

EFFECTIVE IMPLEMENTATION DECADE OF ACTION

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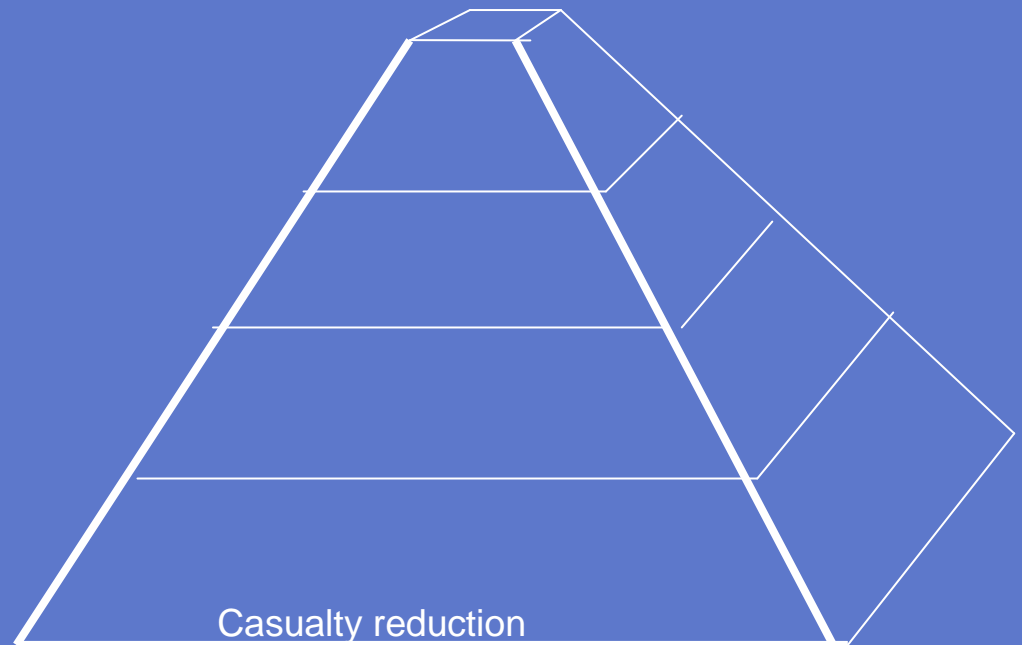
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Decade of action

- UN Decade of action declared
- Planning document already drafted and under discussion
- Proposed start May 2011
- One time opportunity that cannot be wasted
- How can we make sure effective implementation occurs

ACTIVITY NEEDED GLOBAL TO LOCAL

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



The problem

- (1) Action needed at global level (Global Architecture) and at sub country level (Casualty reduction)
- (2) **Around 190 countries all at different stages of development in terms of road safety**
- (3) Many unable to deliver casualty reductions until appropriate institutional development occurs
- (4) **Need to strengthen and support the role of un regional commissions and focus efforts where the problem is greatest**
- (5) Casualty targets alone not enough – also need to monitor institutional developmental in terms of capacity to manage road safety

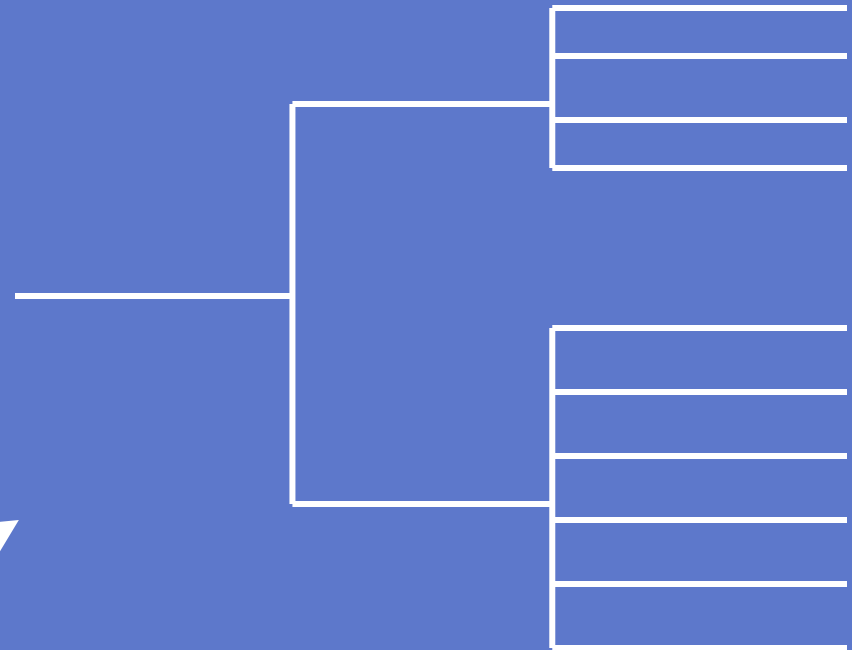
The problem (2)

- (6) Quantitative and qualitative targets need to be combined somehow
- (7) **Early feedback needed so action can be taken to bring things back on track**
- (8) Need a simple way of reporting progress that all can understand and easy to implement
- (9) **Need to minimise demands in data collection**
- (10) Need ability to estimate progress at any point in time

DEE Frameworks-Reduce Complexity

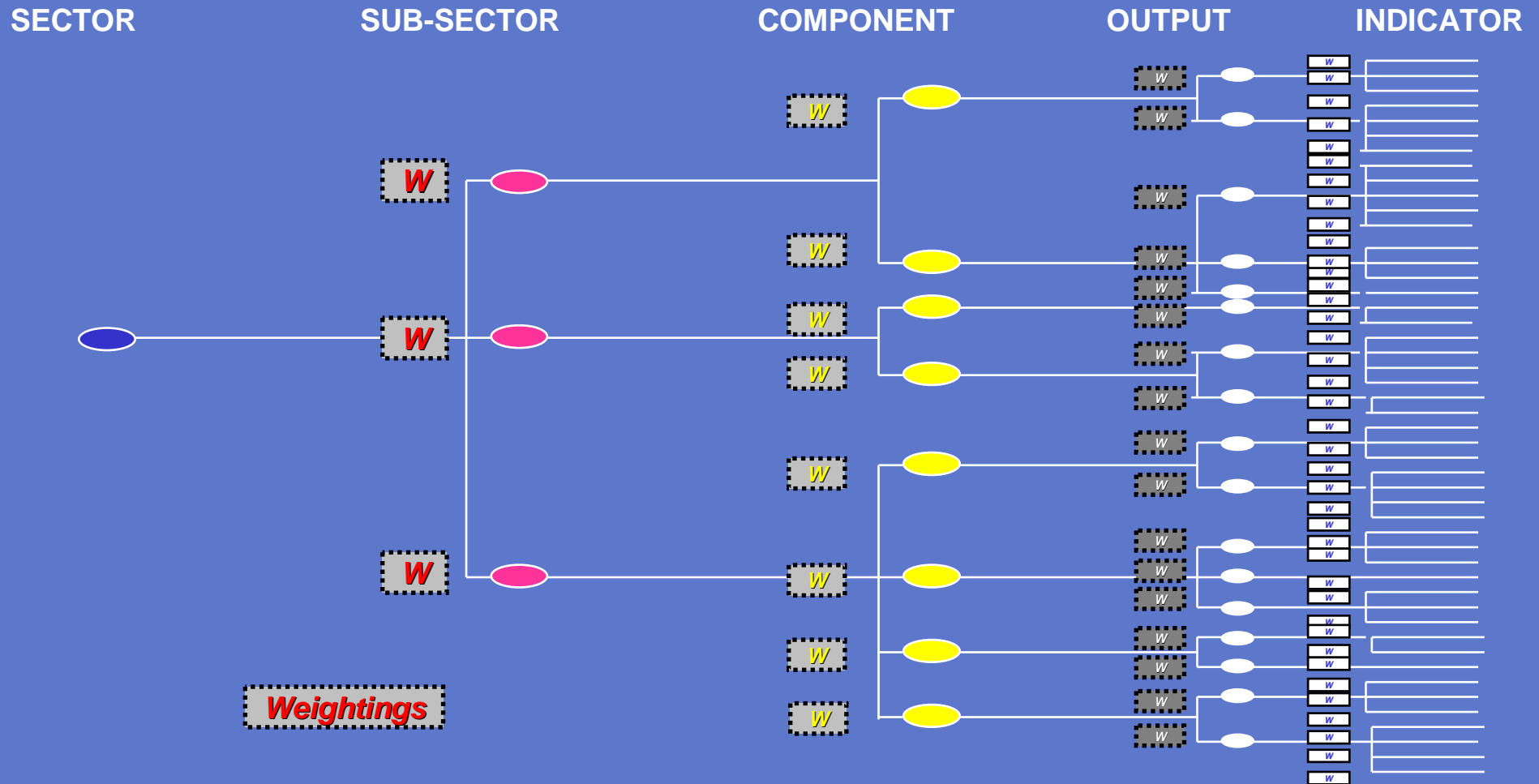


Logical Framework



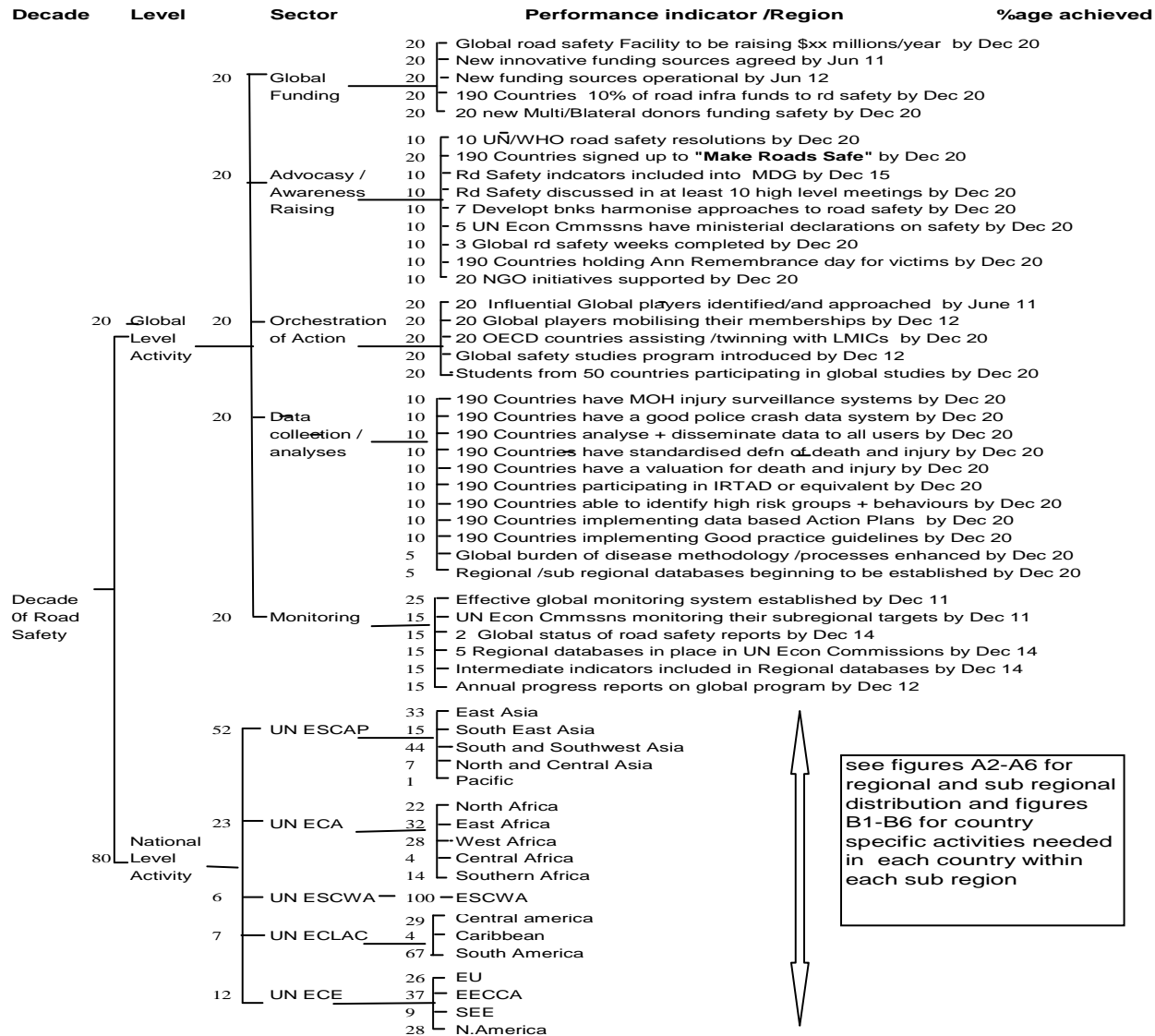
DEE Framework provides a “skeleton” overview of key parts of Plan or strategy and reduces large documents to a few pages (Permits easier discussion and handover)

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



see figures A2-A6 for regional and sub regional distribution and figures B1-B6 for country specific activities needed in each country within each sub region

Developmental Objective

Reversal of the increasing trend in road crash fatalities around the world by increasing activities at international and national level through strengthening of the global architecture for road safety and improving National capacities to

Figure A2 –UN ESCAP region

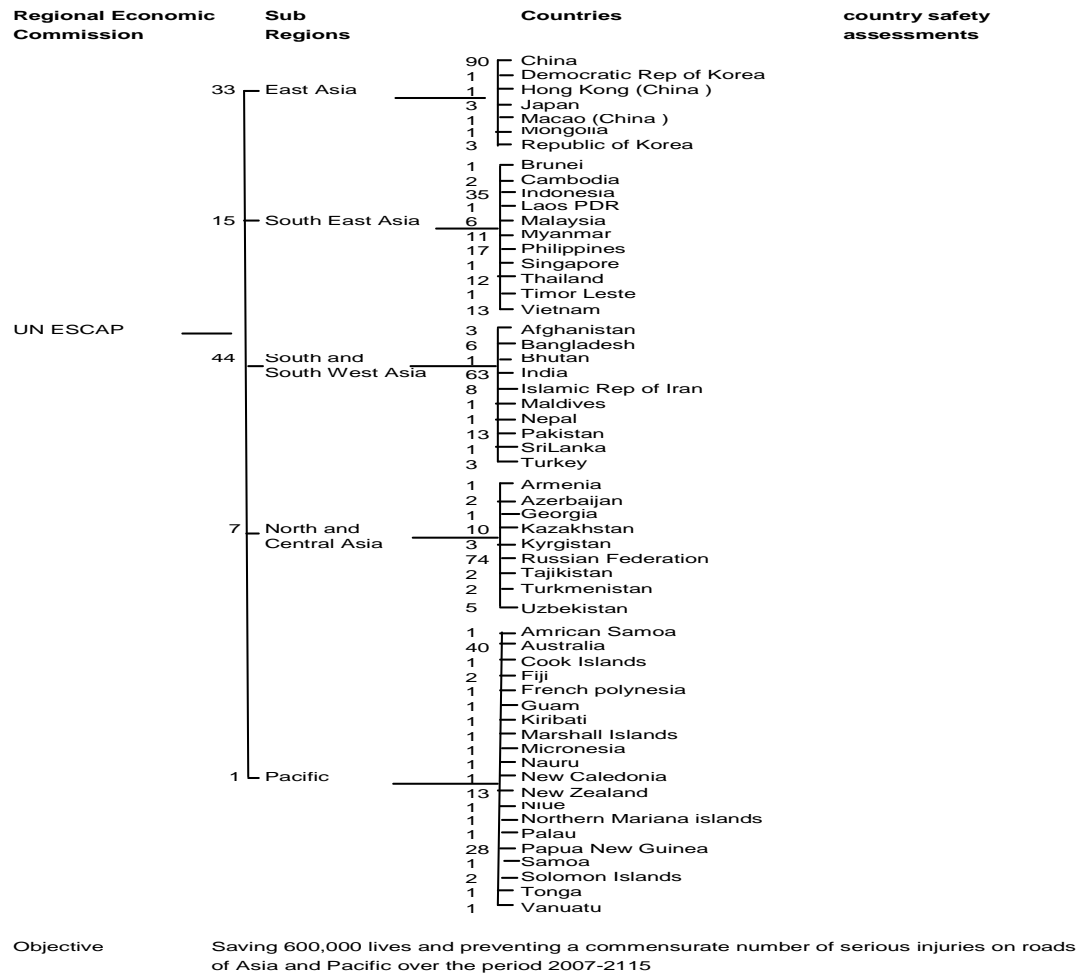


Figure A2: UN ESCAP -Possible Regional safety monitoring framework

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	performance indicators	%age achieved
Country x	Road Safety management capacity	20	Lead agency and coordn	
		20	National strategy coordination	
		20	Realistic and long term targets	
		20	Fundng for activities	
		20	Safety Support systems	
	Safer Roads and Networks	50	Crash prevention	
		50	Crash Reduction	
	Vehicle Safety	20	Min veh safety standards	
		15	NCAP implementation	
		20	Seat Belt and Restraints	
		15	Crash Avoidance technology	
		15	Fiscal Measures	
	Road user Behaviour	10	Road safety risk factors	
		15	Speed management	
		15	Drink Driving	
		15	Helmets	
		15	Seatbelts and Restraints	
		10	Commereial vehicles	
		10	Enforcement campaigns publicity	
	Post crash care	25	Pre hospital care	
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 B1 National level activities (overview)

Illustration of strategic assessment

20 - Lead Agency and Coordination	10	- Good practice guidelines on safety management in use by Dec 11
	10	- Lead agency and NRSC secretariat established by Jun 12
	10	- Adequate technical capability in secretariat by Dec 12
	10	- Adequate financial resources for activities by Dec 12
	10	- Senior and active politician responsible for road safety by Dec 12
	10	- All key stakeholders mobilized and being strengthened as necessary by Dec 12
	10	- NRSC or similar coordination body active and effective by Dec 12
	10	- NRSC decisions being implemented by Dec 13
	10	- Effective horizontal coordination occurring by Dec 13
	10	- Effective vertical coordination occurring by Dec 13
	5	- Core work programs being implemented by Dec 13
	5	- crash data and surveillance systems improved in line with best practices by Dec 14

Regional databases, monitoring and reporting

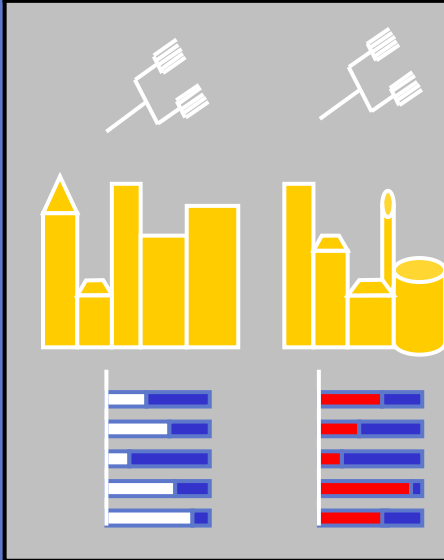
- Select key items from UN ECE, UN ESCAP and UN ECA databases to identify 25-30 core items to be collected (eg annual road deaths and injuries, percentage pedestrian deaths , etc) by all un regional commissions for their member countries
- Minimise data items to increase chances of countries providing 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?)



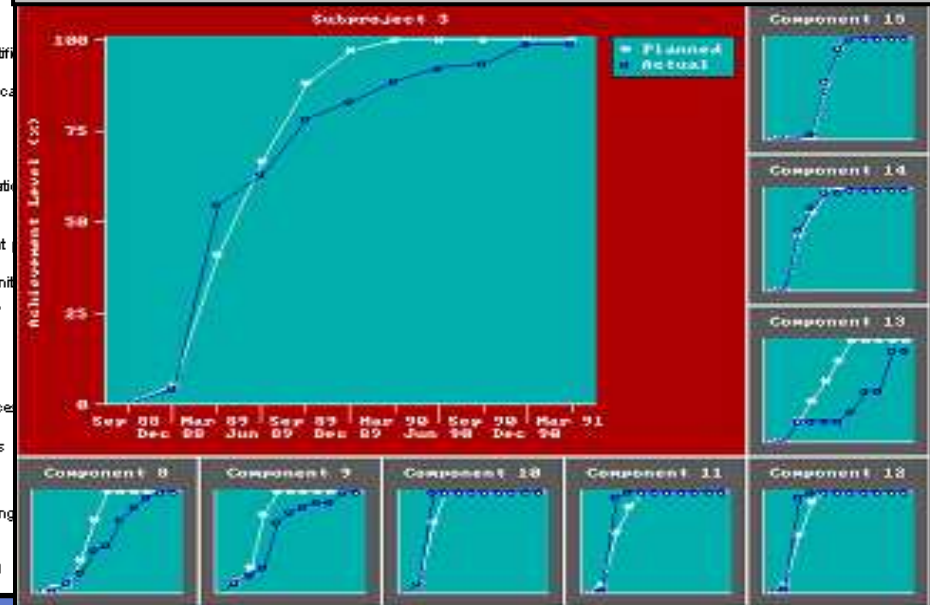
Action Planning

(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	<ul style="list-style-type: none"> St Mngmt Grp (SMG) within each region Tactical implementation grp within each region 		
		Stakeholder participation	<ul style="list-style-type: none"> SMG has relevant mem SMG has external specialist adviser 		
		Portfolio holders	<ul style="list-style-type: none"> Portfolio holders identify Portfolios defined/allocat 		
		Localisation + Consistency	<ul style="list-style-type: none"> Independent regional appraisals of FFCs Local adoption/adaptati of FFCs Regional Improvement Effective National monit 		
		Best Practice Sharing	<ul style="list-style-type: none"> National coordination/ less on learning Reporting to ACPD Dissemination to Forces 		
		Cross Regional Liason	<ul style="list-style-type: none"> Learning requirements Evaluation 		
		Monitoring Progress	<ul style="list-style-type: none"> Common work planning template Consistent monitoring 		

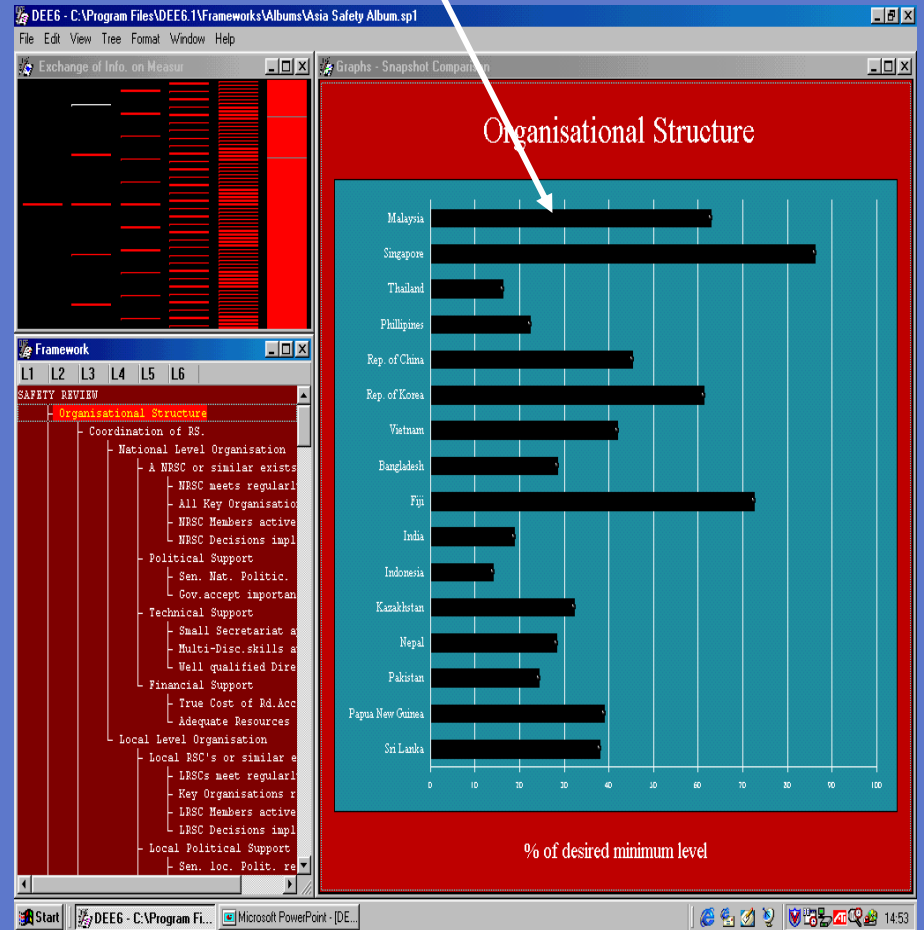
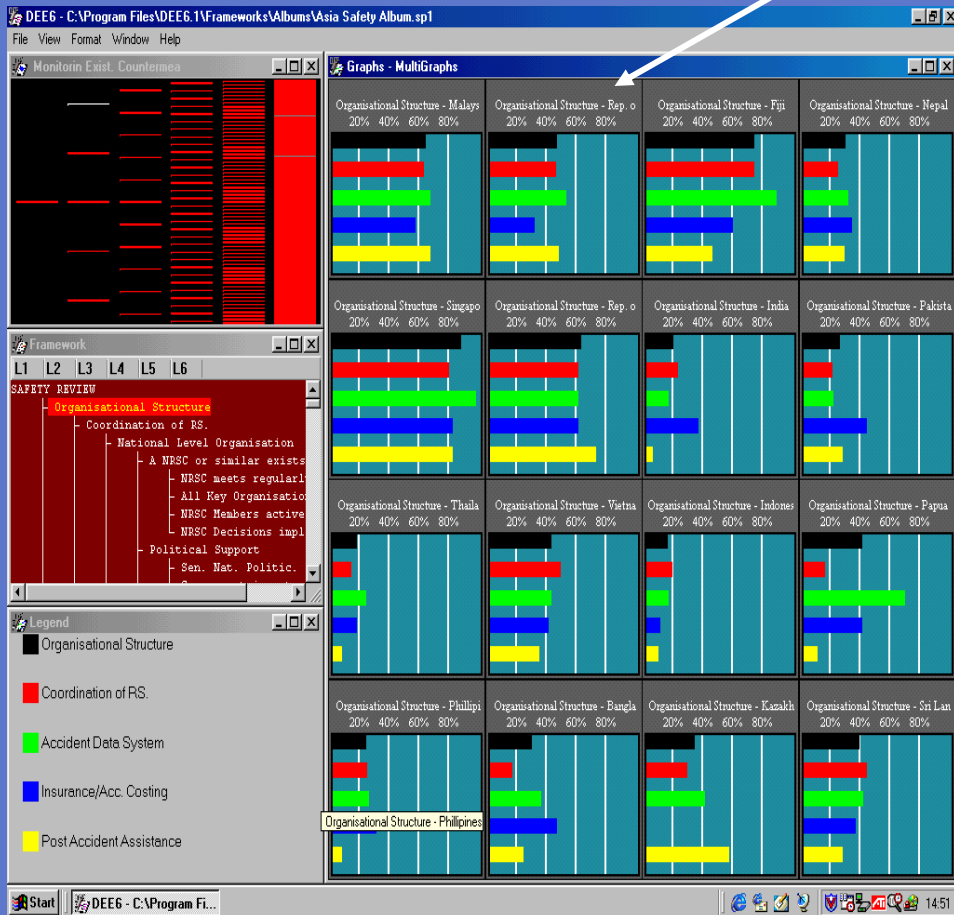
Monitoring

(Planned vs Actual progress?)



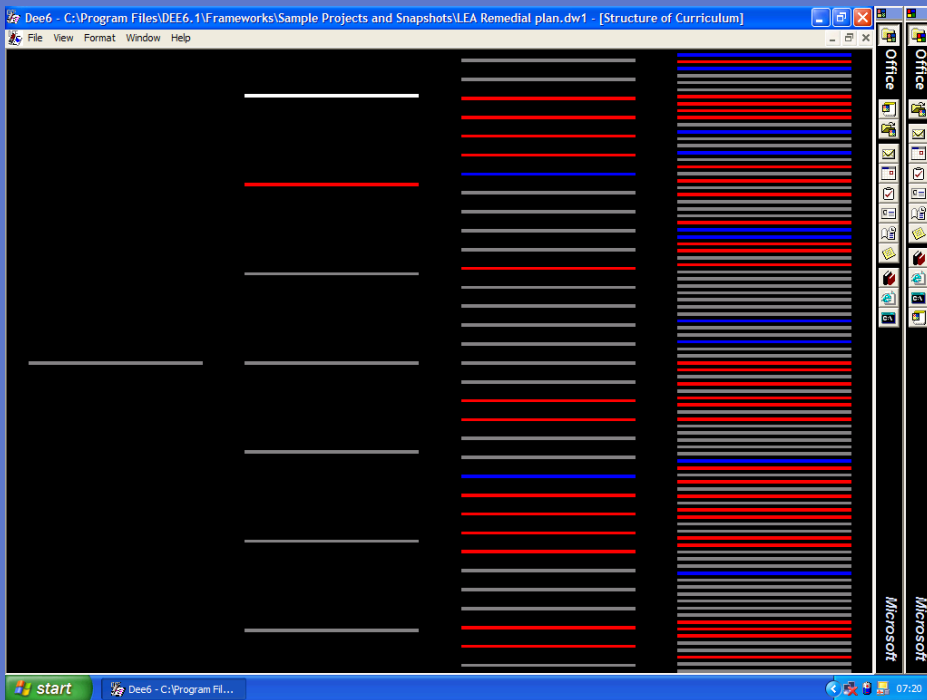
DEE Benchmark Snapshots

Training needs snapshots in 16 countries allowed experience sharing across Asia



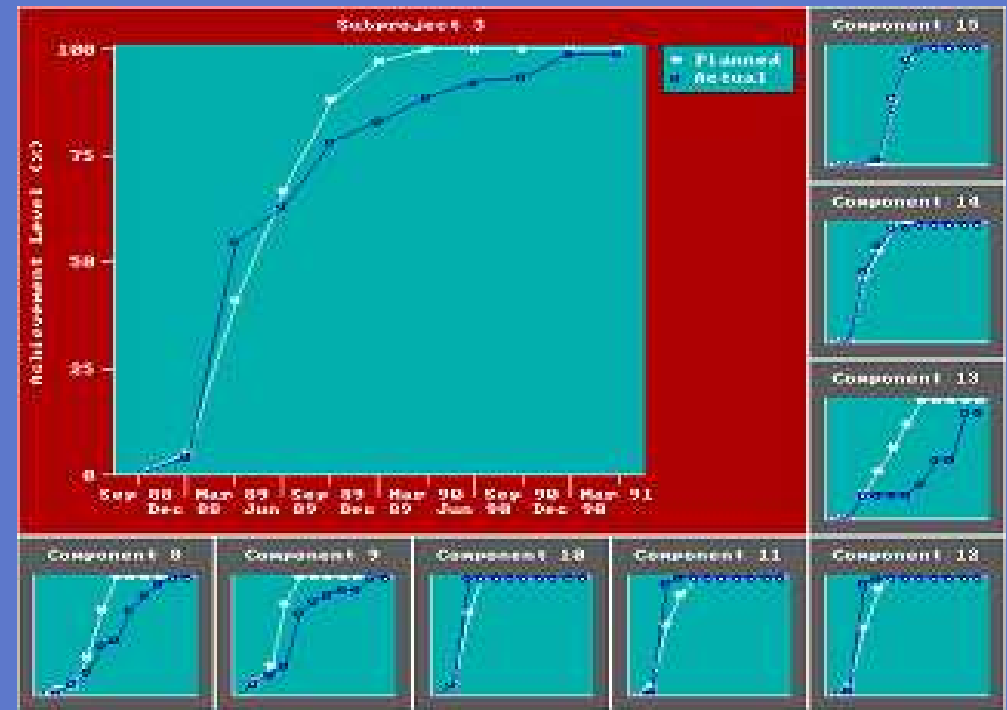
*Easier comparisons enabling strengths / weaknesses to be identified so that **lessons** can be learned and **experience** shared*

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



Comments please –especially from those with less developed safety systems in place ?

- Would this be helpful to you in focusing on priorities if assistance provided to help countries set it up on a sub regional basis ?
- Would your country be willing to monitor its own progress and report to regional commission using such frameworks ?
- Is reporting at 6 monthly intervals feasible ? – Most yes/no answers and require just an approximate %age estimate
- Any ECE sub regions interested in helping to pilot the approach ?
- Any countries willing to pilot the approach ?

Thank You !