Regional Road Safety Capacity Building Workshop

National experiences on road safety management

CZECH REPUBLIC
AND SELECTED EE COUNTRIES

Josef Mikulík
CDV - Transport Research Centre
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Based on:

ROAD SAFETY IN THE CZECH REPUBLIC: A COMPARATIVE STUDY

Transport Division, UNECE

background paper on national experiences
Czech Republic

population - 10,5 mil.
area - 78,9 ths. sq km
population density - 133
motorisation 2011 - 492 veh/1000 inh.
state, provincial roads - 55 018 km
motorways - 734 km
GDP 2011 - USD 27 045
accession negotiations to EU - 31.3.1998
EU member - 1.5.2004
Czech road accidents indicators

fatalities in 2001 - 1334
fatalities in 2012 - 681
change 2012/2001 - - 49%

2012:
• 65 killed/1 mil. inh.
• 103 killed/1 mil. veh.
• 2,6 killed/1 bil. veh.km (motorways)
• 14,2 killed/1 bil. veh.km (state roads)
Countries in focus

• Central European countries (Czech Republic, Hungary, Slovakia and Poland) - V4 Group.
• Southern European countries (Bulgaria and Romania) - EU 2007 Group.
• Northern European countries (Latvia, Lithuania and Estonia) - Baltic Group.
• European countries of former SU (Belarus, Republic of Moldova, Russian Federation and Ukraine) - Soviet Group.
• Caucasus countries of former SU (Armenia, Azerbaijan and Georgia) - Caucasus Group.
Change in fatality numbers in 2001-2012
Evolution trends of fatality averages by country groups in 2001-2012
Evolution trends of mortality averages by country groups in 2001-2012
Long term comparison of fatality trends in selected countries.

- **Czech Republic**
- **Austria**
- **Hungary**
Well-functioning road safety management system in the Czech Republic and in some other UNECE East European countries can be summarised in 7 areas (WB Country guidelines).

However, the first and the most serious aspect in the most of referenced countries is the acceptance of road safety as the political priority.
Road safety management pillars

- Political priority
- Results focused strategic orientation
- Coordination
- Road safety legislation
- Funding and resource allocation
- Promotion and communication
- Monitoring and evaluation
- Research and development and knowledge transfer
Key elements and functions to be implemented:

- Road safety improvement - priority of political parties, government, parliament, president and all decision makers
- Road safety - integrated part of care for public health
- Road safety - shared responsibility of all governing structures and all stakeholders
- Close cooperation and links with the activities organised by international organizations.
- Awareness of human and economic losses caused by road accidents.
Political priority (2)

Identified gaps:

- Missing political interest in central structures
- Preference devoted to other social and economic problems
- Low preference in agenda of Ministry of Transport
- Lack of awareness on the regional and local level
- If a political declaration was done it didn’t bring true impact in a concrete measure
- Rare support of individual politicians

Successful /contributing factors:

- Strong demand during accession procedure
- Activities initiated by international organisations
Results focused strategic orientation (1)

Key elements and functions to be implemented:

• Evidence based road safety strategy
  - setting clear orientation of future safety activities
  - providing framework for safety improvements
  - taking into account specific conditions of country development, economic possibilities, ambitions.

• Link with policy documents on sustainable transport development, environmental impacts and perception of road safety as public health issue.

• Encouragement of elaboration of regional strategies, methodological support, coordination with communities
Results focused strategic orientation (2)

Identified gaps:

• NRSS not perceived as the key safety document for implementation all road safety activities
• Missing interest of regional and local authorities
• Neglected attention to road safety at regional level, inadequate staffing and professional competence
• Only a few regions nad communities have prepared their own road safety strategy
• Absence of methodological materials for processing regional and local strategies.
Recent successful factor:

- elaboration of focused oriented Czech road safety strategy and
- its governmental approval by Degree No. 599 on August 10, 2011
Strategy

structure

vision

0

strategic goal

average EU

key priorities

children, young drivers, ageing, motorcyclists, alcohol, speeding, aggressive driving

improvement measures

education, publicity, legislation, enforcement, infrastructure, ITS, finance, political priority, research, evaluation
Vision 0

safe road transport system
without fatalities and serious injuries

SAFE ROAD TRAFFIC:
RIGHT AND RESPONSIBILITY FOR EVERYBODY

Strategic goal until 2020 (compared to 2009)

- reduction of fatalities on EU average level (= by 60%)
- reduction of serious injuries by 40%
Priorities:
children, pedestrians, young and novice drivers, ageing population, motorcyclists, cyclists, drink driving, speeding, aggressive driving

Responsibilities:
Ministries, Regions and municipalities, Companies, NGO’s

Improvement measures:
Safe road
Safe vehicle
Safe road participant
Coordination (1)

Key elements and functions to be implemented:

• Establishing lead agency with the decisive power, sustainable financial resources and clear coordination responsibilities and competences.
• Internal coordination among departments within Ministry of Transport.
• Horizontal coordination among ministries dealing with road safety.
• Vertical coordination from national to regional and local level.
• Stimulating coordination and encouraging cooperation with private sector and NGO’s
• Establishment of regional road safety coordination councils
Identified gaps:

- Dysfunctional system at national scale, ranging from top management, through regional to local
- System works on the principles from seventies
- Only formal role of Gov. Council for Road Safety
- Lack of coordination among central authorities.
- Lack of vertical coordination between government and regional and local authorities,
- Lack of support and coordination with NGOs
- Very limited function of BESIP Foundation
- Missing involvement and stimulation of private
- Weak cooperation within Ministry of Transport
- Road Safety Department is focused mainly on human factor, minimal area for a comprehensive solution to road safety.
Road safety legislation (1)

Key elements and functions to be implemented:

- Legal measures for more efficient enforcement.
- Initial involvement in international legislation.
- Consequent implementation of international legislation and its extension behind the prescribed compulsory implementation.
- Implementation of traffic regulations proved in high motorised countries.
- Any change of existing rules has to be well prepared and communicated with the public.
- Clarification of legal background for automatic camera enforcement.
- Hence, in the long term, conceptual legislative changes are inevitable.
Road safety legislation (2)

Identified gaps:

- Higher level of risk accepted in traffic compared with developed countries.
- Enforcement problems in administrative process.
- Irresponsible statements of political and government officials.
- Inefficient legal background of responsibility of vehicle owners for automatic camera enforcement.
- Ineffective control of road conditions control, unsystematically removed accident sites.
- Formal implementation of Directive 2008/96/EC

Recent successful /contributing factors:

- Compliance of the Czech legislation with international regulations.
- Active role of traffic police.
Key elements and functions to be implemented:

• Allocation of financing from the national budget stimulating implementation of NRSS.
• Approval of rules for the continuous financing of road safety activities.
• Financial stimulation of regional and local safety activities.
• Involvement of insurance companies
• Setting the rules for CBA and CEA of all implemented measures
Funding and resource allocation (2)

Gaps:
- No special budget to implement the NRSS.
- Lack of resources for soft safety measures
- Lack of financial resources for operation of the National Road Safety Observatory.
- Missing resources for monitoring road safety performance indicators.
- Lack of support for stimulation of regional and local safety activities

Recent successful /contributing factors:
- Road safety improvement as a dedicated part of the State Fund for Transport Infrastructure budget.
- Legal approval of establishing a fund for loss prevention in traffic.
Promotion and communication (1)

Key elements and functions to be implemented:

• System based communication strategy raising road safety awareness
• System based safety education of children
• Target oriented promotion of road safety awareness and safer behaviour reflecting the actual road safety problems
• Involvement of NGO’s in promotion of road safety
• Continuous cooperation with mass media
Promotion and communication (2)

Identified gaps:
• Low road safety awareness of the whole society
• Narrowing perception of the BESIP departement title only to human oriented activities and its devaluation to leisure group of enthusiasts granted by state funds and visualizing private subjects.
• Missing evaluation of impacts of road safety campaigns.

Recent successful /contributing factors:
• Active involvement of several NGOs.
• Increased interested of mass media in safety issues.
• User friendly operated BESIP web site.
Monitoring and evaluation (1)

Key elements and functions to be implemented:

- Availability of full accident data sets from traffic police for safety professionals.
- Regular monitoring of accident development and of targets given by national road safety.
- Evaluation of safety impacts of individual measures and their cost benefit analyses.
Monitoring and evaluation (2)

Identified gaps:

• Limited availability of disaggregated accident data for professionals.
• Missing monitoring road safety performance indicators
• Lack of evaluation of the efficiency of implemented safety measures and funds invested.
• Sporadic comparison and evaluation of safety indicators at regional level and local level.
• NRSS is annually evaluated and reported to the government but the proposed recommendations and measures are not implemented

Recent successful /contributing factors:

• Annual monitoring of National Road Safety Strategy and reporting to the Government.
Accident development in CR linked to strategy goals
Evaluation of expected results in 2012

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**Legenda:**
- ![绿色]：víc než stanovený cíl
- ![黄色]：splněno
- ![红色]：méně než stanovený cíl
- ![黄色]：výrazně nižší/vyšší pokles (o 20%)
Key elements and functions:

- Systematic analyses of macro- and micro-incident development and safety problems and scientific based development of solutions and their verification.
- Refreshment and continuous updating of Road Safety Observatory.
- Evidence based evaluation of good solutions and efficient measures proved in other countries.
- Subsequent dissemination and implementation of research results.
- Providing evidence based consulting assistance for regions, communities and other entities dealing with road safety.
Research and development and knowledge transfer

Identified gaps:

- Reduction of possibilities for safety research funding.
- Discontinuity of Road Safety Observatory due to the missing financial resources.

Recent successful / contributing factors:

- Long lasting research and development activities of research institutes, universities and private consultants.
- Collaboration in international research projects.
- Involvement in international road safety organisations.
- Efficient knowledge transfer of local and international best practices.
Conclusions (1)

- Road safety management system and its parameters are closely linked with the political, social and economic conditions of each country.
- EE countries share significant similarities in their historical development and their political and social experience.
- Actual development of last two decades since the nineties, transformation to democracy and free market economy proceeded at a different pace in some regions.
Conclusions (2)

- During the last decade the economic situation dramatically changed. Practically all referenced countries doubled their GDP, similar in motorization. These changes don’t correspond to the development of the road network.
- All these features are reflected in current road accident development and safety level achieved.
- Efficient road safety management is missing not only in the Czech Republic but also in other EE countries. To change the rules of safety management is extremely complicated issue as approach to road safety is a function of social behaviour, in general.
Conclusions (3)

• Way to the road safety improvement has to sensitively reflect the specific features of individual countries and should undertake any change in context and with serious awareness of concrete social and economic conditions.

• Efficient road safety management is missing not only in the CR but also in other EE countries. To change the rules of safety management is extremely complicated issue as approach to road safety is a function of social behaviour, in general.
Conclusions (4)

- For a substantial reduction of accidents the strong policy commitment based on awareness of the whole society is needed; road safety improvement has to belong to the priorities of governments, parliaments, president and all decision makers.
- Practically all countries have already approved their national road safety strategy documents, now is the time to transfer them in reality based on efficient road safety management system with basic goal to protect the lives and health of our citizens.
Safe Road Traffic
Right and Responsibility for everybody

THANK YOU FOR YOUR ATTENTION

josef.mikulik@cdv.cz