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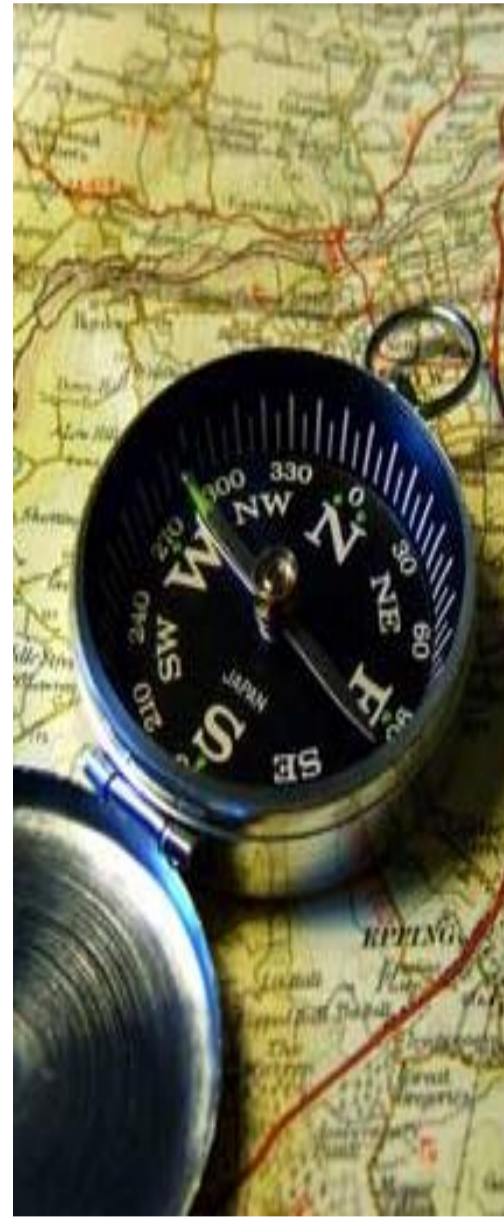
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Background

Road safety level differs among the members of the European Union with South-East European (SEE) regions being among **the worst road safety performers in Europe**, suffering higher road crash injury and fatality rates than the EU average.

ROSEE - ROad safety in SEE regions is a project approved under the SEE Transnational Cooperation Program. Project partners come from Italy (IT), Romania (RO), Hungary (HU), Greece (GR), Slovenia (SI) and Bulgaria (BG) and involve representatives from national authorities, universities, NGOs and research centres.

The objective of this paper is to provide a **comparative assessment of road safety legislation, policy and institutional capacity** in South-East European regions. An overview of the current road safety situation is presented, road safety management practices in SEE countries are identified and a comparative assessment is conducted using a common methodology.



Method

Data on road safety performance of the SEE countries were collected from international and national sources with the contribution of the project partners.

An **extensive questionnaire** for the assessment of road safety management, legislation and policies in the European countries, developed within the DaCoTA (Data Collection, Transfer and Analysis) EU co-funded project, was further exploited in ROSEE and filled in by one governmental representative and one independent expert per partner country.

The main parts of the questionnaire concerned: institutional organization, coordination and stakeholders' involvement; policy formulation and adoption; policy implementation and funding; monitoring and evaluation; scientific support and information and capacity building.

Overview of road safety in SEE

SEE is an area comprising of sixteen countries which have been members of the European Union (EU) for decades or for few years, of candidate countries and others. This diversity is reflected on the road safety situation in the area and to the availability of relevant data.

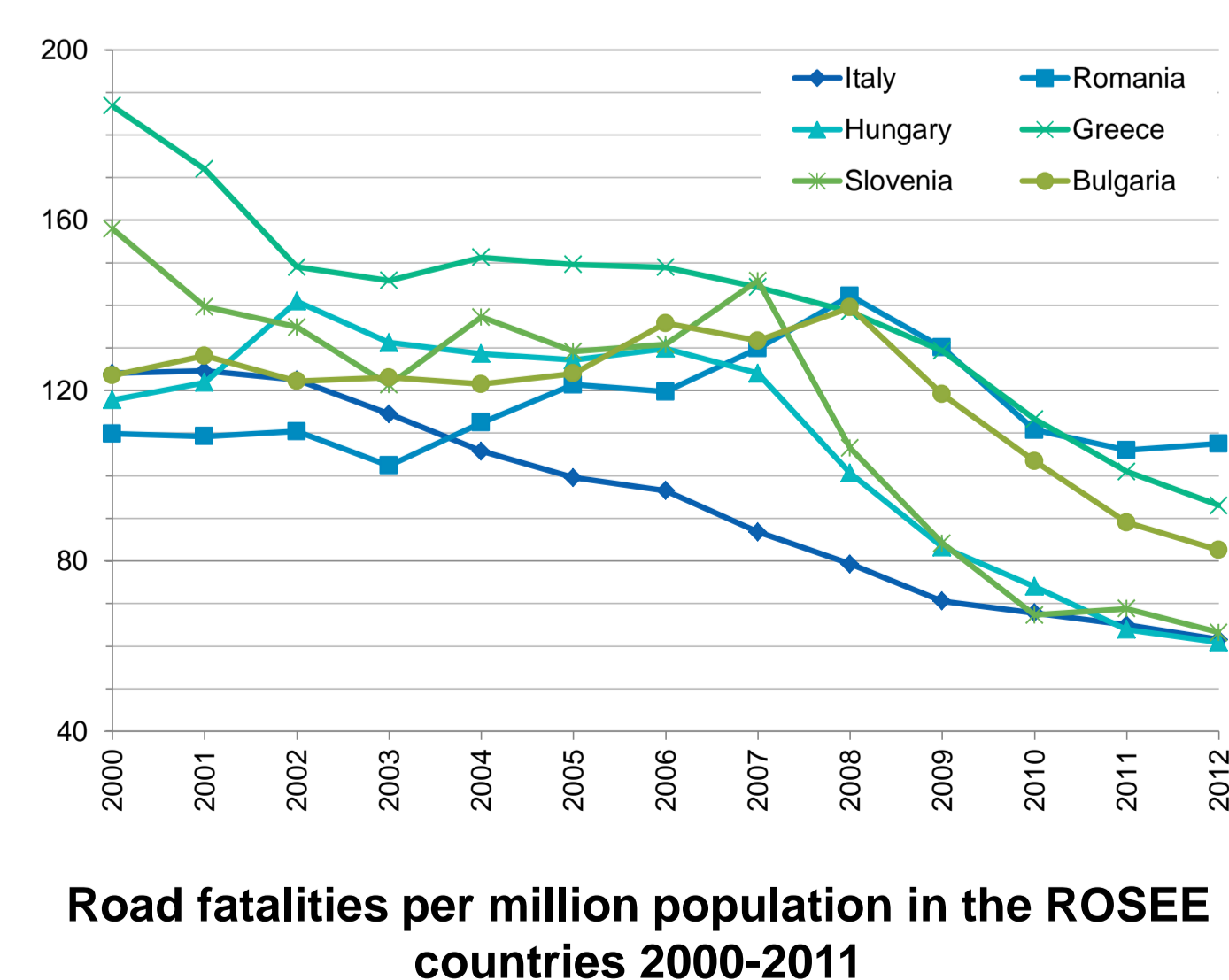
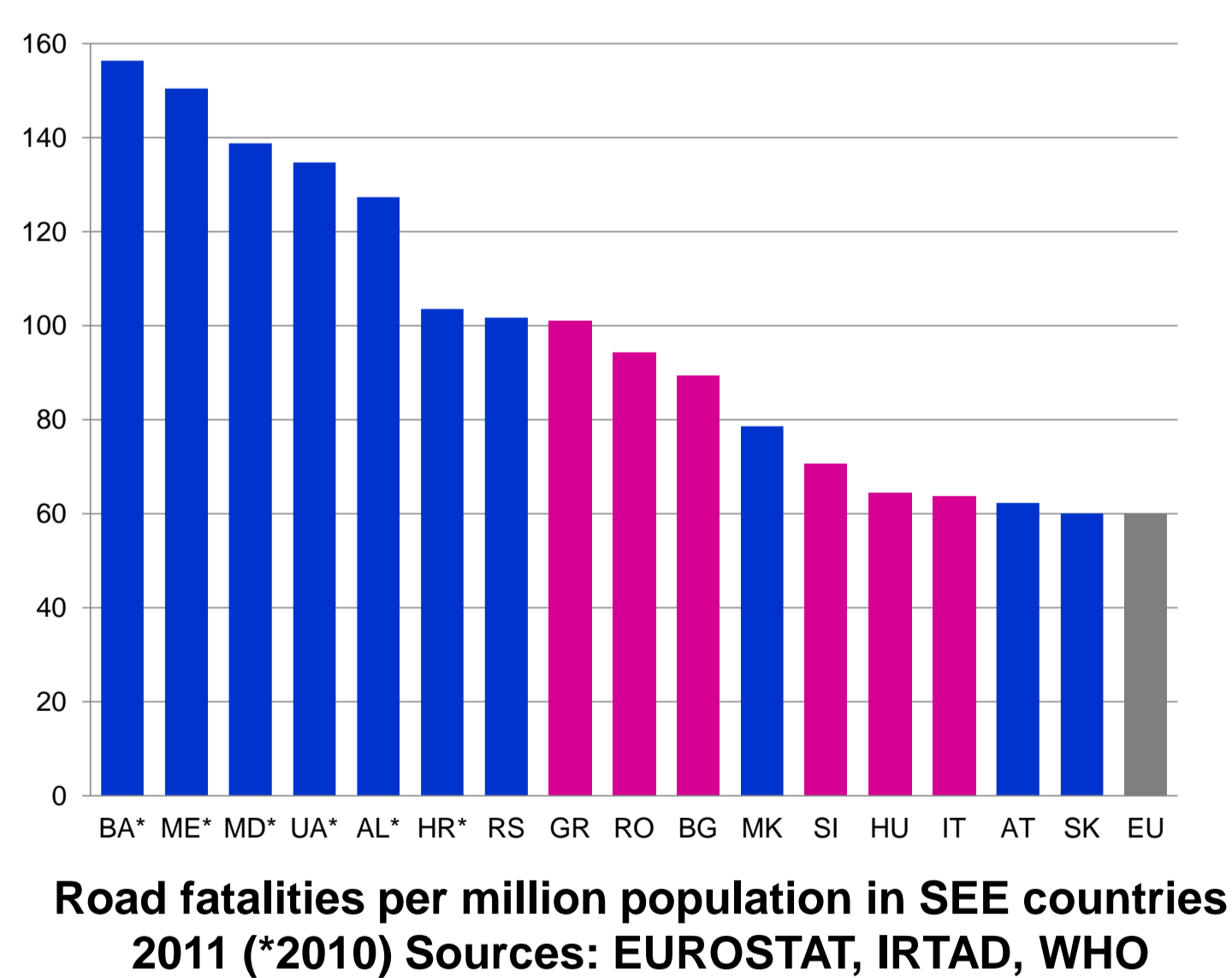
• SEE countries which are not yet members of the EU show the highest rates of fatalities.

• EU members show lower rates and specifically, lower than 100 road fatalities per population.

• Fatalities per population rate is higher than the average EU rate in almost all SEE countries.

• Newer (since 2007) EU members (RO, BG), show very similar trends with an increase until 2008 and a decrease between 2008 and 2012.

• IT shows a continuous decrease. In HU an increase was recorded in early 2000s and a decrease after 2007. In SI the trend was unstable until 2007 and then a decrease was recorded. GR had the highest number of road fatalities per million population in 2000 and achieved a decrease until 2003. Afterwards, a decrease was recorded again in 2007.



Road safety legislation, policy and institutional capacity in SEE

- An **Inter-ministerial Committee** or Council for Road Safety has been legally created in all the examined countries to serve as the high level inter-section decision-making institution which prepares policy orientations or directions for road safety. In most countries, these institutions have a general consulting character while their authority on road safety stakeholders is limited.
- In all the examined countries (except HU) a **national "vision"** for improved road safety performance in the long term has been adopted. However, such a vision is compelling for the government only in Slovenia and in Bulgaria where it is approved in the Parliament and by the Council of Ministers respectively. National plans for the improvement of road safety have been developed, taking into consideration the Safe System approach in all countries (except BG).
- Although national road safety programs have been elaborated, the **budget** needed for program implementation has not been estimated in RO, GR, BG. Evaluation of road safety activities is funded only in HU and SI. Funds allocated to implement the program are considered sufficient only in HG.
- Sustainable **systems to collect and manage data** on road accidents, fatalities and injuries are in place in all the examined countries. A national Observatory centralizing the data systems for road safety is available in IT, HU and BG. 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 HG and SI. A procedure to evaluate safety performances of the global program or policy has been set up in IT, HU and SI.
- In all countries (except IT), results of **safety analyses** and research are used in formulating the national road safety policy and research teams are systematically requested by policy-makers to contribute knowledge for policy formulation.



Conclusions

- SEE regions are among the **worst road safety performers in Europe**, suffering higher road accident injury and mortality rates and slower reduction trends than the EU average.
- Although a number of steps towards the implementation of identified good practices have been taken in all countries, **important diversity** in the structures and processes at the higher level of road safety management still exists. Major problems faced in almost all countries include lack of a road safety dedicated budget, difficulties in coordination of road safety stakeholders and consequently difficulties in the implementation of programmes and measures.
- Identification of the **specific problems** may enhance participation of the SEE countries in road safety initiatives and undertaking a more active role which will promote their efforts towards the improvement of road safety in the area.



Main references

ROad safety in South-East European regions – ROSEE project, WP3: Policy and data analysis, National Reports. www.rosee-project.eu

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