DIFFERENT FORMS OF INTER-AGENCY COORDINATION, THEIR POTENTIAL BENEFITS AND RISKS

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Success in road safety

Only if protective system exist
Leading road safety agency

Road authorities

Traffic police

Insurance companies

Health institution

Other stakeholders

PROTECTIVE SYSTEM
<table>
<thead>
<tr>
<th>Establishing means nothing</th>
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<tr>
<td><strong>3C</strong></td>
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<tr>
<td>- Cooperation</td>
</tr>
<tr>
<td>- Coordination</td>
</tr>
<tr>
<td>- Communication</td>
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<tr>
<td>Leadership</td>
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<tr>
<td>Commitment</td>
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<tr>
<td>A lot of work in road safety</td>
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<tr>
<td>We can reach the goals</td>
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Knowing current state of road safety level

Problems

- road user' attitudes
- RSPI
- casualties
- road accident

- availability of data
- poor data quality
- lack of data

EXAMPLES
Road safety stakeholders have to work together

Under the umbrella of leading road safety agency

Each of stakeholders (traffic police, insurance companies, road authorities, etc.) have to collect high quality data

Data have to be crossed to additionally rise quality at higher level

All data – in central database
Central database

available
different kinds of road safety analysis
comparisons of road safety level at national and international level,
measuring effectiveness of applied measures, etc.
GOOD EXAMPLES

STRADA (Swedish Traffic Road Accident Data) – national database

Good examples is harmonization of data collection at international level

IRTAD

CARE

CADaS protocol
What are the risks:

- lack of funding,
- lack of experts,
- lack of willingness,
- lack of desirability, etc.

"lack of" can be overcome!!!
Thanks for your attention ...