ROSEE - Road Safety Policies and Measures in South East European Regions

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South East Europe
Project Background

ROSEE builds on the experience of SOL - Save Our Lives Project which is strengthening the ability of local and regional stakeholders to manage road safety and reduce road crash deaths and injuries.

Transport and motorization levels are increasing throughout the South East European space. The motorization rate has increased by 8% in the EU (2001-2009). In many SEE Countries this increase is particularly high e.g. Slovenia (17%), Hungary and Slovakia (23%), Bulgaria (29%), Romania (37%) (Source: Eurostat).

ROSEE project started on October 2012 and will conclude on September 2014.
Main Problem to be addressed

South-East Europe regions are among the worst road safety performers in Europe.

Greece, Bulgaria, Romania, and to a less extent Slovakia and Hungary, have a fatalities/population rate by far above the EU average of 62 deaths (2010) (source: CARE database and national data).

Reduction in road fatalities (2001-2010) ranging from 50% (Slovenia) and 44% (Slovakia, Italy) to 3% (Romania) while average EU reduction was 43%.
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 2000-2011
Project Objectives

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

Additional objectives:
- Strengthen institutional capacity to plan and operate the network from a road safety perspective and contribute to increased future funding for enhancing institutional capacity.
- Contribute to safer roads and mobility and increased future funding possibilities for safe infrastructure.
- Increase capacity to deliver effective and multi-component road user behavior interventions and strengthen transnational cooperation and dialogue on road safety.
Project approach

On **Primary Networks** the project will work with relevant national stakeholders to develop or strengthen mechanisms for including road safety as a standard in the planning and operation of the network and to define road safety objectives for the primary network in each country.

On **Secondary Networks** the project will work with relevant national, regional and municipal stakeholders to design and test a model approach for strengthening road safety in the planning and operation of key segments of the secondary networks.

This approach will be replicable and inform the content of future investment proposals.
## Project Partners

<table>
<thead>
<tr>
<th>Partner role</th>
<th>Official name in English</th>
<th>Country</th>
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<tbody>
<tr>
<td>LP</td>
<td>ALOT s.c.a.r.l., Agency of East Lombardy for Transport and Logistics</td>
<td>Italy</td>
</tr>
<tr>
<td>PP1</td>
<td>EUCon, Association EU CONCEPTS R&amp;D</td>
<td>Romania</td>
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<td>PP2</td>
<td>GRSP Hungary Association</td>
<td>Hungary</td>
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<tr>
<td>PP3</td>
<td>UniBS, DICATAM Department of Civil Engineering, Architecture, Land, Environment and Mathematics</td>
<td>Italy</td>
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<tr>
<td>PP4</td>
<td>KTI Institute for Transport Sciences Non Profit Ltd.</td>
<td>Hungary</td>
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<tr>
<td>PP5</td>
<td>NTUA, National Technical University of Athens / School of Civil Engineering / Department of Transportation Planning and Engineering</td>
<td>Greece</td>
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<td>PP6</td>
<td>AMZS, Automobile Association of Slovenia</td>
<td>Slovenia</td>
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<td>PP7</td>
<td>AVP, Slovenian Traffic Safety Agency</td>
<td>Slovenia</td>
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<td>PP8</td>
<td>UL FGG-PTI, University of Ljubljana, Faculty of Civil and Geodetic Engineering</td>
<td>Slovenia</td>
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<tr>
<td>PP9</td>
<td>OY, Open Youth</td>
<td>Bulgaria</td>
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Project WP Structure (1/4)

WP 1
- Work Package 1 / LP - ALOT / Transnational project and financial management

WP 2
- Work Package 2 / LP - ALOT / Communication activities

WP 3
- Work Package 3 / NTUA / Policy and data analysis

WP 4
- Work Package 4 / UL FGG-PTI / Safe roads and mobility

WP 5
- Work Package 5 / AMZS / Safe road users

WP 6
- Work Package 6 / KTI / Monitoring and evaluation

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Project WP Structure (2/4)

**WP 1: Transnational project and financial management**

- Support effectively the project management and implementation process and constitute a coherent mechanism referring to all aspects of managing the project.

**WP 2: Communication activities**

- Promote and disseminate project achievements and results (Website; Communication Manual; CD; Dissemination Events; Press released; Brochures; Project Folder; Roll-ups).

11.07.2013, G.Yannis NTUA, G.Piccoli ALOT
**Policy and data analysis**

**WP 3**

Understand the legislative situation and policies pertaining to the coordination, planning and operation of the networks from a road safety perspective and the road safety situation in each of the countries.

**Safe roads and mobility**

**WP 4**

Improve quality of road networks (Training courses; RS Audit and speed management; Low cost investment proposal; ...)

**Safe road users**

**WP 5**

Improve road user behavior (Surveys and interviews; Training courses; courses on RS behaviour issues; Pilot interventions; ...)
Project WP Structure (4/4)

Monitoring and evaluation

- Structure and system for process monitoring
- System, indicators and process for monitoring and evaluating the pilots
- Analysis of appropriateness for transnational replication of tools

Assess the impact of the main activities on the overall improvement of coordination in the promotion, planning and operation of the network. Lessons learned will be integrated into the transnational reports and investment proposals.
Road Safety Policy and Data Analysis - Indicative Outputs WP3

- Establishment of a National Advisory Group of relevant national key stakeholders (e.g. roads -transport administration, NGOs, education, research etc.) per partner country.
- Development and implementation of Road Safety Assessment Tools.
- National reports on the findings of the assessments and other available information on road safety performance of the networks.
- 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.
- Road safety investment proposal outlining where investments in infrastructure and other measures may enhance safety outcomes.

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Safe Roads and Mobility - Indicative Outputs WP4

- Development and delivery of courses on road safety audit and speed management.
- Develop a tool for conducting road safety audit on selected sections of the primary and the secondary road network.
- Proposal of low costs infrastructure improvements as part of the pilot project (WP 5) to slow traffic and to improve the safety of unprotected road users.
- Draft of recommendations for comprehensive infrastructure improvements and the related investment proposals.
Safe Road Users - Indicative Outputs WP5

- Development and implementation of surveys on road user behavior.
- Development and delivery of courses on main road safety issues and road safety management.
- Development and delivery of courses on strategic enforcement.
- Implementation of Pilot Interventions on the primary or secondary networks in partner countries.
- Draft of recommendations for a comprehensive model approach for improving the coordination, operation and planning of the road networks by increasing safety performance. Recommendations will be finally incorporated into a project investment proposal.
Promote road safety and improve road network accessibility in South East Europe.

In the South East Europe area, injuries and road crashes are answerable for social and economic losses. South-East Europe regions are among the worst road safety performers in Europe: countries such as Greece, Bulgaria, Romania and, to a less extent Slovakia and Hungary, have a road deaths rate per population by far above the EU average of 62 deaths per million population in 2010 (source: CARE database and national data). In the South-East Europe (SEE) countries that are currently not members of the European Union crash and fatality rates are even higher: in Bosnia-Herzegovina, Serbia and Croatia rates are above 100 deaths per million populations in 2009 (Source: OECD-ITF). This situation is holding down the development of the SEE region and requires urgent improvements. In order to reach the 2020 EU road safety target.

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