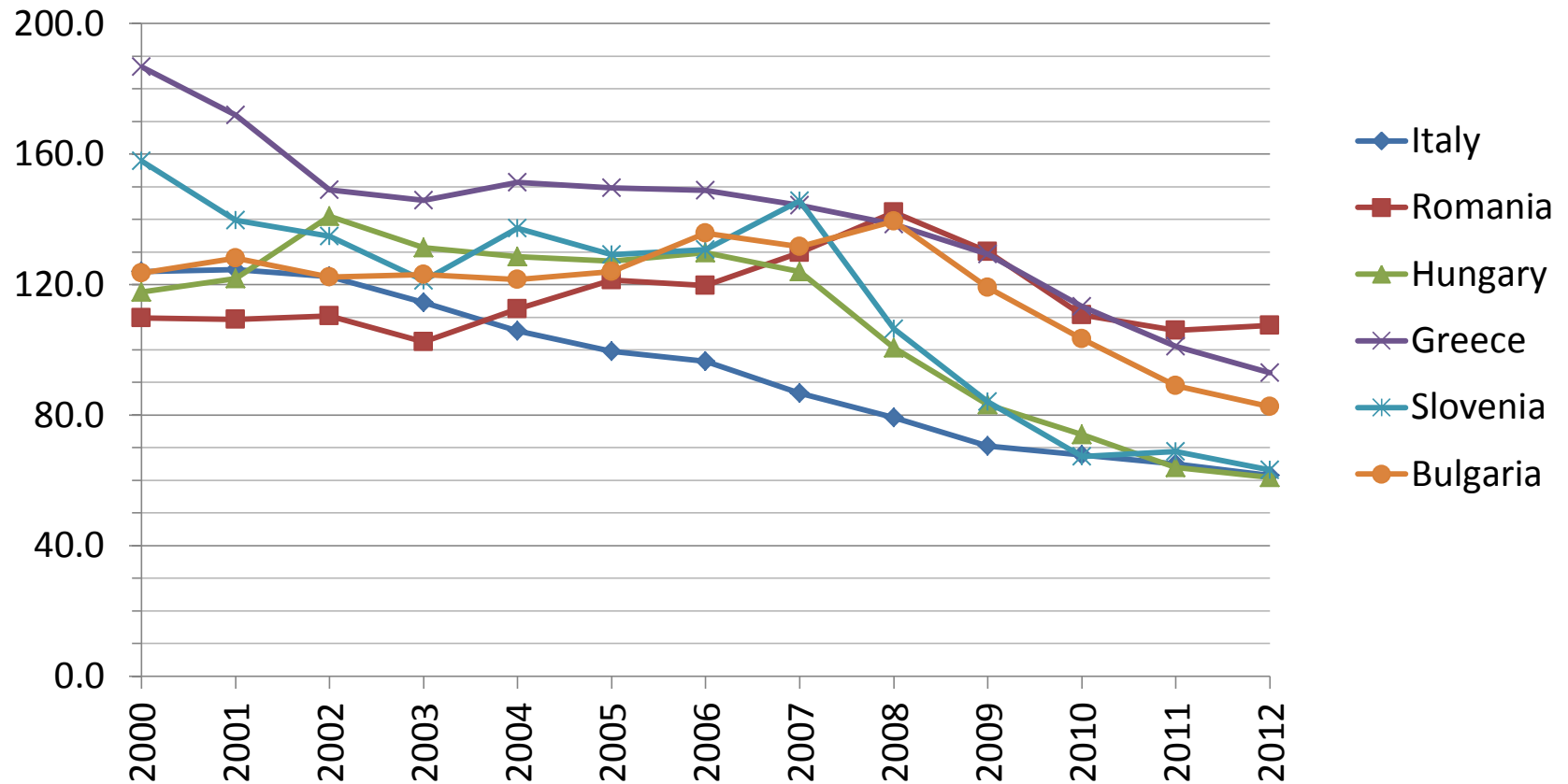
Road fatalities per million population in SEE countries (2011) (*2010)



Sources: IRTAD, ETSC, WHO

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Road fatalities per million population in ROSEE countries 2000-2012



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Road fatalities by user gender & age in ROSEE countries (2011) (*2009)

	IT	RO	HU	GR	SI	BG*
Male	78%	77%	73%	81%	80%	78%
Age group <15	2%	4%	2%	2%	4%	3%
Age group 15-17	3%	2%	1%	2%	3%	3%
Age group 18-24	13%	12%	11%	14%	12%	17%
Age group 25-49	37%	36%	36%	40%	44%	40%
Age group 50-64	17%	23%	27%	16%	21%	16%
Age group 65+	27%	22%	23%	23%	16%	18%
Unknown	2%	0%	0%	2%	0%	2%

Source: CARE

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Road fatalities by user type & road type in ROSEE countries (2011) (*2009)

	IT	RO	HU	GR	SI	BG*
Drivers	70%	40%	58%	62%	70%	48%
Passengers	15%	23%	23%	18%	16%	30%
Pedestrians	15%	37%	19%	20%	15%	22%

	IT	RO	HU	GR	SI	BG*
Motorway	9%	1%	8%	7%	14%	-
Rural	46%	36%	56%	44%	52%	35%
Urban	45%	63%	37%	49%	33%	65%

Source: CARE

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Road Safety Legislation, Policy and Institutional Capacity (1/4)

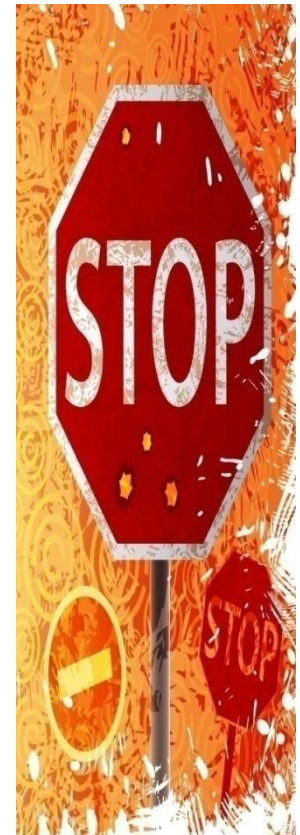
- Although a number of “good practice” elements can be identified, **it is not possible to identify one single “good practice”** model at national level.
- There are **differences** between expert’s and government’s **responses**, the latter tending to be more positive.
- **Variation in the structures** and processes at the higher level of road safety management.
- **Implementation** of programmes and measures seems to be the weakest component of road safety management systems in SEE. Coordination and budget are the most critical factors for effective road safety management.



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Road Safety Legislation, Policy and Institutional Capacity (2/4)

- **Similarities** on institutional organization, coordination and stakeholders' involvement as well as policy formulation and adoption issues.
- Policy implementation and funding, monitoring and evaluation, scientific support and information and capacity building are addressed in various ways.
- Road safety action **advocated** by government agencies, public authorities and NGOs. Local authorities have a more or less active role.
- An **Inter-ministerial Committee or Council for Road Safety** has been legally created in all the examined countries but in most countries they have a general consulting character and their authority on road safety stakeholders is limited.



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Road Safety Legislation, Policy and Institutional Capacity (3/4)

- In all the examined countries, except from Hungary, a **national "vision"** for improved road safety performance in the long term has been adopted (compelling only in Slovenia and Bulgaria).
- **An Inter-ministerial Committee** or Council for Road Safety has been legally created in all the examined countries but in most countries they have a general consulting character with limited authority.
- In Romania, Greece and Bulgaria, although national road safety programs have been elaborated, the **budget needed** for program implementation has **not been estimated**.



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Road Safety Legislation, Policy and Institutional Capacity (4/4)

- A **national Observatory** centralizing the data systems for road safety is available in Italy, Hungary and Bulgaria however; data included in it vary per country.
- A **reporting procedure** to monitor the road safety interventions carried out in the country has been set up in Hungary and Slovenia.
- In all countries but Italy, **results of safety analyses and research** are used in formulating the national road safety policy and the research teams are systematically requested by policy-makers to contribute knowledge for policy formulation.



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Road Safety Related Data and Information

More than 100 stakeholders from the partner countries filled-in the STA questionnaire.

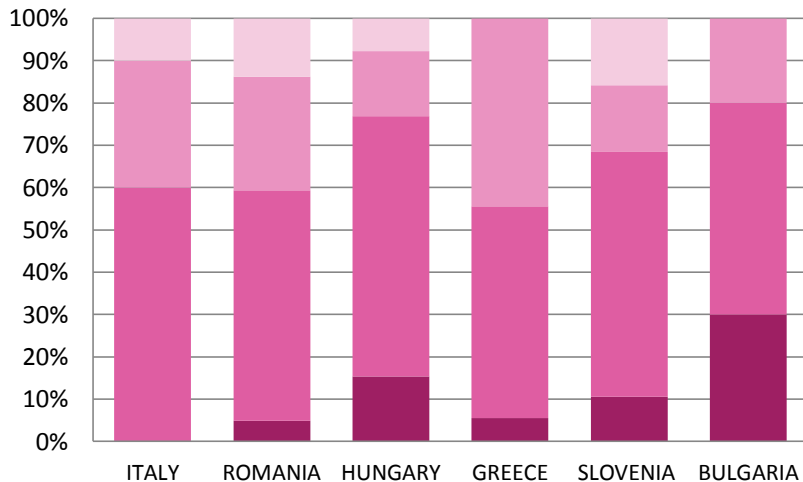
- Stakeholders expressed **significant demand for data and knowledge** in road safety-related decision making.
- Stakeholders expressed **discontent** about the **current poor availability** of such information.
- Stakeholders also seem to be **poorly informed** about the availability of data and tools in general.



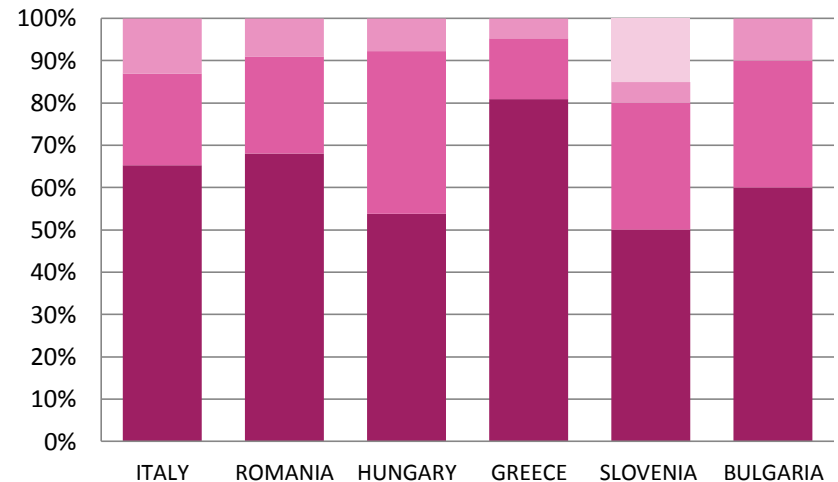
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Information on road users' behaviour and attitudes

Information on road users' behaviour and attitudes



Information on road users' behaviour and attitudes



Legend: ■ Already available ■ Partially available ■ Currently not available ■ Don't know

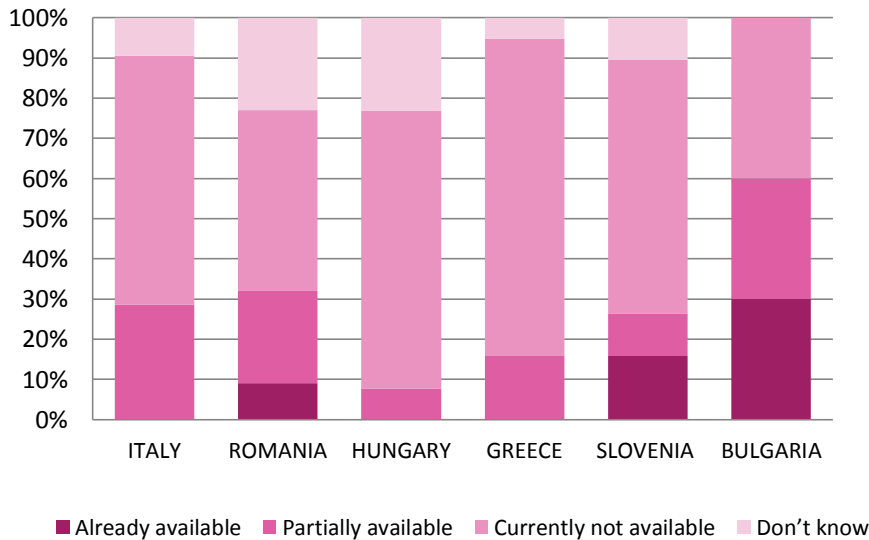
Legend: ■ High priority ■ Medium priority ■ Low priority ■ Not relevant

Road safety stakeholders expressed **great need** for available information on road user's behaviour and attitudes and consider this an issue of **high priority**.

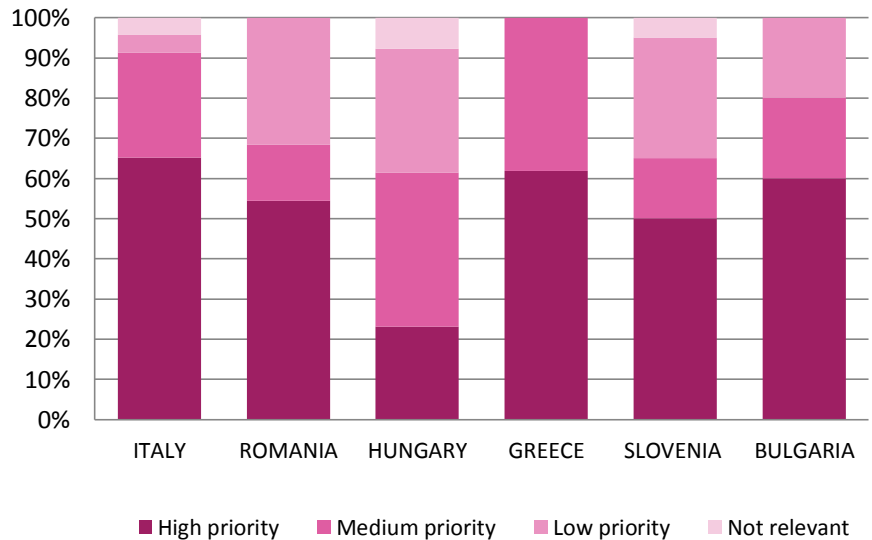
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Linking Police and hospital data

Accident databases that link police and hospital data



Accident databases that link police and hospital data



Availability of accident databases that link police and hospital data is **low** in most countries.

Road safety stakeholders consider such databases an issue of **high priority**.

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Road network conditions in SEE regions – General safety assessment of the road network

- **Integration of the EU Directive on Road Infrastructure Safety Management (2008/96/EC) into national legislation has been completed or is in progress in all countries. However, several issues on safety of road infrastructure have not been dealt with yet.**
- **Road infrastructure assessment is not regularly conducted.**

In Italy and Slovenia, there are on-going relative procedures mainly in the framework of the EuroRAP programme, however, not the entire road network has been assessed yet. In Greece, road assessment has been fragmentally implemented. For the remaining partner countries such procedures are either not adopted or no data are available yet.



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Road network conditions in SEE regions - State of the art RSA/RSI in partner countries

- Significant **differences** between partner countries concerning **RSA/RSI implementation**.
- In Bulgaria, Greece and Italy, there are no **licensed auditors** yet. In Hungary, there are 80, in Romania 12 and in Slovenia 23 licensed auditors.
- Some audits and inspections have been conducted in Italy and Greece but **on local level** and they are **not** organized by an **authorized agency**. In Bulgaria, audits have been performed by the Agency for Road Network.
- There is significant difference in **courses' duration** among partner countries (Slovenia: 6 days, Hungary 6+2 days, Bulgaria 5 weeks - 150 hours, Romania 3 months - 146 hours formation course).



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Road network conditions in SEE regions – Needs for road safety infrastructure management

- Need for **full integration** of the EU Directive 2008/96/EC and implementation to the **total road network** and not only to the TEN-T.
- Identification of an **appropriately staffed** and **equipped body** in charge of all the necessary activities.
- **Training and certification of staff** that will be able to implement the procedures foreseen in the Directive.
- Appropriate **funding** of the activities.
- Availability of **statistical road safety data**.



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Road users' behavior in SEE regions - Key road user behaviour problems

- Non use of seat belts and helmets
- Speeding
- Drink-driving
- Use of mobile phones while driving
- Aggressive driving
- Lack of compliance to traffic rules
- Insufficient driver training



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Road users' behavior in SEE regions - Priority enforcement measures

- Several enforcement measures have been implemented.
- **Random controls** for:
 - seat belt and helmet use
 - speeding
 - use of mobile phones
 - drink-driving
- Use of **speed cameras** and **radars**
- **Improved organisation** of the competent agencies (e.g. keeping better registries of drivers, offenders, controls and results etc).

The expected results are **not achieved** in full.



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Road users' behavior in SEE regions - Priority communication and training measures

- **Informational and awareness raising campaigns** targeting specific road user groups or problems.
- Many organised at national level and reach a large audience through tv, radio, schools etc.
- Special **training courses** aiming at the improvement of road safety education or addressing different road user groups (cyclists, novice or older drivers, professional drivers etc).

Stakeholders expressed a rather **low level** of **satisfaction** considering the **effectiveness** of such measures.



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Road safety priorities in SEE regions

- Improvement of road infrastructure quality
- Systematic conduct of road safety inspections/audits
- Deal with specific problems:
 - use of seat belts and child restraint systems
 - speeding
 - driving under the influence
- Raising awareness and improving road user behaviour
- Improvement of road safety education
- Establishment of a sustainable and more stable system of financing road safety



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Next steps

- **Recommendations** on the institutional and legislative strengthening to enhance overall capacity to coordinate, promote and operate the networks, from a road safety perspective.
- **Investment proposal** outlining where investments in infrastructure and behaviour improvement will enhance the safety outcomes.



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