

Road safety policy and data analysis in the South East European countries

International Conference *Engaging Stakeholders towards Road Safety*

Ljubljana, 7 November 2013

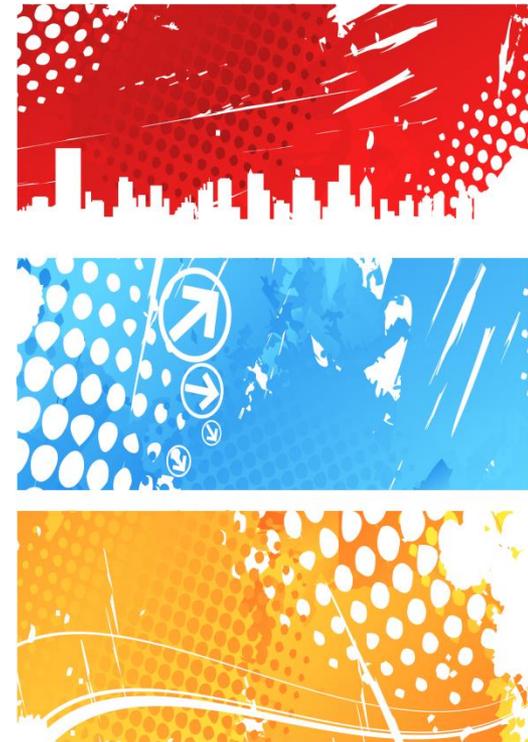
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Objectives

Understand how SEE countries are aligned with EU road safety and network management policies and objectives and make **recommendations**:

- on **policy and legislation** for the promotion, planning and operation of the primary network from a road safety perspective
- on the type and quality of collected road safety **data**
- on the use of data to guide decision-making on road crash and injury prevention
- on **coordination** at the national and transnational level with focus on accessibility and road safety



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National and Transnational Advisory Committees

National Advisory Group of relevant national / regional decision-makers and key stakeholders in each country:

- to ensure the project fits within national policies
- to contribute to overall objectives
- to determine national or regional safety priorities
- to discuss standards for road safety applicable at the transnational level
- to oversee the development and testing of a model approach for improving promotion, coordination and operation of the primary and secondary road network

Transnational working group (TWG) consisting of the SEES partners and 2 representatives of each national advisory board:

- to review key project activities and outcomes and discuss and identify transnational road safety standards and objectives.



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Development and implementation of Road Safety Assessment Tools

Database

1. Rapid road safety review tool - comprehensive database

Common methodology Questionnaire

2. Tool for the assessment of road safety legislation, policy and institutional capacity in partner countries.
3. Tool to assess demands and views of road safety stakeholders in each partner country.

Time Series Road Safety Data (1975-2010)

Number of accidents killed	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
1	2,114	2,120	2,123	2,263	2,411	2,181	2,180	2,180	2,114	2,192
2	1,140	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120
3	720	720	720	720	720	720	720	720	720	720
4	11	11	11	11	11	11	11	11	11	11
5	11	11	11	11	11	11	11	11	11	11
6	11	11	11	11	11	11	11	11	11	11
7	11	11	11	11	11	11	11	11	11	11
8	11	11	11	11	11	11	11	11	11	11
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11	11	11	11	11	11	11	11	11	11	11
12	11	11	11	11	11	11	11	11	11	11
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40	11	11	11	11	11	11	11	11	11	11
41	11	11	11	11	11	11	11	11	11	11
42	11	11	11	11	11	11	11	11	11	11
43	11	11	11	11	11	11	11	11	11	11
44	11	11	11	11	11	11	11	11	11	11
45	11	11	11	11	11	11	11	11	11	11
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47	11	11	11	11	11	11	11	11	11	11
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49	11	11	11	11	11	11	11	11	11	11
50	11	11	11	11	11	11	11	11	11	11



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National Reports (Available) - Transnational Report (Under Preparation)

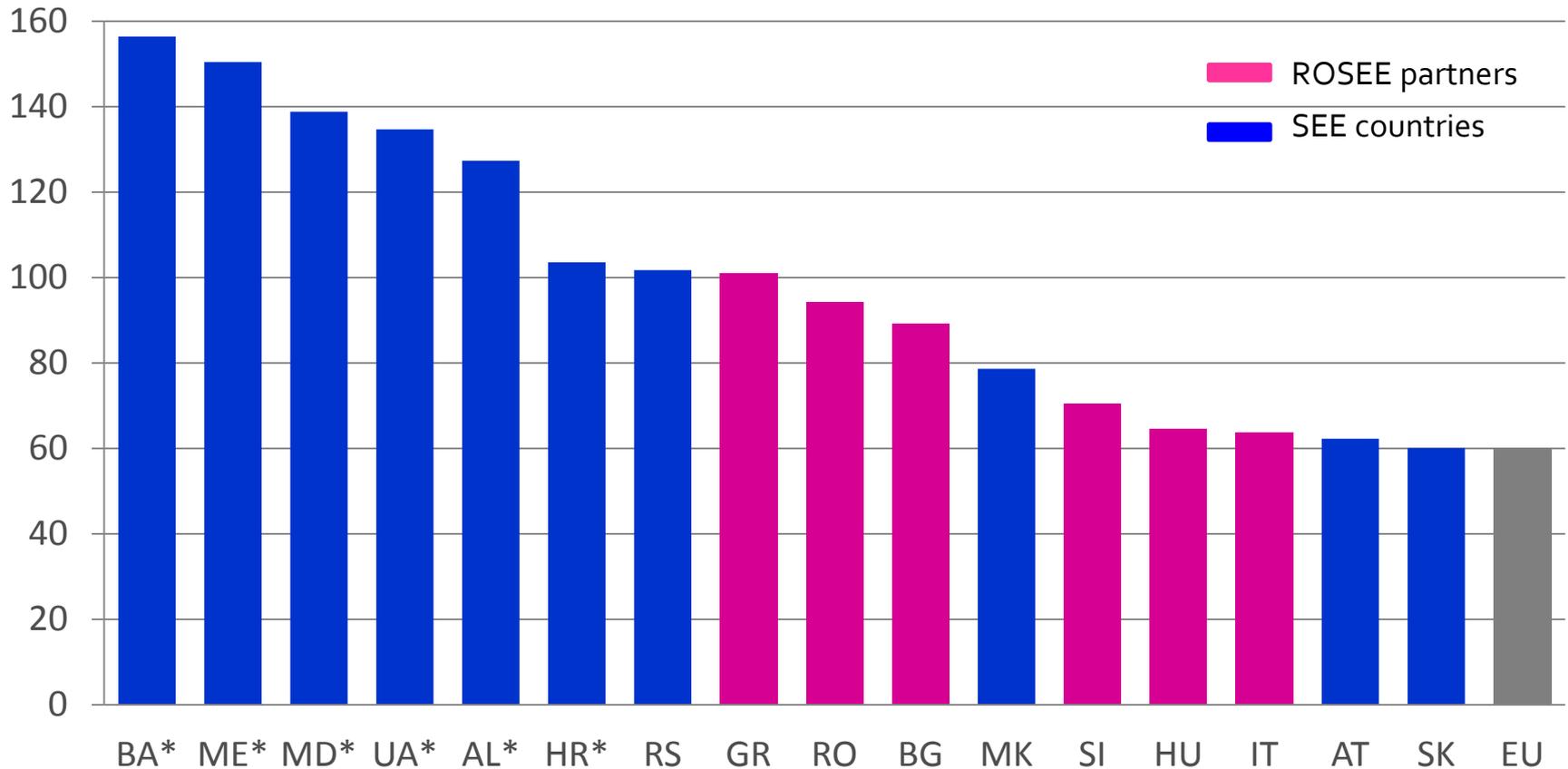
Outline

1. Introduction
2. Current road safety situation in SEE countries
3. Road Safety Legislation, Policy and Institutional Capacity in ROSEE countries
4. Road Safety Related Data and Information
5. Road network conditions in ROSEE countries
6. Road users' behavior in ROSEE countries
7. Synthesis
8. References



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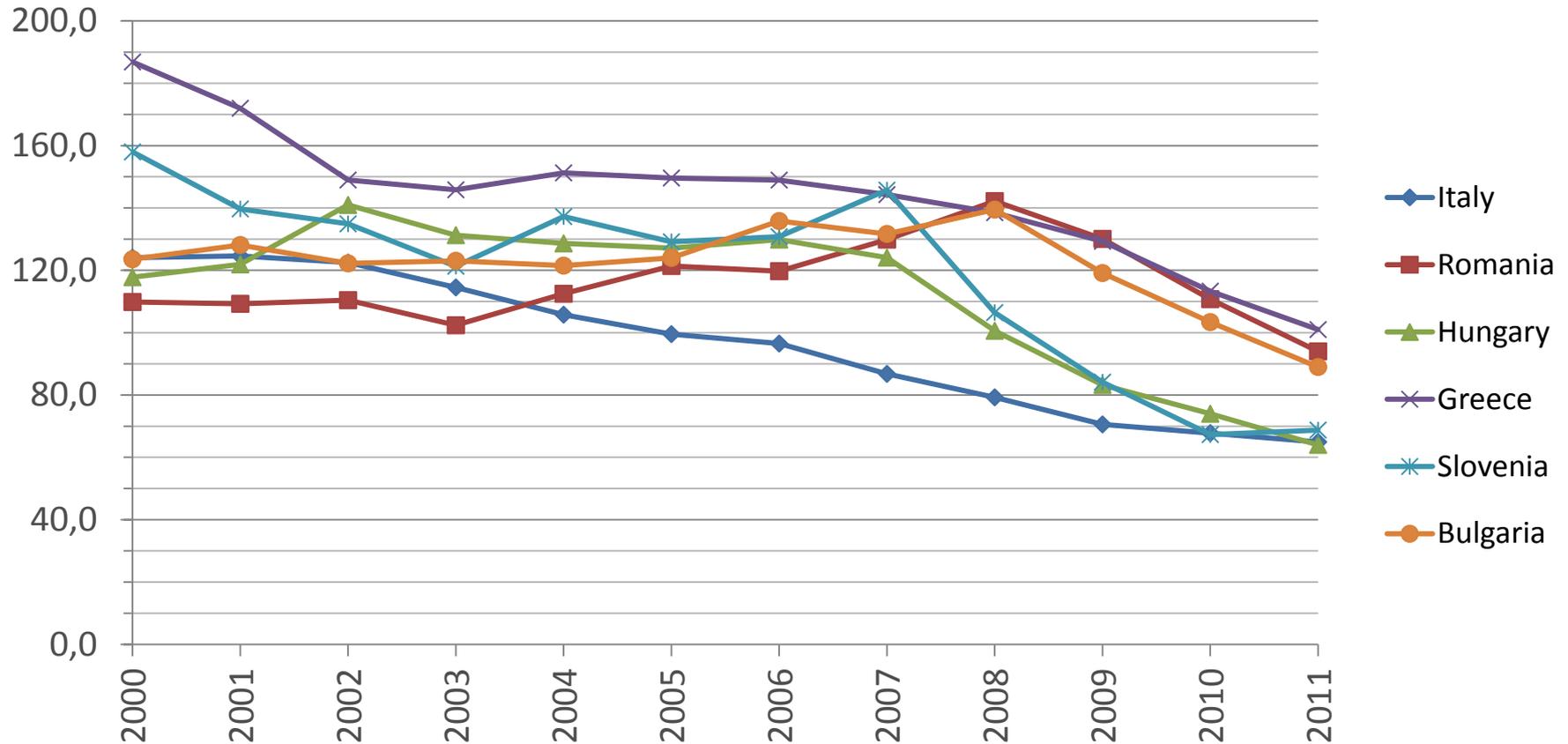
Road fatalities per million population in SEE countries (2011) (*2010)



Sources: IRTAD, ETSC, WHO

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Road fatalities per million population in ROSEE countries 2000-2011



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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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Road fatalities per vehicle type in ROSEE countries (2010)

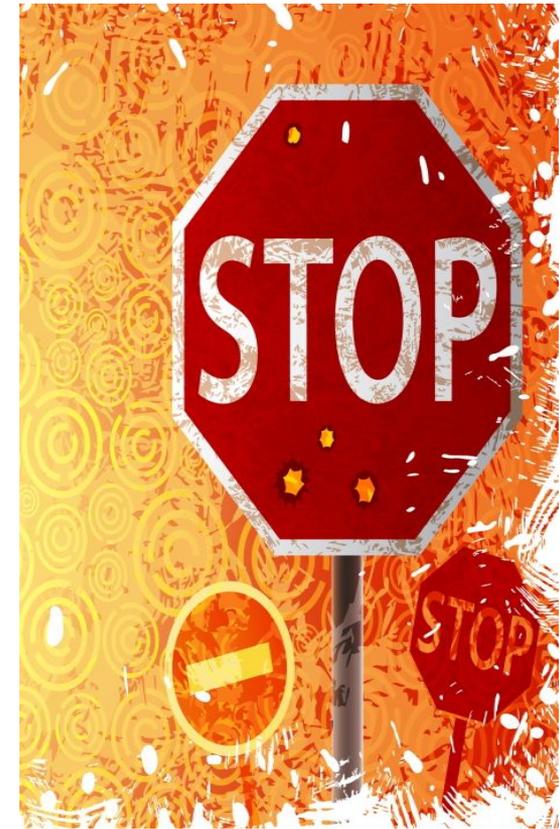
	IT	RO	HU	GR	SI	BG
Passenger car occupants	61%	69%	63%	53%	64%	82%
Motorcyclists	27%	4%	9%	34%	15%	7%
Moped riders	5%	8%	3%	3%	4%	1%
Cyclists	8%	13%	17%	2%	14%	5%
Buses/coaches occupants	0%	0%	2%	0%	0%	0%
Lorries/trucks occupants	1%	5%	6%	7%	0%	1%

Different road safety patterns in the different countries

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Legislation, Policy and Institutional Capacity in partner countries

- Although a number of “good practice” elements can be identified, there is **no 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.
- **Coordination and budget** are the most critical factors for effective road safety management.
- **Implementation** of programmes and measures seems to be the weakest component of road safety management systems in SEE.



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

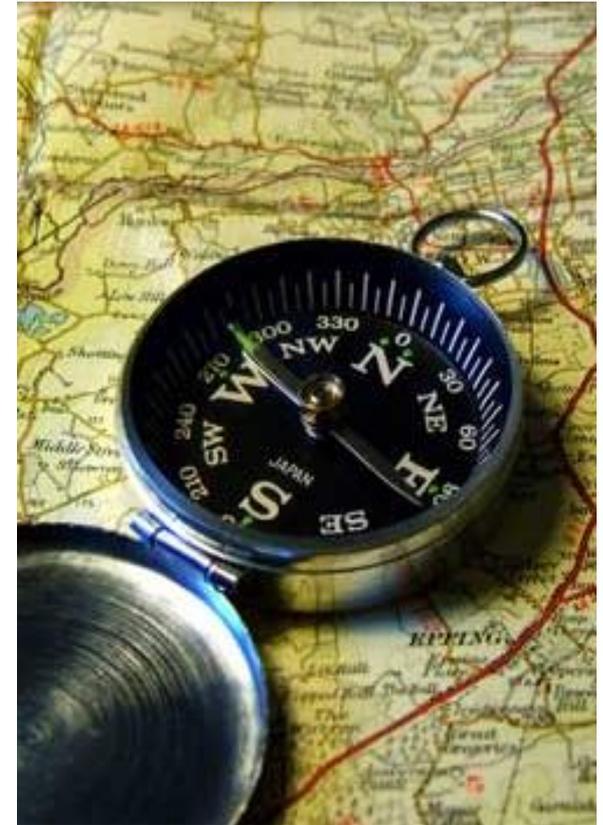
- Similarities on institutional organization, coordination and stakeholders' involvement as well as policy formulation and adoption issues.
- Policy implementation and funding, monitoring and evaluation, scientific support and information and capacity building are addressed in various ways.
- Road safety action advocated by government agencies, public authorities and NGOs. Local authorities have a more or less active role.
- 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 and their authority on road safety stakeholders is limited.



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Comparing 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.
- 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.
- In Romania, Greece and Bulgaria, although national road safety programs have been elaborated, the budget needed for program implementation has not been estimated.
- Evaluation of road safety activities is funded only in Hungary and Slovenia.



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Comparing Road Safety Legislation, Policy and Institutional Capacity (2/3)

- 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.

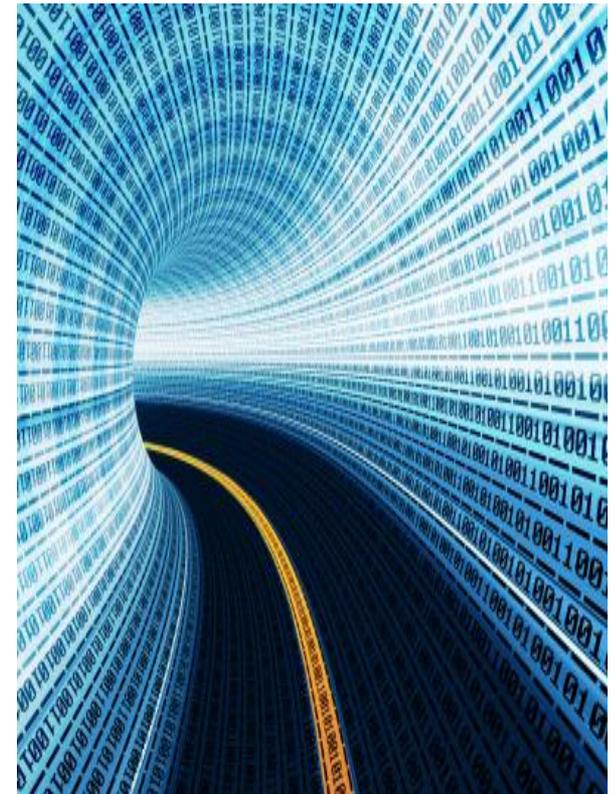


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Road safety stakeholder's needs and priorities in partner countries

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

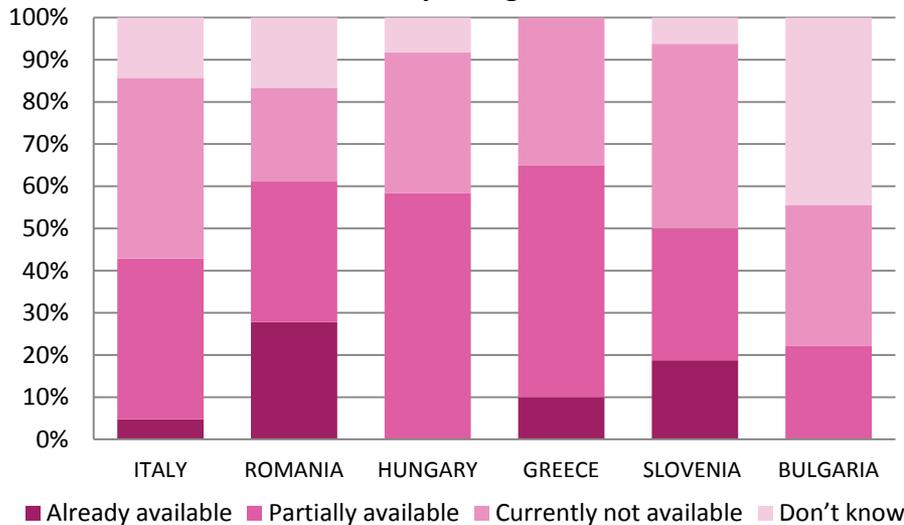
- Stakeholders expressed significant **demand for data and knowledge** in road safety-related decision making.
- Stakeholders expressed discontent about the current **poor availability** of such information.
- Stakeholders also seem to be **poorly informed** about the availability of data and tools in general.



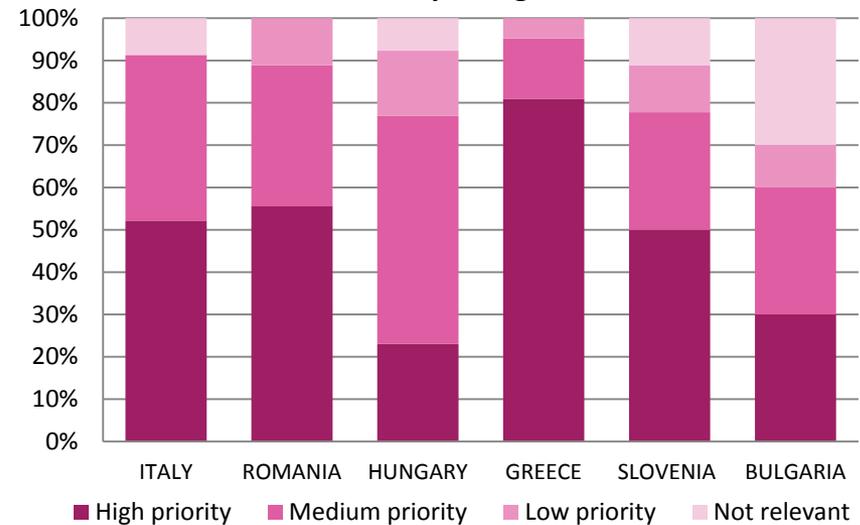
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Road safety stakeholder's needs and priorities in partner countries

Data on the underreporting of road accidents



Data on the underreporting of road accidents

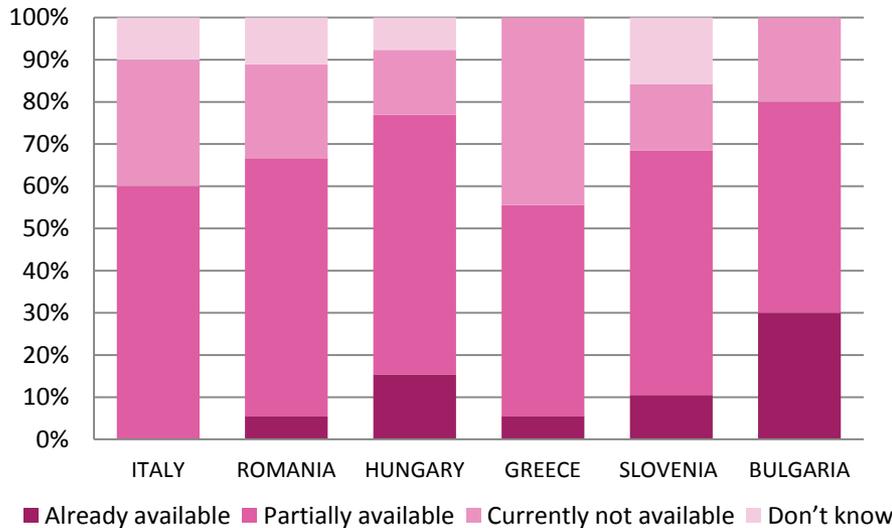


Data on the underreporting of road accidents are not available or limited. Road safety stakeholders consider such data of high priority in all countries though the respective rates vary from over 20% to 80%.

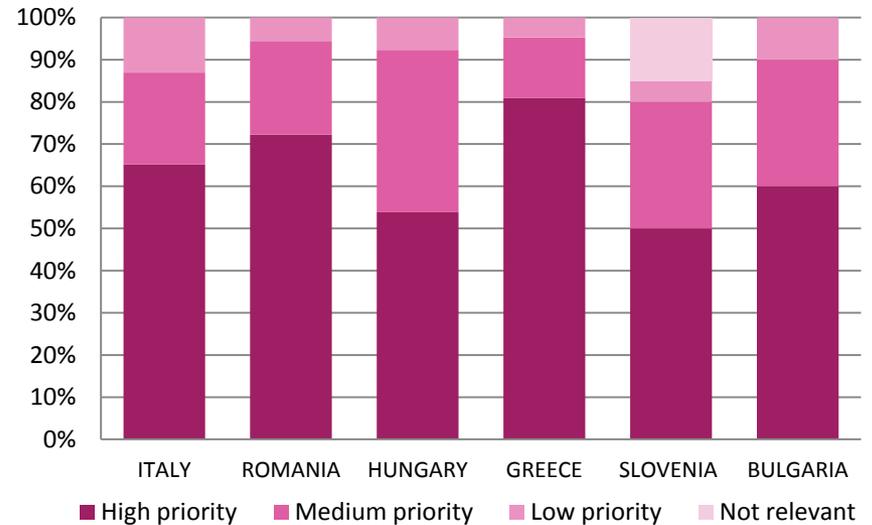
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Road safety stakeholder's needs and priorities in partner countries

Information on road users' behaviour and attitudes



Information on road users' behaviour and attitudes



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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Policy and data analysis - Next steps

- **Transnational report** summarizing the national reports and making a comparative synthesis.
- **Recommendations** on the institutional and legislative strengthening to enhance overall capacity to coordinate, promote and operate the networks, from a road safety perspective.
- **Investment proposal** outlining where investments in infrastructure and other measures will enhance the safety outcomes.



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