

ROSEE - ROad safety in South East European regions

<http://www.rosee-project.eu/>



17th Meeting of the International Traffic Safety Data and Analysis
Group (IRTAD)

Paris, 24-25 March 2014

[George Yannis](#), Associate Professor [NTUA](#), Guido Piccoli, [ALOT](#)

South East Europe



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Outline and objectives

Presentation outline:

1. Objectives
2. Road safety statistics in SEE countries
3. Road Safety Legislation, Policy and Institutional Capacity in ROSEE countries
4. Road Safety Related Data and Information in ROSEE countries
5. Next steps

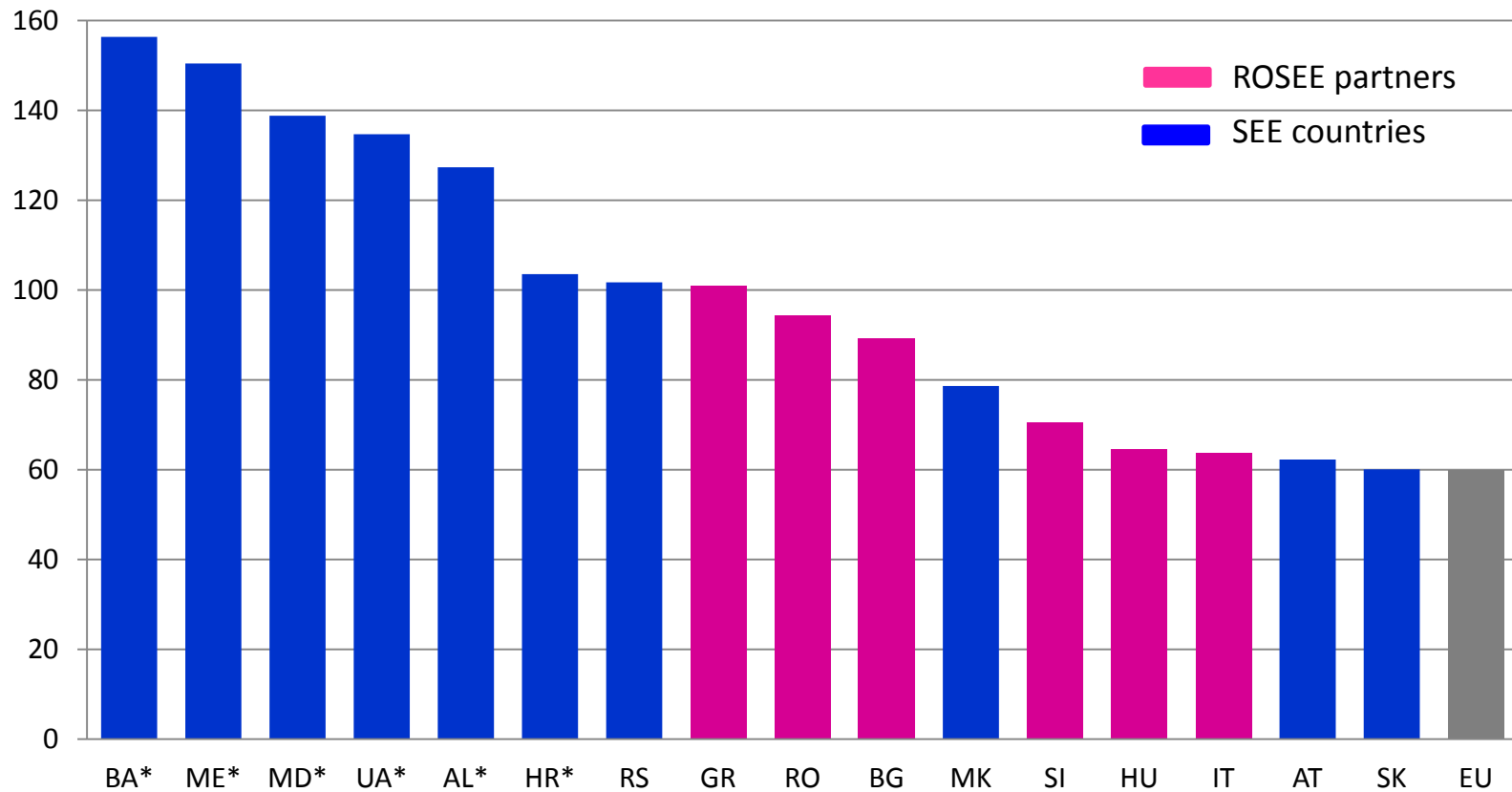
1. Objectives of the ROSEE project:

To improve coordination in promoting, planning and operation at national and regional road networks in terms of road safety.



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2. Road fatalities per million population in SEE countries (2011)

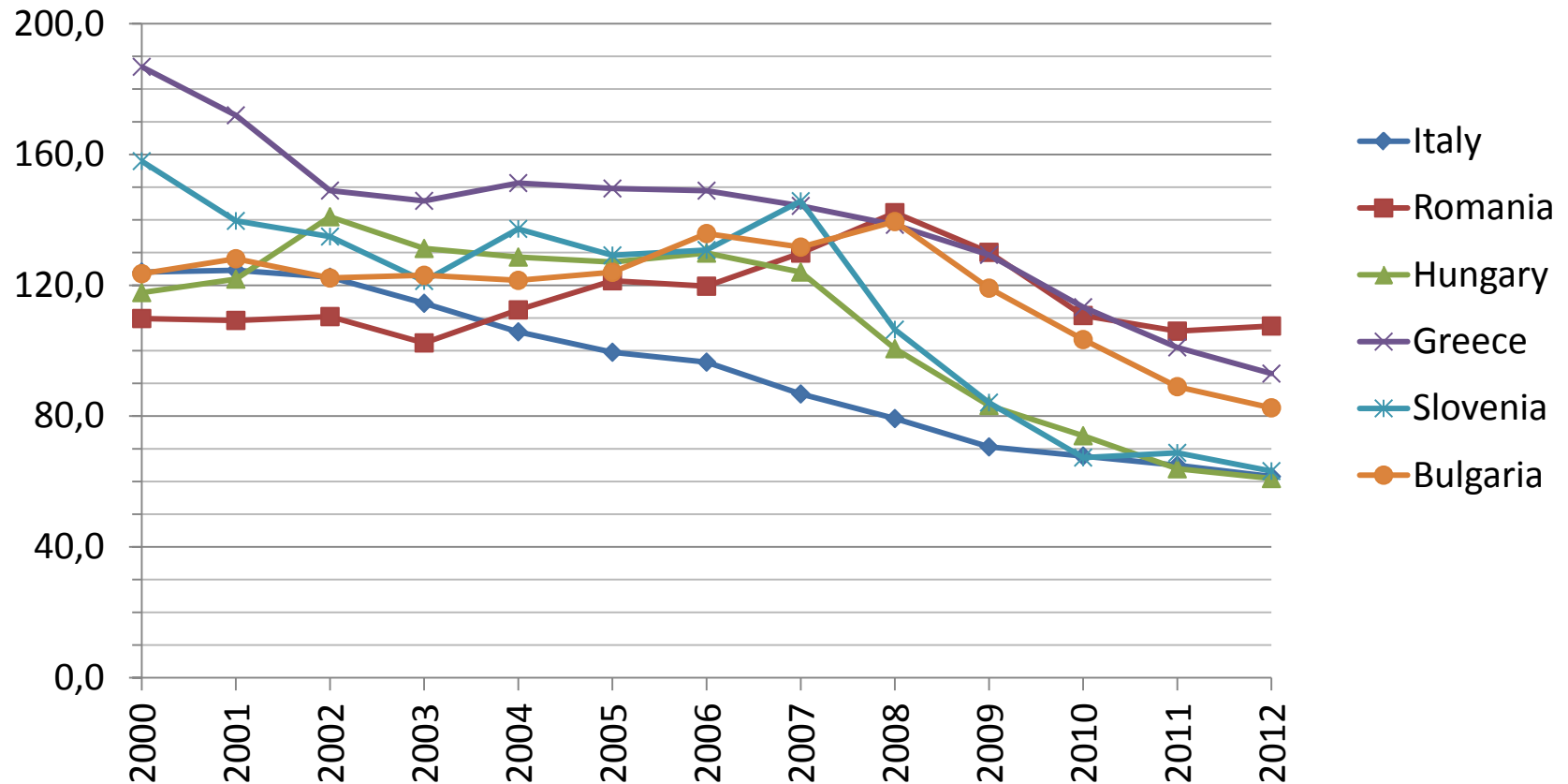


Sources: IRTAD, ETSC, WHO

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2. Current road safety situation in SEE countries

Road fatalities per million population in ROSEE countries 2000-2011



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2. Road fatalities by road user type and area type in ROSEE countries (2010)

	IT	RO	HU	GR	SI	BG
Inside built up areas	43%	63%	37%	46%	43%	40%
Outside built up areas	57%	37%	63%	52%	57%	60%

	IT	RO	HU	GR	SI	BG
Drivers	69%	39%	52%	65%	65%	47%
Passengers	16%	24%	22%	19%	16%	31%
Pedestrians	15%	37%	26%	14%	19%	22%

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2. Road fatalities per vehicle type in ROSEE countries (2010)

	IT	RO	HU	GR	SI	BG
Males	79%	76%	75%	81%	75%	74%
Age group 0-14	1%	3%	2%	2%	1%	-
Age group 15-17	3%	2%	1%	3%	2%	-
Age group 18-24	14%	14%	10%	15%	15%	-
Age group 25-49	41%	39%	44%	44%	41%	-
Age group 50-64	16%	26%	25%	14%	21%	-
Age group 65+	24%	16%	17%	20%	19%	-
Unknown	2%	0%	0%	2%	0%	-

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3. Road Safety Legislation, Policy and Institutional Capacity (1/3)

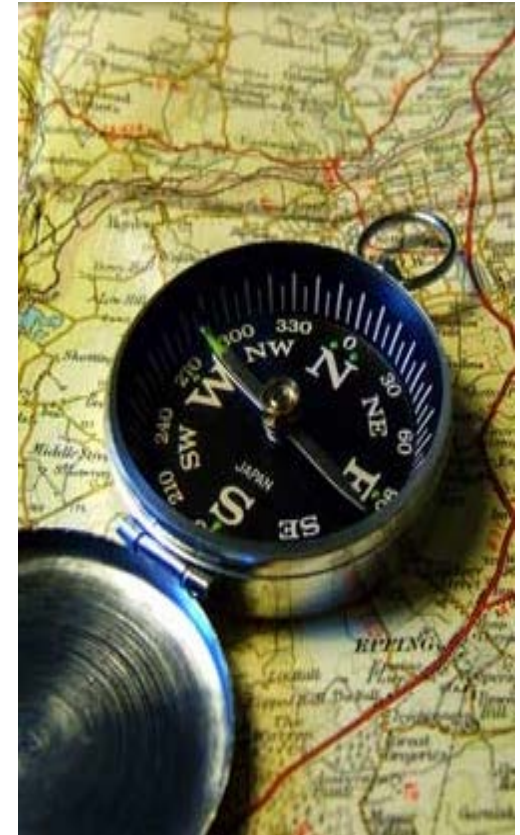
- Although a number of “good practice” elements can be identified, **it is not possible to identify one single “good practice”** model at national level.
- There are **differences** between expert’s and government’s **responses**, the latter tending to be more positive.
- **Variation in the structures** 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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3. Road Safety Legislation, Policy and Institutional Capacity (2/3)

- 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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3. Comparing Road Safety Legislation, Policy and Institutional Capacity in partner countries (3/3)

- 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.

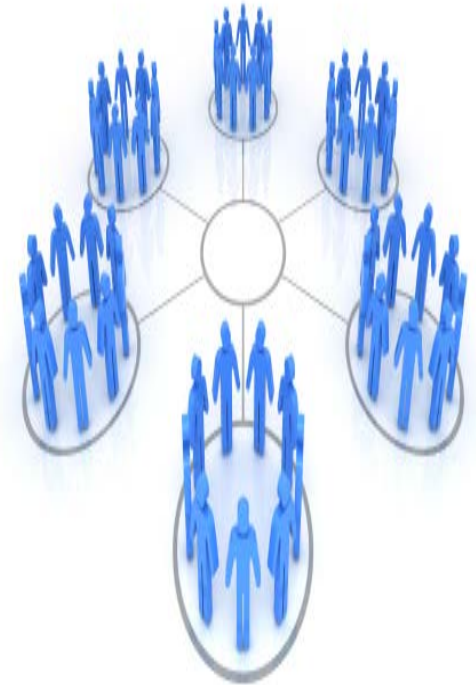


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4. Road safety stakeholder's needs and priorities

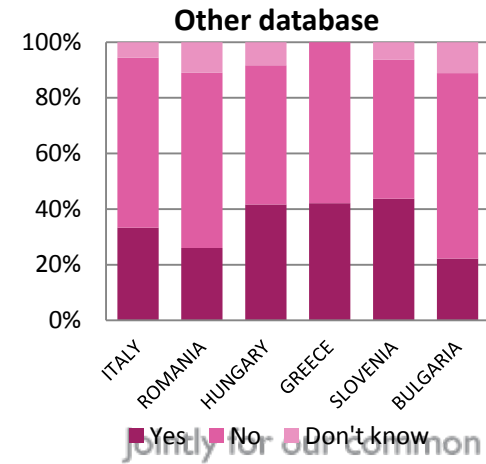
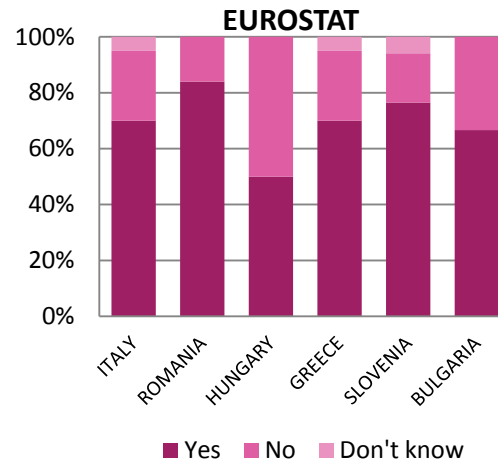
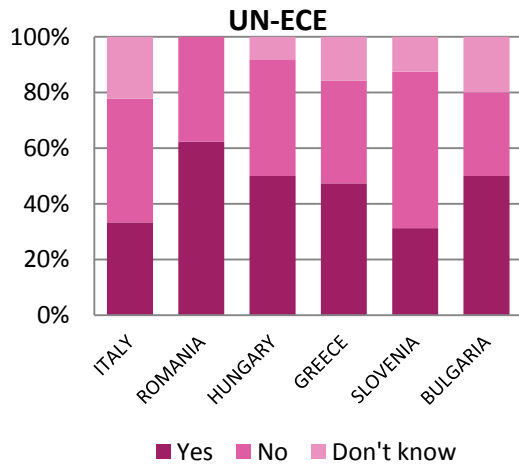
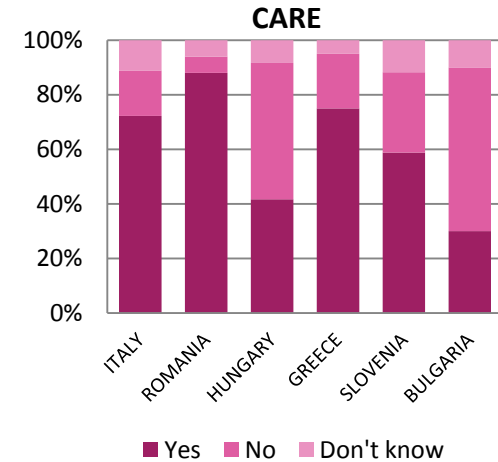
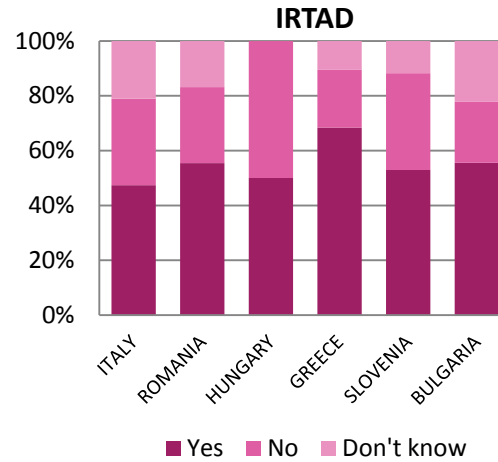
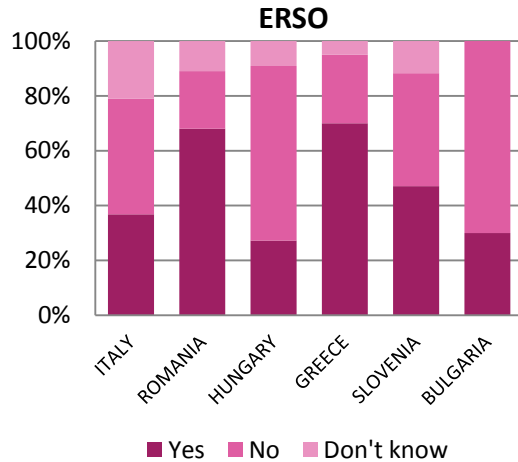
More than 100 stakeholders from the partner countries filled-in the STA questionnaire.

- 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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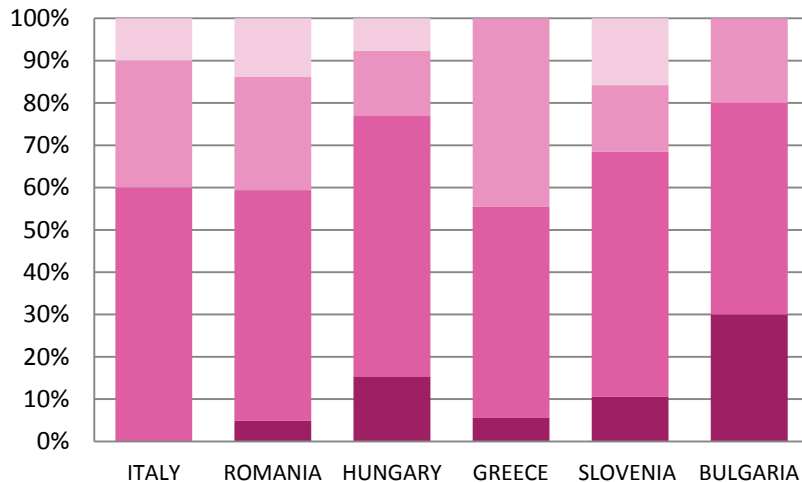
4. Usage of international databases/information sources



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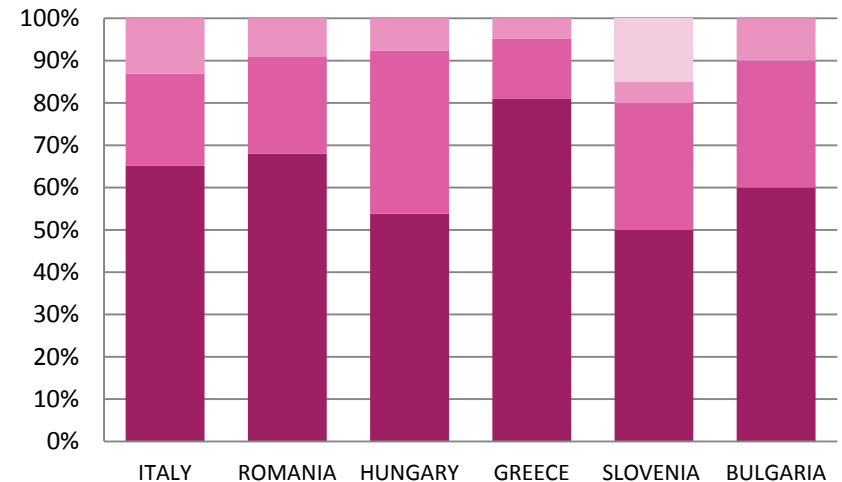
4. Needs and priorities for information on road users' behaviour

Information on road users' behaviour and attitudes



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

Information on road users' behaviour and attitudes



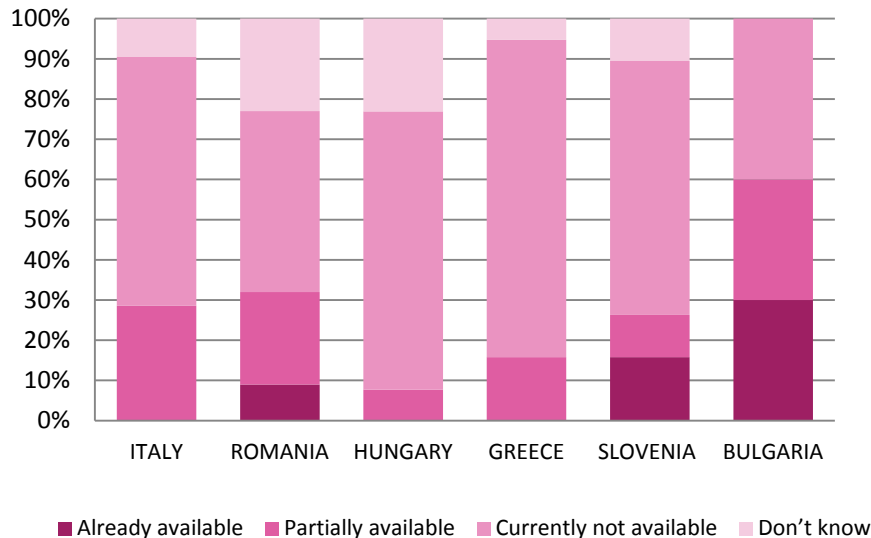
■ High priority ■ Medium priority ■ Low priority ■ Not relevant

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

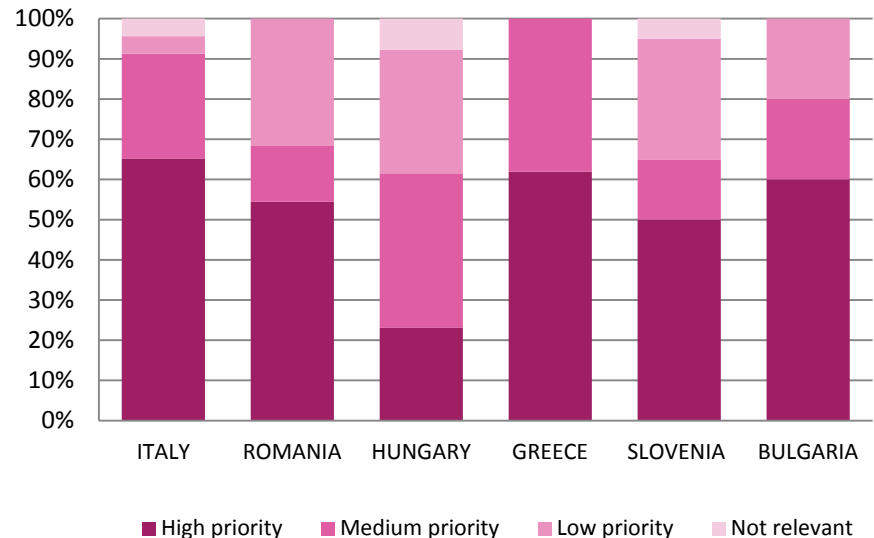
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4. Needs and priorities for Information on linking police and hospital data

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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5. Next steps

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



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