

BACKGROUND

- Road accidents is a serious problem of the countries of South-East Europe and common action is necessary to improve road safety in this wider part of Europe.
- Generally, the number of road fatalities per million of population in EU countries of the South East regions was higher than the respective EU average.
- The "ROSEE - ROad safety in SEE regions" project of the SEE Transnational Cooperation Program covered Italy (IT), Romania (RO), Hungary (HU), Greece (GR), Slovenia (SI) and Bulgaria (BG) and involved representatives from national authorities, universities, NGOs and research centres.
- The objective of this paper is the exploration of a number of **proposed investments and interventions concerning legislation, policy and institutional capacity** for the improvement of road safety in South-East European regions.



METHOD

- Within ROSEE, the **existing conditions** on road safety legislation, policy and institutional capacity in the partner countries were recorded and **priorities and needs of local road safety stakeholders** were identified.
- It was found that to improve road safety legislation, policy and institutional capacity attention should be focused on:
 - Institutional issues
 - Legislative issues
 - Infrastructure safety management
 - Monitoring
 - Communication
 - Post-Crash treatment
- A **three step methodology** was followed:
 - Use of measures and priorities identified within ROSEE
 - Exploitation of existing lists of proposals and recommendations
 - Assessment and ranking of road safety measures by more than 100 road safety stakeholders based on:
 - the estimated safety benefit in a scale from 4 (the highest) to 1 (the lowest)
 - the implementation cost in a scale from 4 (the highest) to 1 (the lowest)
 - the implementation time >5 years, 1-5 years, 6-12 months or <6 months



INVESTMENT PROPOSALS ASSESSED

- Institutional issues**
 - Development of a road safety national Plan
 - Operation of a national road safety agency
 - Setting up road safety targets
 - Setting up dedicated road safety budget
- Legislative issues**
 - Legislation for infrastructure safety management
 - Legislation for new offences
 - Legislation for efficient enforcement
 - Legislation for training, licensing, education
- Infrastructure safety management**
 - European Road Assessment Programme (EuroRAP)
 - Road Safety Audits (RSA)
 - Road safety inspection (RSI)
 - High risk site treatment program
- Monitoring**
 - Accident data collection system
 - Monitoring road safety indicators
 - Monitoring implementation progress of measures
 - Evaluating measures' effectiveness
 - Road accident analyses
- Communication**
 - Campaigns supporting the national programme
 - Coordinate enforcement and promotion campaigns
- Post-Crash treatment**
 - Emergency Call system (eCall)
 - Emergency lanes in congestion
 - Trauma management performance
 - Improved emergency medical service



ASSESSMENT RESULTS

Investment proposal	Countries recording high safety benefit	Countries recording low implementation cost	Countries recording short period for benefit to be gained (<1year)
Development of road safety national Plan	6	1	1
Setting up dedicated road safety budget	6	0	0
Legislation for infrastructure safety management	6	3	1
Legislation for efficient enforcement	6	0	1
Road safety inspection (RSI)	6	4	0
High risk site treatment program	6	5	0
Evaluating measures effectiveness	6	4	1
Road Safety Audits (RSA)	5	4	0
Monitoring implementation progress of measures	5	1	0
Emergency Call system (eCall)	5	2	0
Improved Emergency Medical Service	5	1	0
Operation of national road safety agency	4	0	1
Setting up road safety targets	4	0	0
Legislation for training, licensing, education	4	2	0
Accident data collection system	4	2	0
Road accident analyses	4	2	0
European Road Assessment Programme (EuroRAP)	3	0	1
Monitoring road safety indicators	3	0	3
Trauma management performance	3	1	3
Legislation for new offences	2	0	1
Campaigns supporting the national programme	2	0	2
Coordinate enforcement and promotion campaigns	2	0	3
Emergency lanes in congestion	2	0	2

CONCLUSIONS

- Many legislation, policy and institutional capacity investments are related to **high safety benefit**. However, most such proposals are considered relatively expensive to implement and **effective on the long-term**.
- Legislation for infrastructure safety management and legislation for efficient enforcement provide **high safety benefit at low cost**, in most partner countries. Still, both **investments need time to show their effect** on the improvement of road safety.
- Institutional issues, legislative issues and infrastructure safety management concentrate **most of the highly effective** investment proposals.
- Legislative issues are considered the **easiest to implement** in most partner countries.
- Almost half of the examined proposals were related to **high implementation cost**.
- Almost all of the examined proposals are considered **effective in the long-term** in all partner countries.
- In half countries, communication and trauma management performance proposals are the only ones considered to need a **short implementation time to provide benefit**.



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ORGANISERS: