South East Europe Transport Observatory (SEETO)

REGIONAL ROAD SAFETY STRATEGY:
A SYSTEMATIC TOOL FOR IMPROVING ROAD SAFETY

Dr Dejan Jovanov, Road Safety Expert
delan.jovanov68@gmail.com
BACKGROUND of the SEETO Regional Road Safety Strategy (RRSS)

White Paper on Transport 2001

Mid term review of the Road Safety Action Programme 2006

Road Safety Action Programme 2003

Mid term review of the White Paper on Transport 2006

WHO Global Status Report on RS 2004, ETSC, PRI, PIARC, BEST PRACTICE, ...
THE ROLE OF SEETO IN PREPARATION OF RRSS

• THE SEETO is an organisation with the Participants: Albania, Bosnia and Herzegovina, Croatia, former Yugoslav Republic of Macedonia, Kosovo (under UNHCR 1244/99), Montenegro and Serbia supported by the EU.

• SEETO MISSION is to facilitate the programming and implementation of the MoU, signed by the SEETO Participant, to improve and modernize the Core Transport Network.

• SPECIFIC OBJECTIVES ARE: ... preparation of a 5 year rolling Multi-Annual Plan (MAP) ...

• SEETO IS RESPONSIBLE for implementation of different agreed programs, such as “Support for Implementing Measures for the South East Core Regional Transport Network MAP” which includes improvement of Road Safety...
CONTENTS OF RRSS

1. Introduction to Regional RS Strategy (RRSS)
2. Vision
3. Mission
4. Goals
   4.1. Short term goals
   4.2. Long term goals
5. Key fields (“4E” measures)
   5.1. Education
   5.2. Engineering
   5.3. Emergency
   5.4. Enforcement
   5.5. Additional Measures
6. Responsibilities
7. Monitoring and Reporting
8. Conclusion

References

- Albania
- Bosnia and Herzegovina
- Croatia (EU member)
- The former Yugoslav Republic of Macedonia
- Montenegro,
- Serbia
- Kosovo (under UNHCR 1244/99)
1. INTRODUCTION TO RRSS

Number of fatalities in all SEETO Participants (2003-2007)

Number of fatalities in all SEETO Participants (2003-2007)

SEETO fatalities and injuries 2003–2007 (Source: SEETO data base)

Number of injuries in all SEETO Participants (2003-2007)
In SEETO Participants, in period of 2003 till 2007 the accident statistics show the following:

1.025.949 traffic accidents with 13.348 fatalities and 313.635 injuries.
1. INTRODUCTION TO RRSS

Who can help?

Systematic measures in the scope of a comprehensive RRSS with a perspective to save 11,000 lives until 2019!
2. VISION AND MISSION

Reach the level of Road Safety and establish the positive trends in continuous decline of number of fatalities and injuries as is the case in EU!

- Enable the conditions for sustained development
- Establish effective road safety protective system
- Extend the system of responsibilities
The goal of the Regional Road Safety Strategy is defined with **50%** reduction of road traffic accident fatalities comparing the year **2019** with **2007**.

To fulfil this goal, an integrated approach will be used based on four elements ("**4E**"): 

- Education,
- Engineering,
- Emergency and
- Enforcement.
3. GOALS 2/2

➢ **Short term goals**
  • Improve the Institutional building
  • Establish the process of transfer of knowledge
  • Harmonise the legal framework

➢ **Medium term goals**
  • Decrease the number of fatalities by 30% until 2014 comparing to 2007 and of serious injuries by 20% until 2014 comparing to 2007

➢ **Long term goals**
  Decrease the number of fatalities by 50% until 2019 comparing to 2007 and of serious injuries by 30% until 2019 comparing to 2007
4. KEY FIELDS ("4E" measures)

Key fields of RRSS are directly connected with improving the "4E" elements (Education, Engineering, Emergency and Enforcement) in each SEETO Participant with adequate measures.

5.4.1. Preventive measures to reduce speeding
5.4.2. Preventive measures to reduce drink driving
5.4.3. Seat Belts, Helmets and Child restraints
5.4.4. Installing a national penalty point system

5.1.1. Traffic education programmes
5.1.2. Special program for young drivers and novice
5.1.3. Public awareness campaign

5.2.1. Implementation of road safety engineering tools
5.2.2. Improvements regarding design guidelines
5.2.3. Practical measures regarding vulnerable road users
5.2.4. Practical measures regarding intersections, railway crossing and ITS

5.3.1. Special action plan regarding EMS
5.3.2. Information campaign regarding the behaviour in the case of an accident
5.3.3. Measures to safeguard accident spots
5.3.4. SOS – Emergency phones (e-call)

5.5.1. Improvements regarding the institutional capacities (organisational structure)
5.5.2. Improvements of driving license granting system
5.5.3. Improvements of the roadworthiness tests for motor vehicles and trailers
5. RESPONSIBILITIES

• Each SEETO Participants is responsible for the implementation of RRSS and/or National Road Safety Strategy or National Road Safety Program (Action Plan), which will enable realisation of goals set in the RRSS.

• In each SEETO Participant, the Parliament (or Government) should adopt all necessary National Road Safety documents and provide qualitative support (political and financial), within the next two years.

• But also support the principle of a shared responsibility!
6. MONITORING AND REPORTING 1/2

• To monitor the progress of implementation of RRSS at Regional, as well as at National level, sufficient instruments must be defined and established.

• At Regional level, SEETO Secretariat should monitor the overall situation of Road Safety and make the basic annual reports, with general recommendations to all participants.

• SEETO Secretariat will enable transfer of best practice to all Participants.
• At the same time, introduction of the National Road Safety Bodies is necessary, because road safety is a shared national problem

• The main task of that body will be to coordinate all national activities in accordance with the RRSS

• They will monitor the accident and traffic data, data about citations, penalties etc. and should present a detailed annual report about the situation and the progress of the implementation of the suggested measures

• The SEETO Secretariat will collect the data too!
7. CONCLUSION AND TIME SCHEDULE

Proposed time schedule for implementing the measures

| Measure 5.1.1. Traffic education pr. |
| Measure 5.1.2. Special program for young drivers and novice |
| Measure 5.1.3. Public campaign - periodical |
| Measure 5.2.1. RS Core Network | Measure 5.2.1. RS MN |
| Measure 5.2.2. Improvements regarding design guidelines |
| Measure 5.2.3. Practical measures regarding vulnerable road users |
| Measure 5.2.4. Practical measures regarding intersections |
| Measure 5.3.1. Emergency system |
| Measure 5.3.2. Information campaign regarding the behaviour in the case of an accident |
| M. 5.3.3. |
| Measure 5.3.4. SOS – Emergency line (112) and phones |
| Measure 5.4.1. Prev. measures A | Measure 5.4.1. PM B |
| M 5.4.2. |
| M. 5.4.3. |
| Measure 5.4.4. Installing a national penalty point system |
| Measure 5.5.1. ICB |
| Measure 5.5.2. Improvements of driving license granting sys. |
| Measure 5.5.3. Improvements of testing the motor vehicles |
Today (2018) all SEETO Participants has prepared and adopted National Road Safety Strategies (only Croatia has National RS Plan) with goals in accordance with EU
Trend in the number of fatalities in the SEETO Regional Participants

TREND IS CHANGED!!!

EC strategic objective 903
Trend in the number of fatalities in the EU 28 and SEETO Regional Participants
LESSONS LEARNED

• Road Safety Strategies are ESSENTIAL for road safety improvements

• Action Plans with clear responsibilities and impact indicators should be integral part RSS

• Monitoring/Evaluation are usually at low level (missing)

• UN/EU provide strong support to SEETO Participants

• IFI’s are supportive too

• ...
Only systematic work, based on implemented Road Safety Strategies will lead to the decreasing of crash fatalities.

Thank you for your attention!

---

Lewis Carroll, Alice in Wonderland

... “Alice: Would you tell me, please, which way I ought to go from here?
The Cheshire Cat: That depends a good deal on where you want to get to.
Alice: I don't much care where.
The Cheshire Cat: Then it doesn't much matter which way you go” ...