



Road Safety in South-East European Regions

George Yannis, National Technical University of Athens, Greece
Alexandra Laiou, National Technical University of Athens, Greece
Guido Piccoli, Agency of East Lombardy for Transport and Logistics, Italy



Introduction

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.



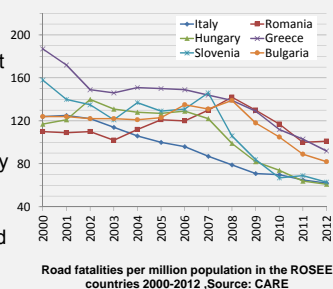
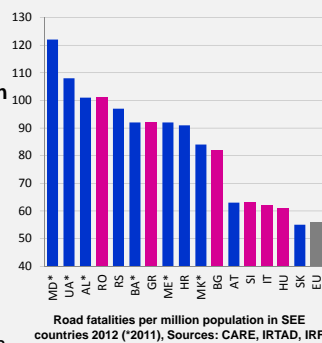
ROSEE - Road safety in SEE regions is a project approved under the South-East Europe Transnational Cooperation Program. Project partners come from Italy (IT), Romania (RO), Hungary (HU), Greece (GR), Slovenia (SI) and Bulgaria (BG) and involve representatives from national authorities, universities, NGOs and research centres. The objective of this paper is the **comprehensive presentation of road safety conditions in South-East European regions**.

Key road safety trends in the area are identified based on statistical data, road safety legislation, policy and institutional capacity in the six project countries is assessed, the needs and availability of road safety related data and information in the partner countries are recorded, and basic information concerning road infrastructure and identifying road users' behaviour in the area are presented. Based on the above, road safety priorities in the partner countries are identified

Road safety situation in SEE

SEE is an area comprising 16 countries; older and newer EU members, candidate countries and others. **This diversity is also reflected on the current road safety situation.**

- The highest rates of fatalities are found in non-EU members of the SEE.
- The fatalities per population rate is higher than the average EU rate in almost all SEE countries.
- RO and BG, show similar trends in fatalities/population (increase up to 2008 followed by decrease up to 2011). 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 with ups and downs until 2007 after when an important decrease was recorded up to 2010. GR had the highest rate in 2000 but achieved an important decrease until 2003, and after 2007.
- Pedestrians are over-represented in road fatalities in RO. The highest passenger fatality rate is recorded in BG. Most drivers are killed in IT and SI.
- Highest fatality rate on motorways is recorded in SI and on rural roads in BG and HU.



Road Safety Legislation, Policy And Institutional Capacity

	IT	RO	HU	GR	SI	BG
Inter-ministerial Committee or Council for Road Safety legally created to serve as the high level inter-section decision-making institution	√	√	√	√	√	√
National "vision" for improved road safety performance in the long term has been adopted	√	√		√	√	√
National plans for road safety have been developed, taking into consideration the Safe System approach	√	√	√	√	√	
Budget for program implementation has been estimated	√		√		√	
Evaluation of road safety activities is funded			√		√	
Funds allocated to implement the program are considered sufficient only in HU			√			
Sustainable systems to collect and manage data on road accidents, fatalities and injuries are in place	√	√	√	√	√	√
A national Observatory centralizing the data systems for road safety is available	√		√			√
A reporting procedure to monitor the road safety interventions carried out in the country has been set up			√		√	
A procedure to evaluate safety performances of the global program or policy has been set up	√		√		√	
Results of safety analyses and research are used in formulating the national road safety policy		√	√	√	√	√

Road Safety Related Data and Information

Significant demand for data and knowledge to be used in decision making. Most stakeholders declare **high need but low availability** of relevant data on:

- Under-reporting of road accidents.
- Road accident databases that link data from the Police and the hospitals.
- Information on road user behaviour and accidents.
- Information on the costs and benefits of a road safety measure.
- Information on the acceptance of road safety measures by the public.
- Good practice catalogue of measures including implementation conditions.
- Tools for simulating road user behaviour.
- Comparisons of driver training programmes across Europe.
- Good practice and methodologies for monitoring implementation of road safety measures and policies.
- Information on potential funding sources for road safety measures.
- Focusing on seriously injured counts in addition to fatality counts.
- Accident prediction models for various road types and layouts.



Road Network Conditions in SEE Regions

- Procedures for integrating Directive 2008/96/EC into national legislation have been completed or are in progress in all partner countries.
- Road infrastructure assessment is not regularly conducted.
- Significant differences between partner countries concerning RSA/RSI implementation.
- Needs for road safety infrastructure management**
 - Full integration of 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.

Road Users' Behaviour in SEE Regions

- Key road user behaviour problems**
 - Non use of seat belts and helmets
 - Speeding
 - Drink-driving
 - The use of mobile phones while driving
 - Aggressive driving
 - Lack of compliance to traffic rules
 - Insufficient driver training
- Enforcement measures** (random controls for seat belt and helmet use, speeding, use of mobile phones and drink-driving, use of speed cameras and radars, keeping better registries of drivers, offenders, controls and their results etc).have been implemented but with limited results.
- Communication and training measures** already implemented are also considered fair, but not very effective.



Common road safety priorities in partner countries

- Set-up of a National Strategy and a National Road Safety Authority.
- Ensure sustainable funds for road safety.
- Improvement of road infrastructure.
- Implementation of the Directive 2008/96/EC on the whole road network and not only on TEN-T.
- Effective regulation of Road Safety Audit / Inspection.
- Road safety education and training (in all schools, continuous/periodical training for all ages, reorganization of the training- and licensing system).
- Effective enforcement of traffic rules.
- Raising road safety awareness through information campaigns.



Acknowledgments

This research was carried out within the project ROSEE-ROad safety in South-East European regions, co-funded by the South East Europe Transnational Cooperation Program and Greek national funds.

