

EFFECTIVE IMPLEMENTATION UN DECADE OF ACTION ON ROAD SAFETY

Dr Alan Ross

Road Safety Adviser

E mail : alanross999@gmail.com

Tel (office) +44 191 209 4165

Tel (Home) +44 191 265 0060

Decade of Action

- UN Decade of Action declared and Global and regional targets already specified
- Planning document /Action plan already drafted - proposed start May 2011
- 50% reduction in Global deaths by 2020 required
- Yet around 140 countries (out of 190) not capable of delivering casualty reductions until institutional capacity is first strengthened
- How can we make sure countries are assisted and that effective implementation occurs within the Decade ?

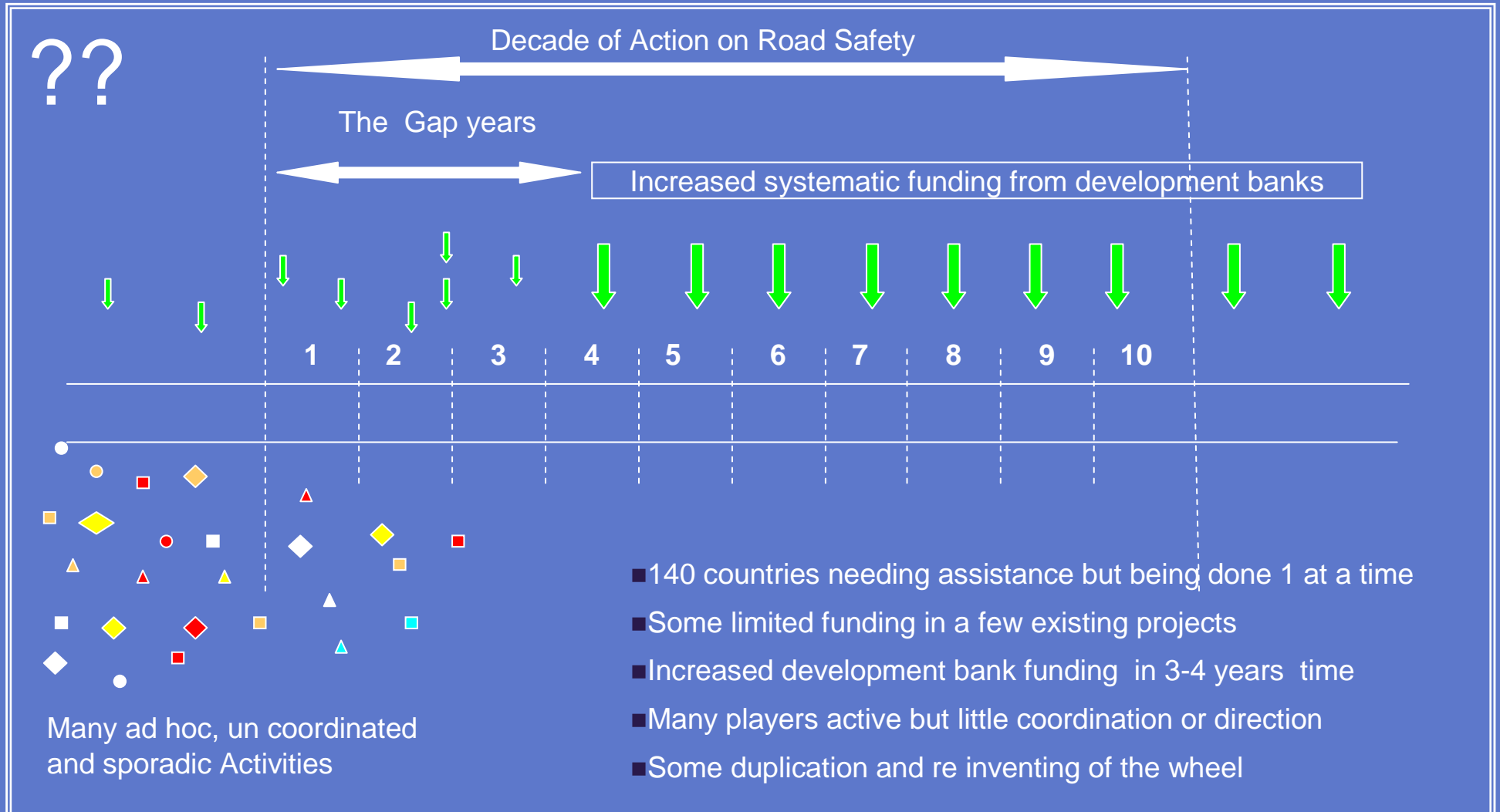
Need

- **Reviews of management capacity** to identify needs
- **Capacity building** to enable countries to address their safety problems
- **Institutional strengthening plan** to create appropriate capability
- **Strategic approach** to implementation to avoid swamping managers in detail
- **Ability to drill down** for details and to check performance indicators
- **Small fulltime team** working in each UN Regional commission to assist /strengthen capacity in member countries
- **Funding** \$6 millions/year (\$ 30 millions over 5 years) to fund country strengthening and safety programme/monitoring activities across 190 countries via Regional commissions

The problem

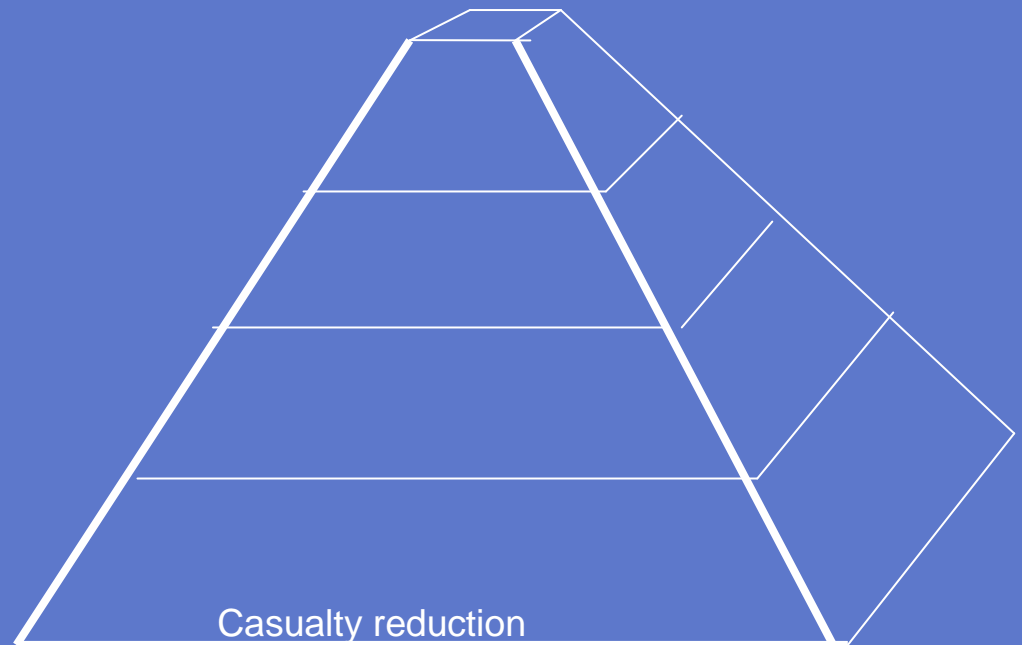
- (1) **We will only get this one chance to change the world so we must not let the opportunity pass or waste the early years before we start work**
- (2) Around 190 countries all at different stages of development in terms of road safety- Many currently unable to deliver casualty reductions
- (3) **Need a phased approach so that all countries systematically brought to a minimum level of competence to address safety (ie onto the first rung of the road safety ladder)**
- (4) Need to build on and strengthen the existing structures for sustainability rather than creating new structures (eg how can we make best use of existing un regional commissions for implementing the Decade Action Plan ?)
- (5) **Need to minimise demands in data collection**
- (6) Need ability to estimate progress at any point in time
- (7) **Need to find ways to scale up activity to groups of countries and to encourage knowledge sharing between them**

Present situation –Fragmented and un coordinated



ACTIVITY NEEDED GLOBAL TO LOCAL LEVEL

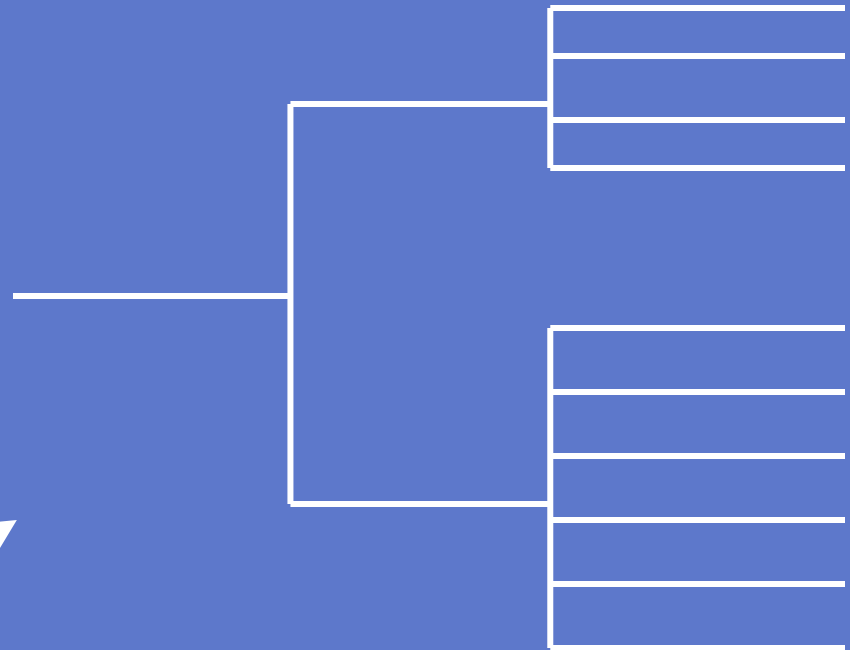
- Global Level orchestration
- Regional level
- Sub regional level
- Country level
- Sub country level



DEE Frameworks-Reduce Complexity

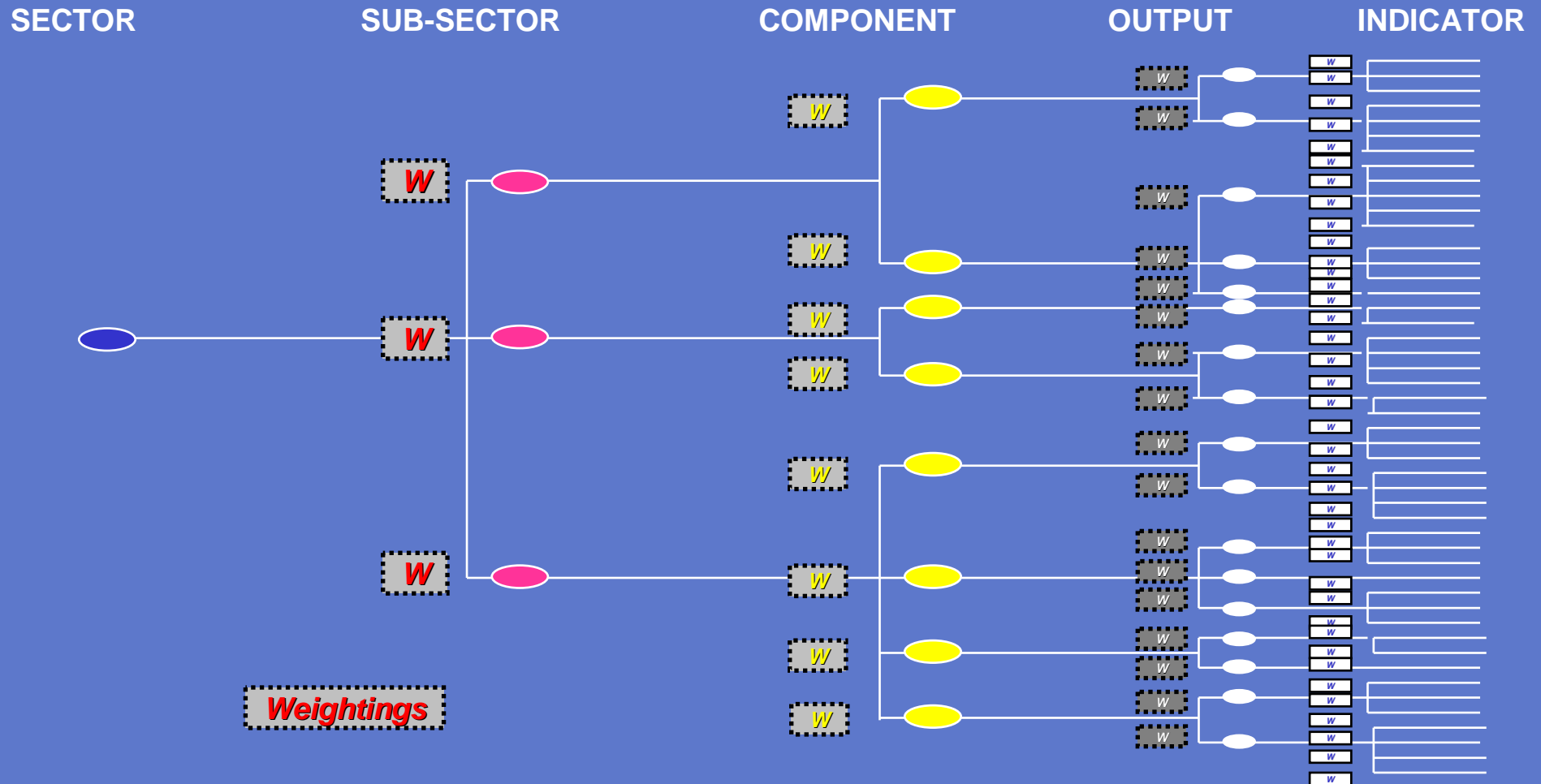


Logical Framework



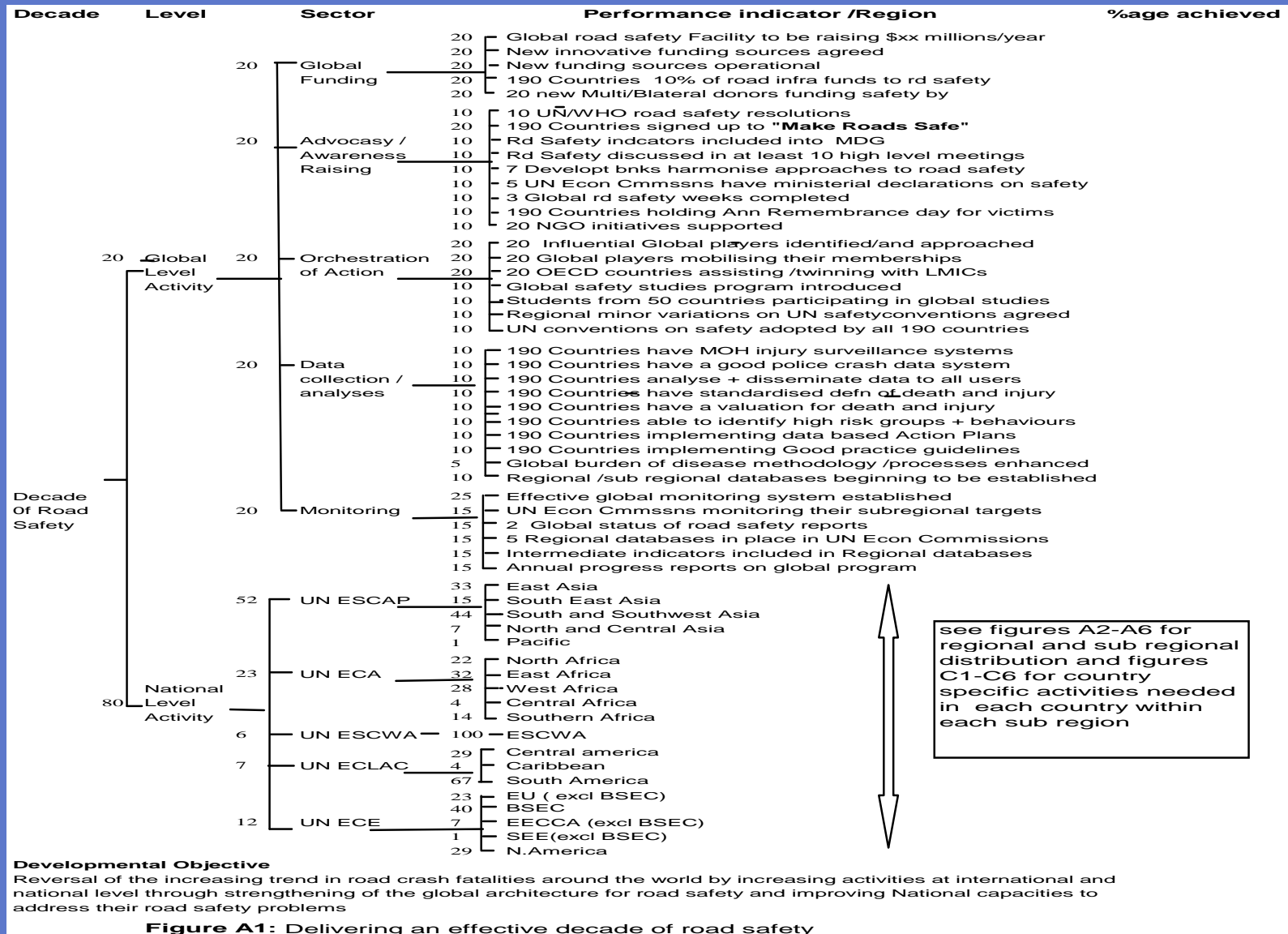
DEE Framework provides a “skeleton” overview of key parts of Plan or strategy and reduces large documents to a few pages (Permits easier discussion and handover)

Possible approach for monitoring frameworks

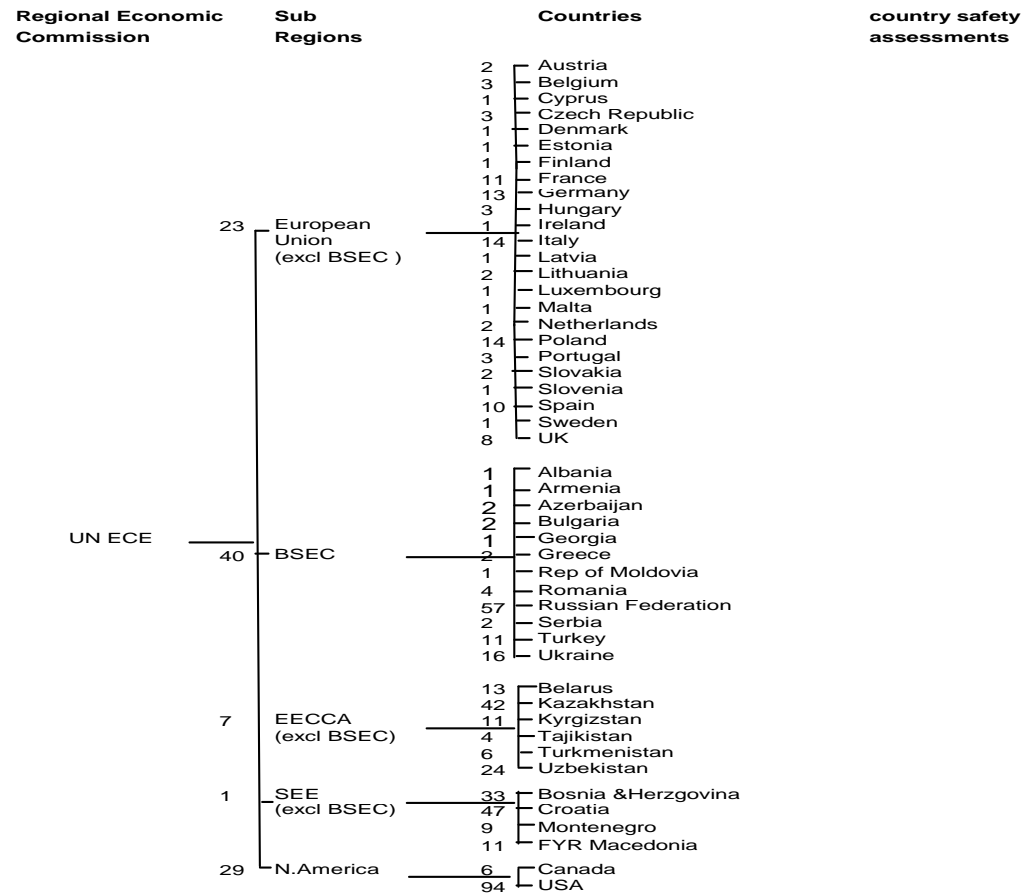


Breaking up each element into its main component parts until all key outputs are identified and defined via indicators related to their desired project impact

Figure A1 –Global overview



UN Regional and sub regional level



Objective Reduction of road deaths and injuries across UN ECE member countries as a contribution towards UN global targets for casualty reduction

Figure A3: UN ECE -Possible Regional safety monitoring framework

NB Weightings based on approx distribution of road deaths across region and minimum value assigned equals 1% so that all are countries counted even if largest %age has to be reduced slightly to permit this

Country level activity

country	pillar	Activity	Readness indicators	%age achieved
Country x	Road Safety management capacity	20	Lead agency and coordination	20
		20	National strategy coordination	
		20	Realistic and long term targets	
		20	Funding for activities	
		20	Safety Support systems	
	Safer Roads and Networks	25	Road Safety Ownership	25
		25	Safe operation of existing Network	
		25	Safer new roads and networks	
		25	Research and knowledge transfer	
	Vehicle Safety	20	Min veh safety standards	20
		15	NCAP implementation	
		20	Seat Belt and Restraints	
		15	Crash Avoidance technology	
		15	Fiscal Measures	
	Road user Behaviour	10	Road safety risk factors	10
		15	Speed management	
		15	Drink Driving	
		15	Helmets	
		15	Seatbelts and Restraints	
		10	Commereial vehicles	
10		Enforcement campaigns publicity		
10		Road safety management		
Post crash care	25	Pre hospital care	25	
	30	Care in transit		
	25	Hospital trauma care		
	20	Rehabilitation		

Objective:
Implementation of systems, strategies and activities based on the World report on road safety injury and the UN Collaboration good practice guidelines to improve road safety country wide

Figure C1 National level activities (overview)

Illustration of benchmarking and monitoring

Activity	Readiness indicators	%age achieved
20	Lead	10 — Good practice guidelines on safety management in use
	Agency and	10 — Lead agency for road safety established
	Coordination	10 — Senior and active politician made responsible for road safety
		10 — National road safety council (NRSC) or similar body established
		10 — All key government stakeholders actively participating in NRSC
		10 — Private sector and NGOs represented and active on NRSC
		10 — Permanent NRSC secretariat established to support NRSC activities
		10 — NRSC secretariat has adequate technical and funding resources
		10 — NRSC decisions based on crash data analyses and being implemented
		5 — Effective horizontal and vertical coordination occurring
	5 — Road Safety programs being implemented at national and local level	

Regional databases, monitoring and reporting

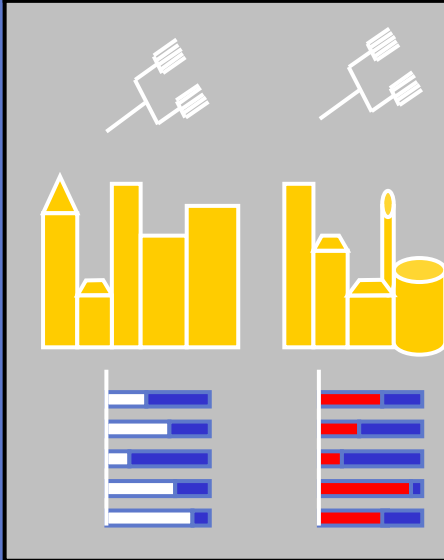
- Select key items from UN ECE, UN ESCAP and UN ECA databases to identify 25-30 core items to be collected (eg annual road deaths and injuries, percentage pedestrian deaths , etc) by all un regional commissions for their member countries
- Minimise data items to increase chances of countries providing data annually
- 6 monthly assessment by sub regions of development progress in each country (if necessary by just estimating) so that results can be sent to regional commission
- Regions consolidate results from their sub regions and pass on to ECE In Geneva who combine it with data from who /FIA and other orchestration activities for inclusion into the overall global framework
- WHO and ECE (on behalf of other regional commissions produces an annual report indicating progress in implementing the decade of action road safety Action plan

The Proposed Approach

A 3-Stage Process

Benchmarking

(How good are my services?)



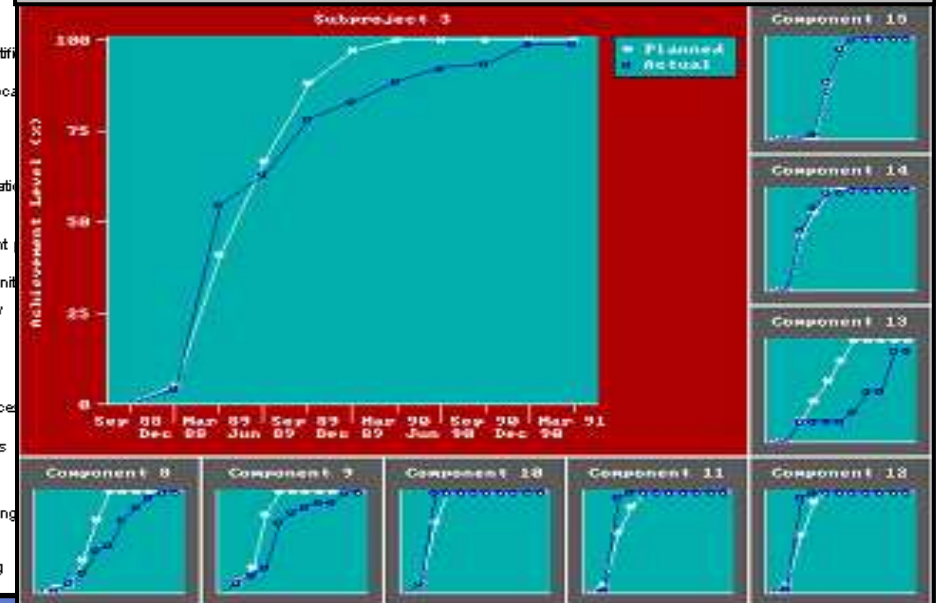
Action Planning

(What should I do, how can I measure it?)

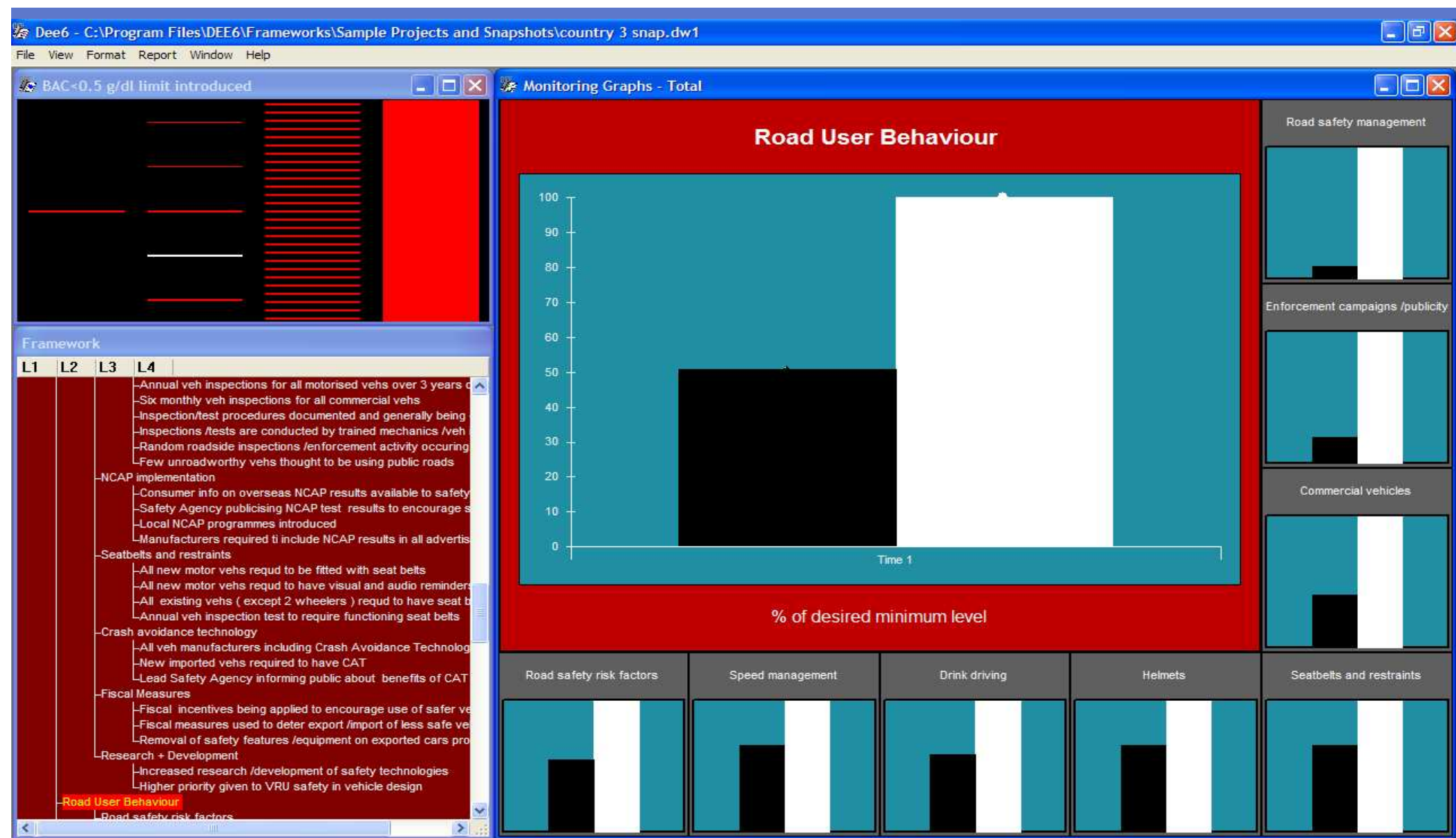
Sector	Subsector	Component	Desired Outputs	Desired Responses	Impact Indicators
FFC1 Strategic Management of Training	Strategic Mngmt Framework	Strat. mngmt framework	St Mngmt Grp (SMG) within each region Tactical implementation grp within each region		
		Stakeholder participation	SMG has relevant mem SMG has external specialist adviser		
		Portfolio holders	Portfolio holders identifi Portfolios defined/alloca		
		Localisation + Consistency	Independent regional appraisals of FFCs Local adoption/adaptati of FFCs Regional Improvement Effective National monit		
		Best Practice Sharing	National coordination/ less on learning Reporting to ACPO Dissemination to Forces		
		Cross Regional Liason	Learning requirements Evaluation		
		Monitoring Progress	Common work planning template Consistent monitoring		

Monitoring

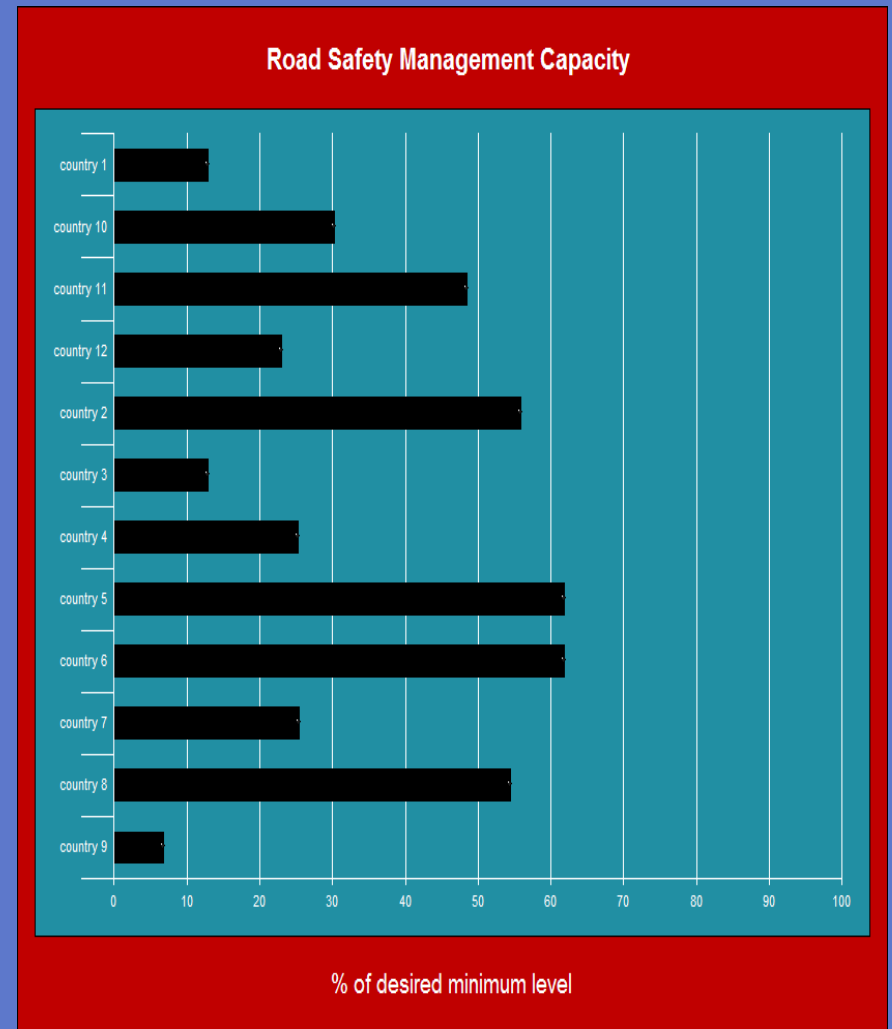
(Planned vs Actual progress?)



Snapshot –country 3

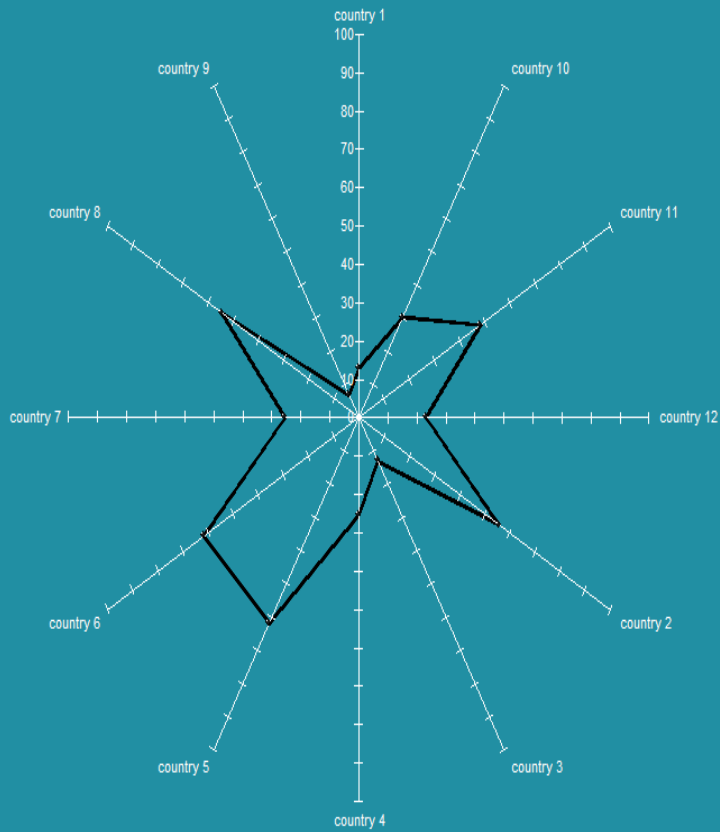


Benchmarking and comparisons



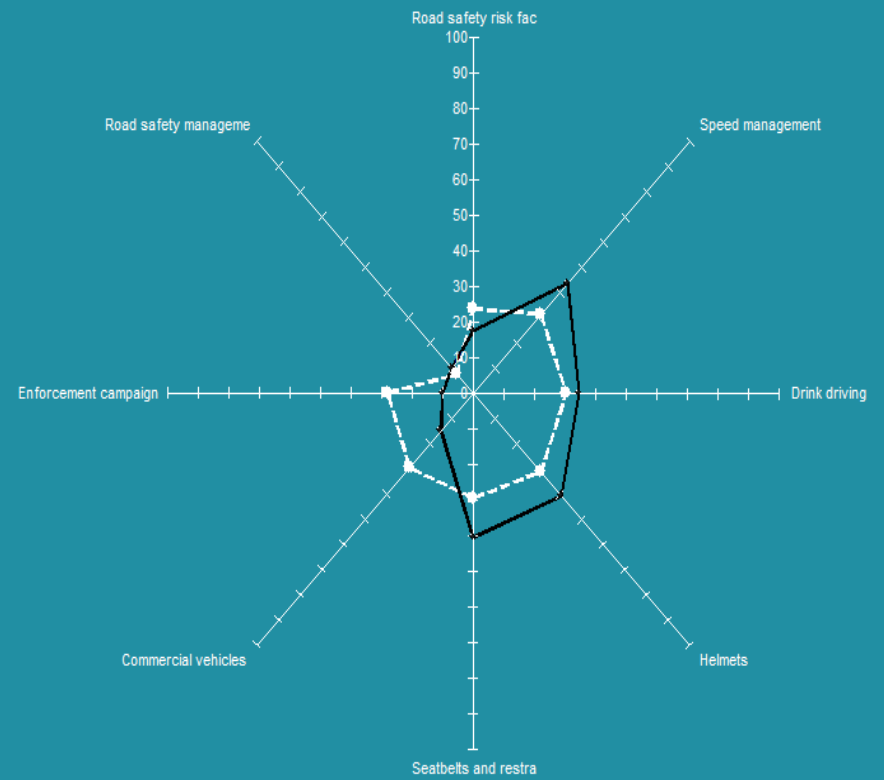
Spider chart comparisons -Strengths and weaknesses

Road Safety Management Capacity



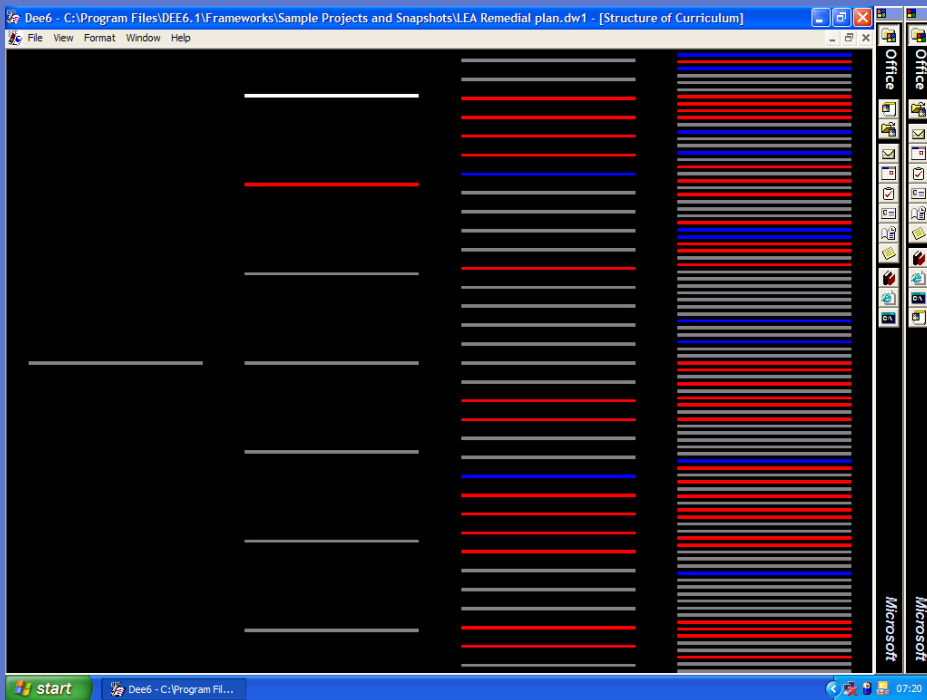
% of desired minimum level

Road User Behaviour
(country 2)



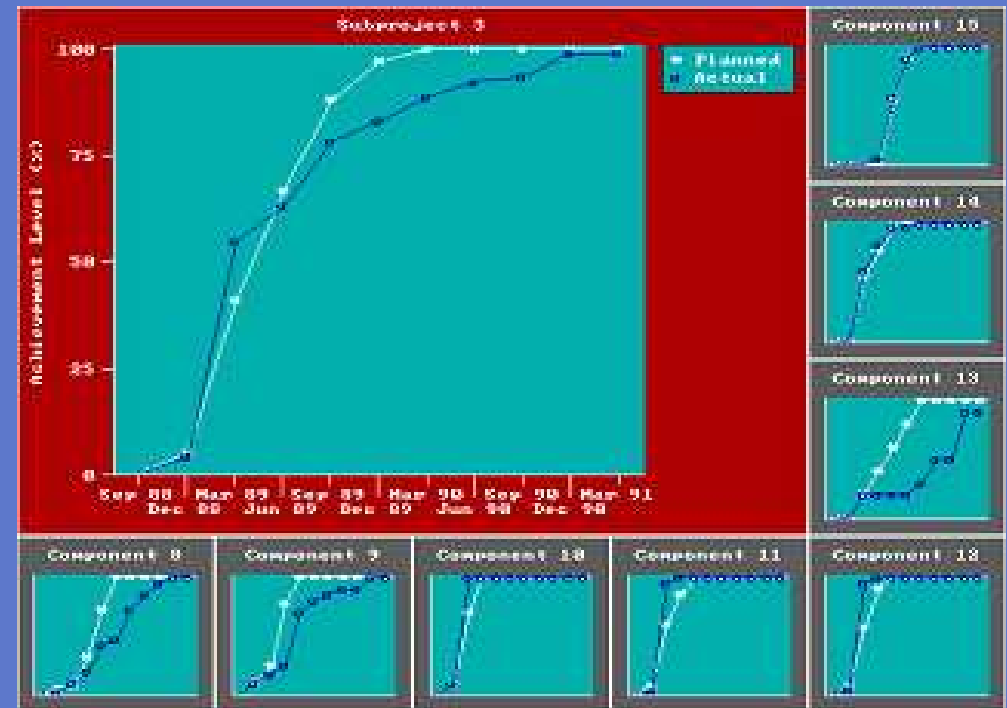
% of desired minimum level

Example of Strategic Management using DEE Frameworks during Implementation of a Project



Colour coded overview of framework shows areas of project ahead (blue) or behind (red) schedule enabling managers to focus on areas of greatest need /urgency

Simple graphs allow monitoring and easy tracking of progress throughout the different levels to identify areas of technical or organisational underperformance



The Way Ahead –BSEC Sub region ?

- Learn lessons from other sub regions, in particular the EU. Scaling up as suggested saves time , resources and uses local expertise
- Benchmark current activities to identify strengths and weaknesses
- Share knowledge /expertise amongst BSEC members
- Develop individual country specific Action plans and casualty reduction targets (with first 3 year phase focussing on institutional strengthening to get “ready”)
- Develop a sub regional strategy and sub regional targets based on aggregation of individual action plans and targets
- Present and discuss progress towards sub regional targets at the appropriate bodies of BSEC considering also those at Minister level to provide political momentum
- Consider establishing a multi sector , multi country road safety working group to harmonise legislation and activities across the region

Thank You !

Contact details

Dr Alan Ross

alanross999@gmail.com