

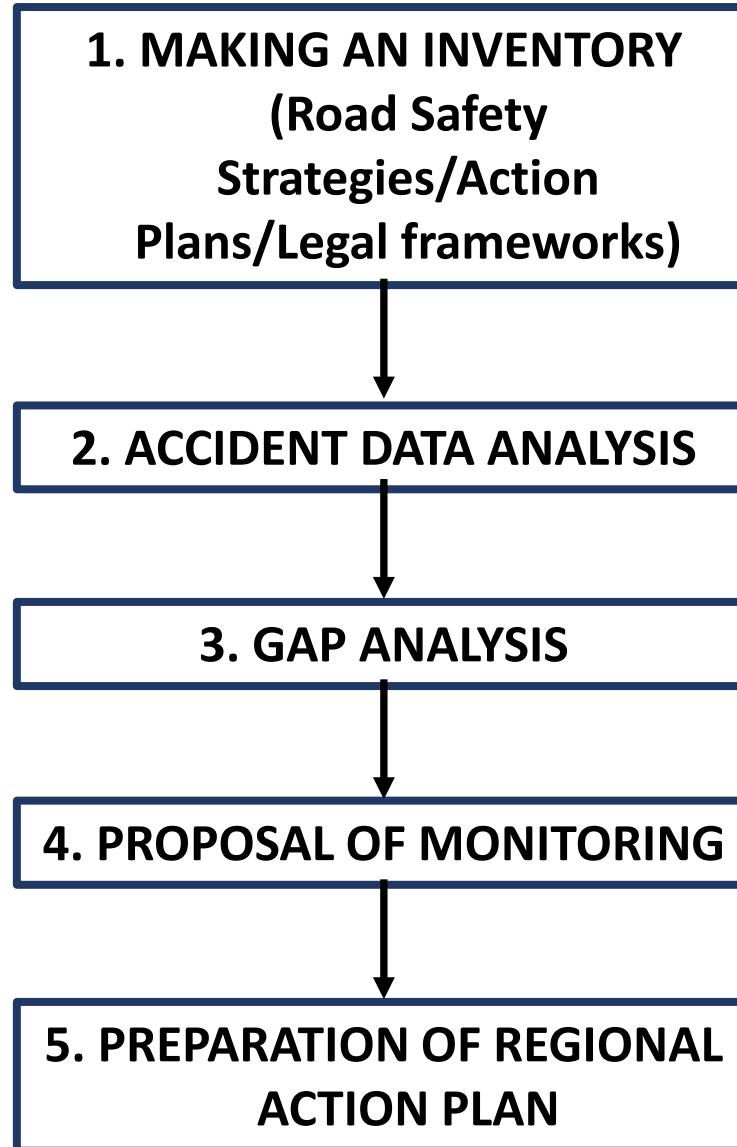
Support to the Implementation of the SEETO Strategic Work programme (2015-2017)

**Provide Technical Assistance to SEETO structure in the areas
of railway and ROAD SAFETY**

**Monitoring of implementation of road safety strategies and action
plans in Western Balkan in accordance with seven Strategic
Objectives of EU Policy
(EX SEETO/EU project implemented in 2016/2019)**

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APPROACH



METHODOLOGY

BASED ON USAGE OF ROAD SAFETY BENCHMARKING

Introducing **benchmarking as a road safety tool** is an innovation in the field of road safety management in many of European countries.


Benchmarking tool was used for **evaluating the performance of road safety systems** in SEETO RP, in line with defined strategic objectives of the EC in the field of road safety (Towards an European road safety area: policy orientations on road safety 2011-2020).

Benchmarking was extended with **Institutional arrangement, capacity, funding and coordination**. (World Report on Road Traffic Injury Prevention & Road Safety Management Capacity Reviews and Safe System Projects Guidelines)

**1. Seven Strategic Objectives
of EU Road Safety Policy**
(EU road safety programme)

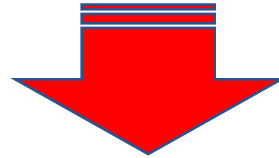


**2. Institutional arrangement,
capacity, funding and coordination**
(WHO Report and WB Guidance)



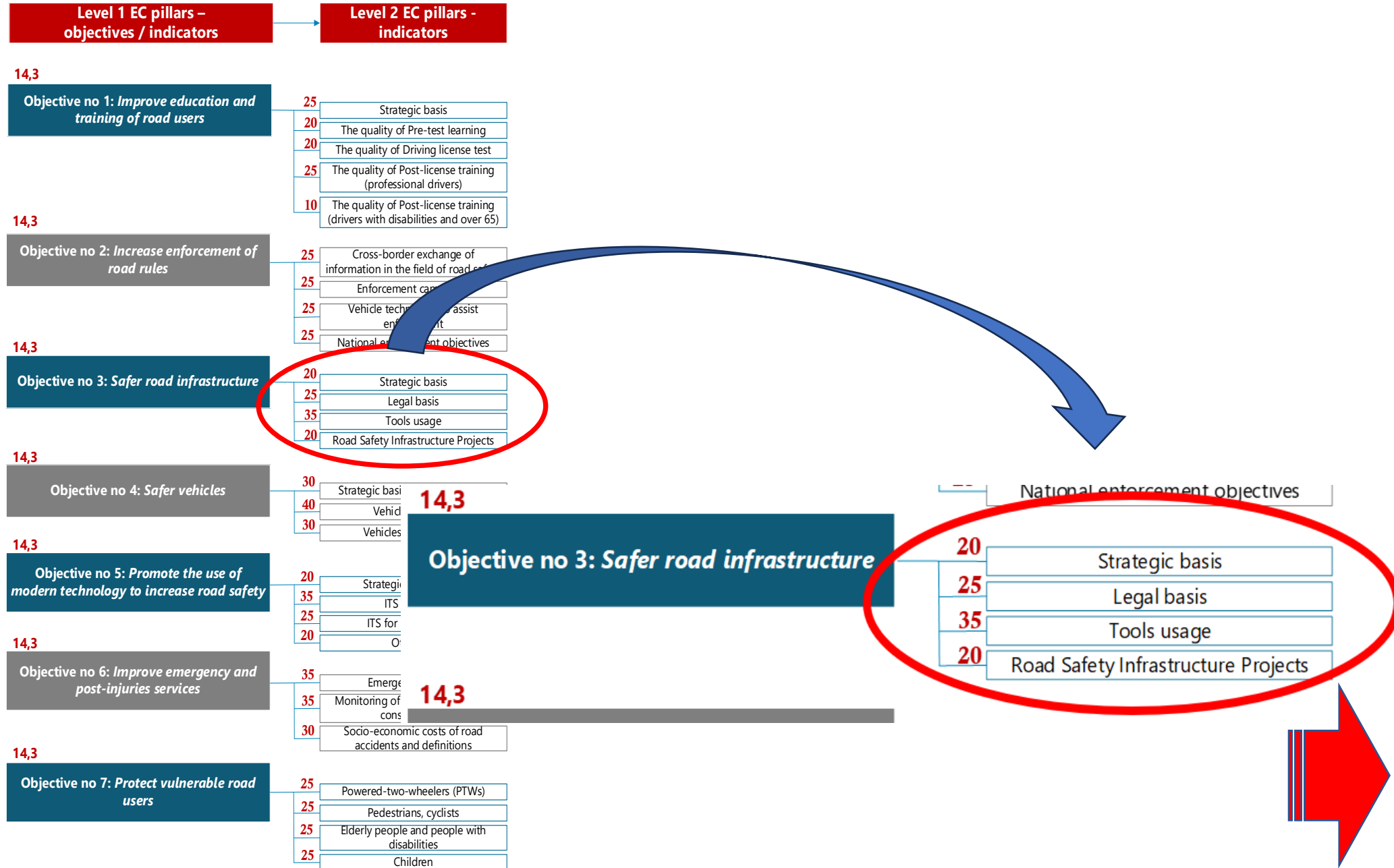
METHODOLOGY

1. Seven Strategic Objectives of EU Road Safety Policy



1. Improve education and training of road users;
2. Increase enforcement of road rules;
3. Safer road infrastructure;
4. Safer vehicles;
5. Promote the use of modern technology to increase road safety;
6. Improve emergency and post-injury services;
7. Protect vulnerable road users;

METHODOLOGY

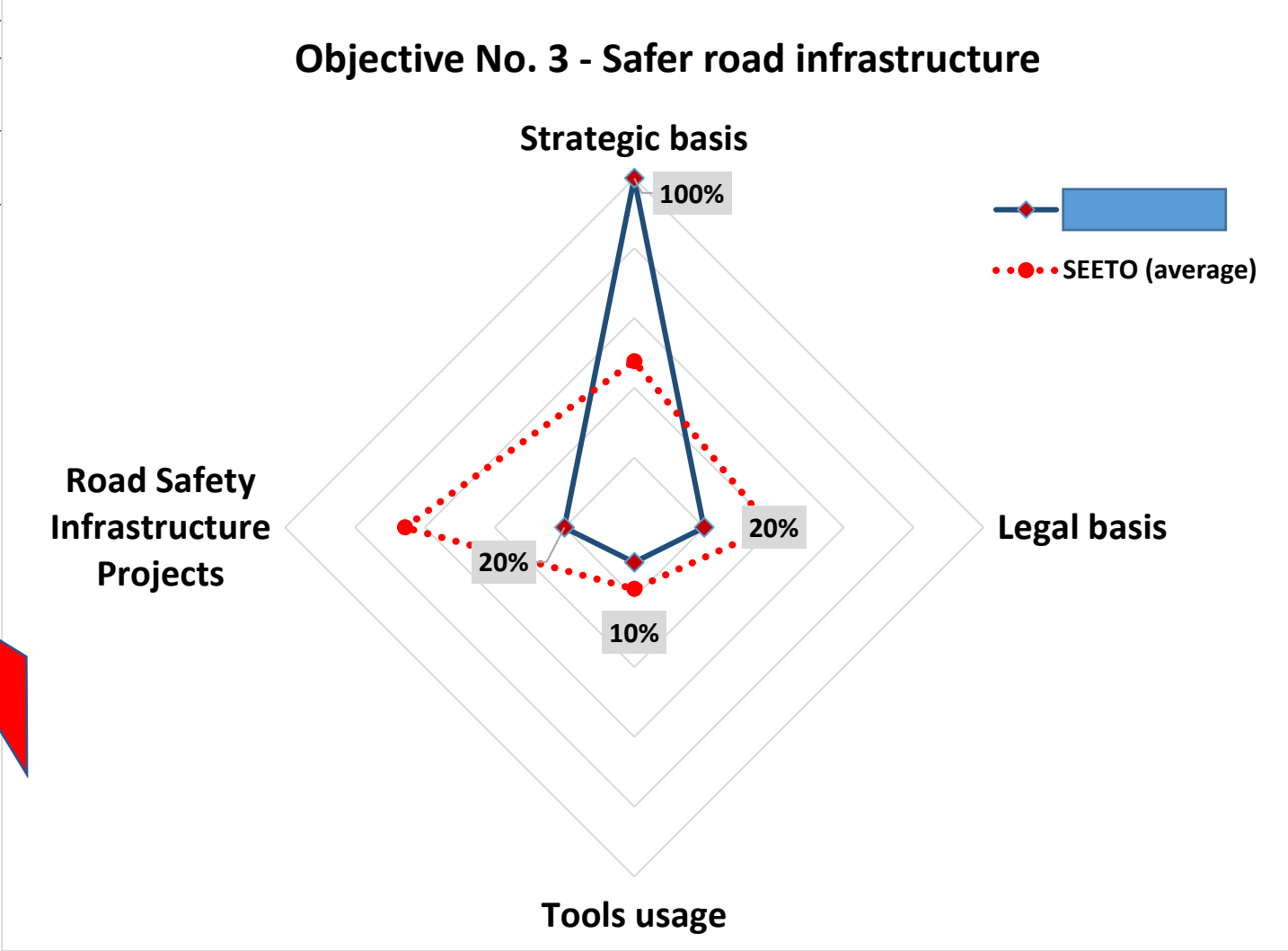
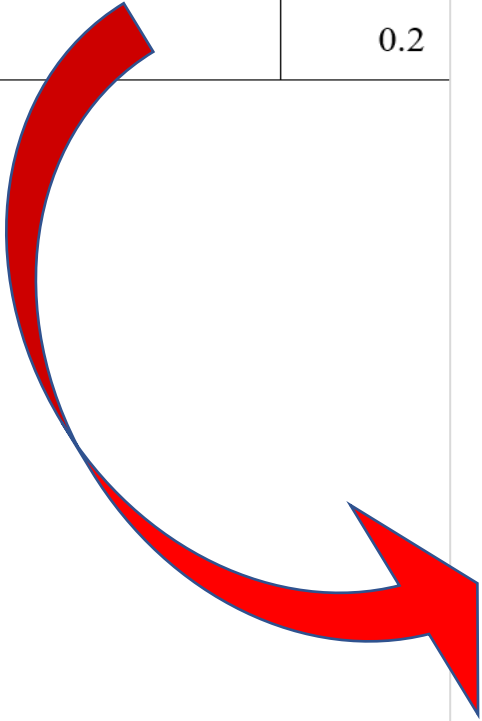


1. Seven Strategic Objectives of EU Road Safety Policy

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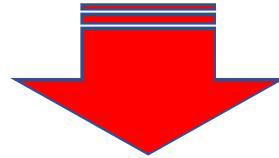
Objective no 3: Safer road infrastructure	Strategic basis	0.4	Improving Road Safety Infrastructure Management is recognized in the Road Safety Strategy
		0.6	The elements of Road Safety Infrastructure Management are part of the Road Safety Action Plan
	Legal basis	0.2	EC 96/2008 directive is recognized in national legislation –
		0.3	
		0.3	
		0.2	

1. Seven Strategic Objectives of EU Road Safety Policy



METHODOLOGY

2. Institutional arrangement, capacity, funding and coordination



1. Identify a lead agency to guide the national road safety effort
2. Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country
3. Prepare a national road safety strategy and plan of action
4. Allocate financial and human resources to address the problem
5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions
6. Support the development of national capacity and international cooperation


METHODOLOGY

	Recommendation (objective)	Impact indicators used	% of achieved
1	Identify a lead agency in government to guide the national road safety effort	1. Lead RS Agency established 2. Adequately funded 3. Integrity established	0-100 % 0-100 % 0-100 %
2	Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country	1. Crash database established 2. Policies on power 3. Institutional settings done	0-100 % 0-100 % 0-100 %
3	Prepare a national road safety strategy and plan of action	1. Strategy in place 2. Action Plans in place	0-100 % 0-100 %
4	Allocate financial and human resources to address the problem	1. Allocated financial resources 2. Allocated human resources	0-100 % 0-100 %
5	Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions	1. Implementation of actions 2. Evaluation of actions	0-100 % 0-100 %
6	Support the development of national capacity and international cooperation	1. Research program in place 2. International cooperation	0-100 % 0-100 %

2.
Institutional arrangement, capacity, funding and coordination
(WHO Report and WB Guidelines)



METHODOLOGY

Recomm. SEETO Reg. Par.	1. Lead Agency	2. Asses the problem & institutional settings	3. National Road Safety Strategy and Action Plan
	Low/Medium level of implementation	Low/Medium level of implementation	Medium/High level of implementation

2.

Institutional arrangement, capacity, funding and coordination

(WHO Report and WB Guidance)

4. Allocated financial and human resources	5. Implementation of specific actions	6. Development of National capacity and International cooperation
Low/Medium level of implementation	Low/Medium level of implementation	Low/Medium level of implementation

MOST IMPORTANT STUDY RESULTS & LESSONS LEARNED

SCREENING OF THE POLICY, STRATEGIC AND LEGISLATIVE FRAMEWORKS IN SEETO REGIONAL PARTICIPANTS

- **Strategies** follow one of main EU goal: to halve the number of fatalities in 10 year period and in general are of satisfactory quality and cover the most important targets,..., but there is a problem with implementation ...
 - **it was easy to accept and promises very demanding goals**
- Most of the SEETO regional participants **have officially adopted action plans**, which are mostly in line with strategically placed principles, ..., but there is a problem with implementation ...
 - **monitoring/reporting/improvements were missed**
- All SEETO Regional Participants have **legislative acts** that regulate the field of road safety and that in most cases the legislation provides a good framework for improving the traffic safety situation. Inconsistencies noticed are usually related to the lack of **supportive by-laws** that are necessary for its full implementation ...
 - **how to do it – was missing**

MOST IMPORTANT STUDY RESULTS

The reasons for low level of Strategy implementations could be identified as:

- Strategy Goals are placed by simple copy of UN/EU recommendations (-50% deaths in period of 10 years), without proper before analysis,
- Weak support (low level of quality) of crash databases and implementation/monitoring of SPI as a basis for understanding the road safety problems and appropriate addressing of them within strategies,
- Missing or weak (inappropriate) institutional capacity and leadership (lead agency) with real political/financial power to push all key road safety stakeholders,
- Limited human resources (missing of well trained and skilled road safety professionals) in combination with low level of personal integrity,
- Missing or un-clear system of financial support for implementation of Strategy within key road safety institutions responsible for road safety strategy implementation,
- Delayed or un-clear Action Plans for key road safety stakeholders in combination with low level of organizational integrity,
- Un-supportive Legislation, (missing of by-laws, etc).

MOST IMPORTANT STUDY RESULTS

The reasons for low level of Action Plan implementations are partly similar to the reasons for low level of road safety strategy implementation, with additional problems identified:

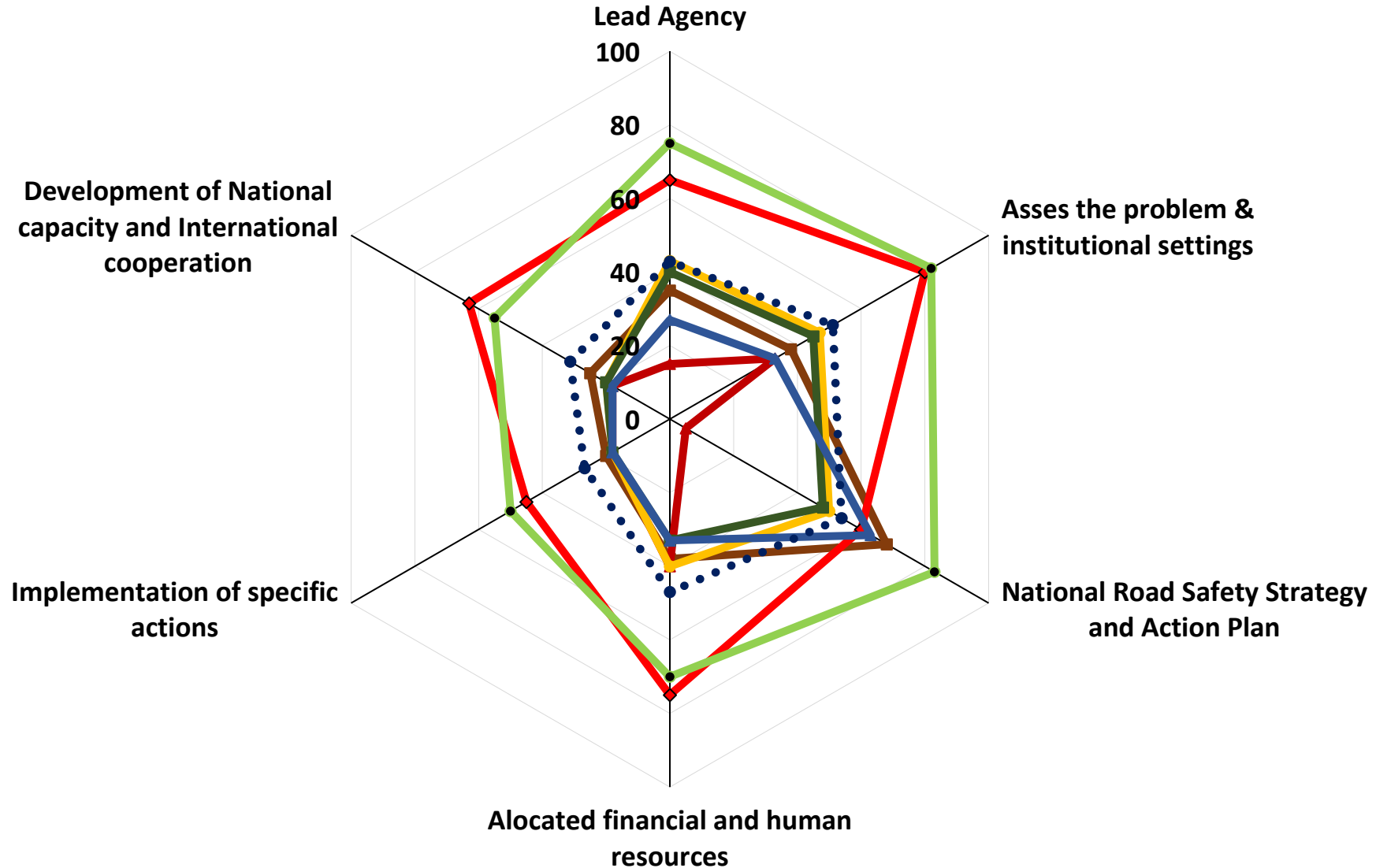
- un-clear tasks (activities) and roles (responsibilities) of key road safety stakeholders within Action Plan implementation with defined time and financial resources (e.g. too general goals),
- missing knowledge about how to implement specific parts of Action Plans (what and how to do it),
- missing measurable and quantifiable indicators for Action Plan implementation and its monitoring, reporting and evaluation, etc.

Note:
It must be borne in mind that initial phases of road safety improvements can be relatively easier due to "low hanging fruits" but as safety improves, it becomes more and more harder to do less and less as the costs of improvements rise.

MOST IMPORTANT STUDY RESULTS

—■— Albania
 —■— B&H
 —■— FYRM
 —■— Montenegro
 —◆— Serbia
 —■— Kosovo
 —●— Croatia
 ••••• Average

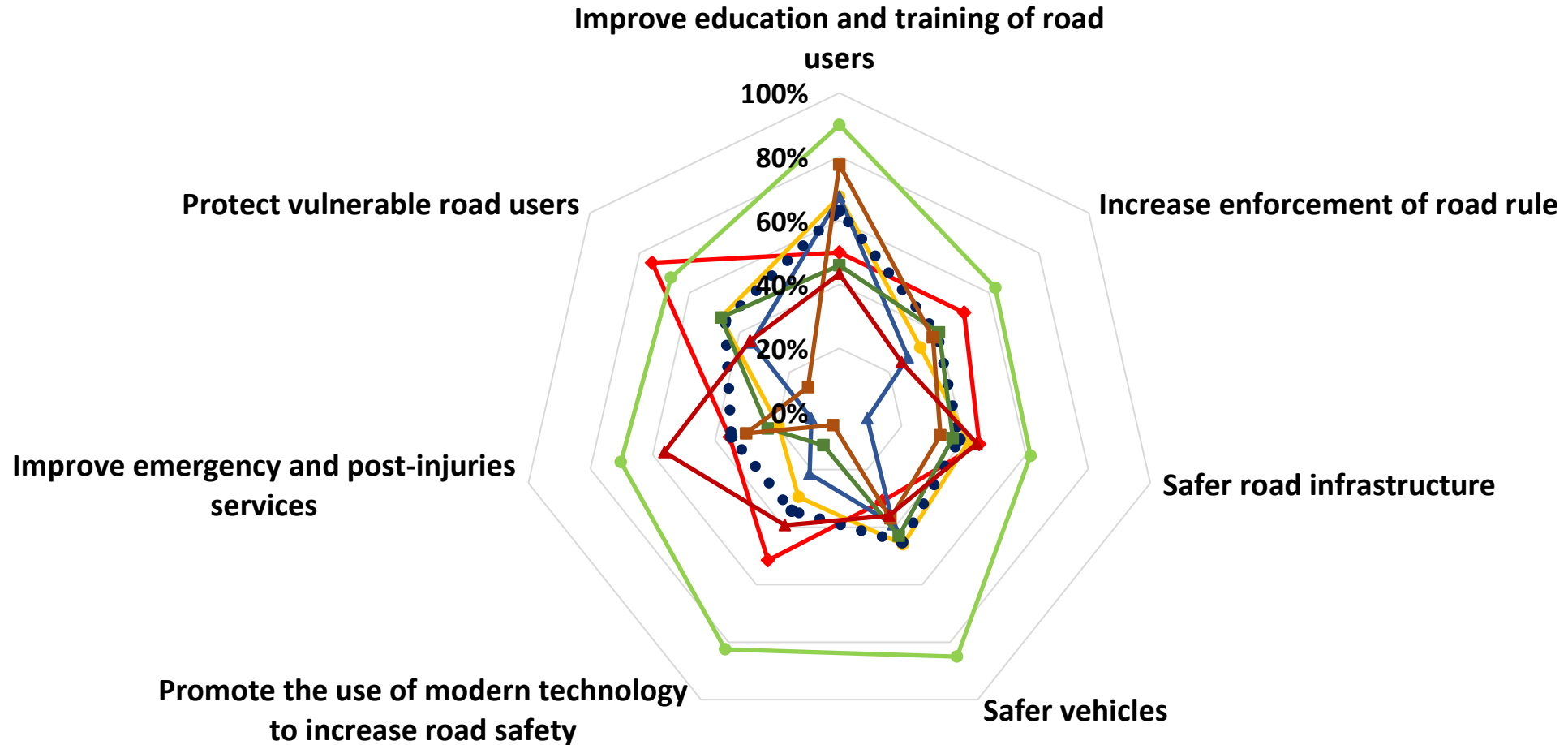
Overall benchmarking results (WHO/WB RS management recommendations)



MOST IMPORTANT STUDY RESULTS

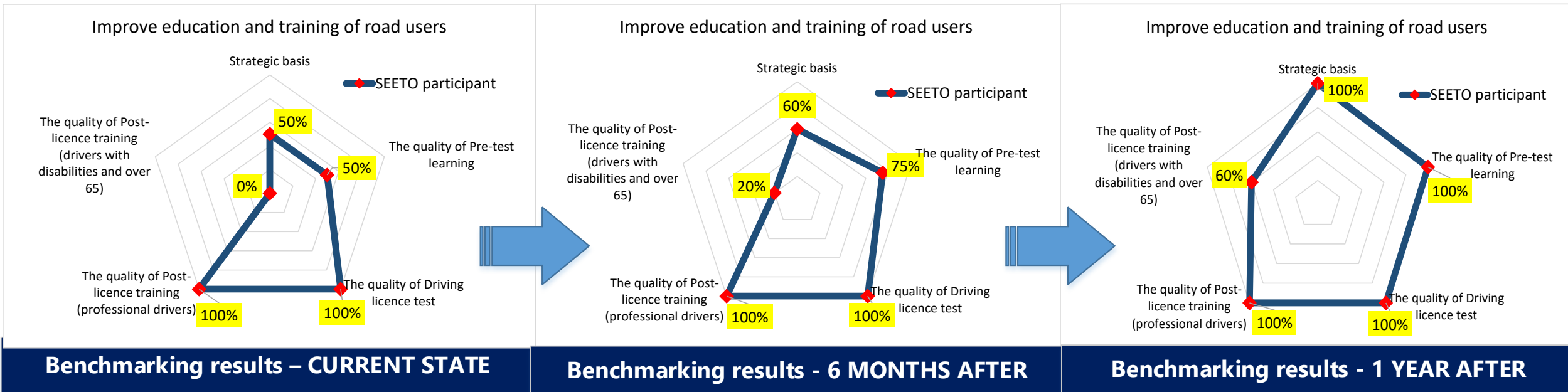
- ◆— Serbia
- ▲— Kosovo
- Montenegro
- ▲— Bosnia and Herzegovina
- The former Yugoslav Republic of Macedonia
- Average
- Albania
- Croatia

Overall Benchmarking results (EU 7 Objectives)



MONITORING

Beside use of classic final outcomes (number of fatalities, injuries, etc.), SPI (Safety Performance Indicators) and established framework for assessments as monitoring tools should be used.



Example of monitoring framework for SEETO Regional Participants road safety system

This kind of monitoring framework will provide to the users full picture of road safety over time and enable on-time reaction in the case if some of indicators is showing bad performance.

INSTEAD OF CONCLUSION

PLEASE, BE FREE AND LEARN ON OUR MISTAKES!

Scenario:

- You will soon have Road Safety Strategy and accompanying Action Plan.

Question:

- Can you recognize the risks in front of you?

- Can you name them?

Thank you for your attention!