



Implementing the UN Decade of Action on Road Safety in BSEC Region

“COUNTRY READINESS” ASSESSMENT QUESTIONNAIRE

These questionnaires are being distributed to each country delegation by the BSEC conference organisers. Can each BSEC Delegation please work together to complete the questionnaires and return to the organisers by 1800hrs Fri 19th 2010 (i.e. by end of day 2) so that they can be analysed after the conference to assess the current situation in each BSEC country in relation to the desired activities as advocated in the un decade of safety action plan

This questionnaire is intended to help assess the stage of “readiness” of each BSEC county to take effective measures along the lines of of the UN Decade of Action and to help identify areas for potential institutional strengthening needs before more intensive safety activities can commence to reduce casualties according to the set targets. The results would also assist the formulation of an appropriate implementation monitoring mechanism for the region that may assist BSEC member States improve and strengthen institutional capacity for effective road safety work and safe lives.

Please insert details of your name , country etc., on figure C1 and enter your Delegation’s best estimates of how far your country has progressed on each “readiness indicator” as a percentage score (e.g. 40%) at the right hand side of each page alongside each readiness indicator on figures C2 to C6 (There is no need to enter any percentages on figure C1)

Thank you for your cooperation and assistance

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Introduction

The United Nations General Assembly, on 2 March 2010 unanimously adopted resolution 64/255 proclaiming the period 2011-2020 as the Decade of Action for Road Safety with a goal to reduce the forecast level of road fatalities around the world by increasing activities at national, regional and global levels. It also delegated the UN Regional Commissions, together with other global partners, to assist their member countries in setting and delivering the target casualty reductions. An Action Plan has been prepared for the UN Decade of Action and this provides an overview of the sorts of activities that will be needed in key sectors in all countries if the targets are to be achieved by the end of the Decade

However, so far, many nations around the world, including some in the BSEC region, have not been able to successfully address the road safety problem, and indeed some have failed to make serious progress. It is clear that in a number of countries there is a need of improved capacity on road safety issues and of establishment or strengthening of appropriate systems and procedures **before** they can achieve substantive progress. There is therefore a need for a mechanism for assessing countries' current capacity to address road safety issues effectively. Once the main areas of weakness are known, appropriate actions can be taken to strengthen relevant institutions and practices to rectify any deficiencies so that the country can be in a better position to commence effective action on its casualty reduction targets.

This document offers some suggestions as to how BSEC countries could apply a systematic way to benchmark their current capacity in road safety in order to identify individual strengths and weaknesses. This, apart from benchmarking each country, will allow identification of those who are stronger in particular sectors or activities so that their knowledge and expertise can be shared with others in BSEC region. Institutional development plans can then be implemented to bring individual countries and the BSEC region as a whole to a stage of readiness such that they can reduce road traffic casualties, and contribute effectively to the Global efforts envisaged for the Decade of Action.

These guidance sheets plus the attached Assessment frameworks are being given out to each country delegation at commencement of the BSEC Conference. The attached DEE frameworks (based on the UN Decade of Action for road safety –draft Action plan) provide an overview of the kinds of activities that should be going on in a country that is “ready” and capable of starting to do serious work on its road safety problems. The frameworks cover 5 key areas

- Safety management
- Safer roads and networks
- Safety vehicles a
- Safer Road user Behaviour
- Post crash emergency medical systems

The attached frameworks identify the key **building blocks**” that need to be in place for a country to be “ready “ and able to make an effective contribution to improving its road

safety .Each of these building blocks can be considered to be “in place “ when a number of related readiness indicators are achieved

In order to identify areas of weaknesses that may need to be improved, it is possible to do a “**country readiness assessment**” using the attached frameworks as templates to assess the current situation in a country . This is done by giving a percentage score against each “readiness indicator” depending on how close it is to being fully achieved . The score will lie between 0% and 100% but in practice a realistic range is 5% to 95% (i.e. award 5% as a minimum instead of 0% even if you think nothing is being done as there may well be some activity occurring somewhere that you are not aware off . Similarly awarding 95% instead of 100% allows for further improvement/ fine tuning even if you think everything is already completely achieved on that indicator)

Scoring should be rounded to the nearest 5% to avoid spurious accuracy as this is just an estimate (and in some cases ,perhaps, a best guess) of progress to date For example readiness indicator 2 on figure C2 is

“Lead agency for road safety established” !

For this to be completely achieved requires that a Lead Agency has been designated , that it is officially gazetted and that all other government departments and agencies know and accept that that Agency will henceforth be officially responsible for coordinating the national efforts to coordinate and improve road safety . This may require legislation to be passed or other actions to be taken. The percentage score given will reflect how close we are to having that in place What is required is an assessment at that point in time, as to how close the country is to having a Lead agency for road safety established and fully functional . For example, if little or no action has been undertaken on this issue, the score given might be only 5% . If some discussion has started and government is already consulting with key agencies a score of 20 or 25% might be given . If consultations have been held and legislation is already being drafted to provide the necessary legal framework and powers for the Lead agency, a score of 50% or 60% might be appropriate. If legislation is in place and the lead agency is already active and effective in coordinating the efforts of other agencies, a score of 90% or even 95% may be merited . In each case, the question to ask is “ **How close are we to having this important element (readiness indicator) in place and fully functioning in this country ?**“ and to then give a score between 5% and 95 % based on your assessment of portion of work already done towards getting to that desired point

Similarly item 3 on figure C2 is

“Senior and active politician made responsible for road safety”

The task in this case is to assess as above to what extent this has been achieved. If there is no senior politician appointed or he is completely inactive on road safety issues then the score is closer to around 5% .If there is a politician responsible , the score could vary anywhere from 30% up to 95% depending upon if the politician is sufficiently senior AND whether he is sufficiently active , The desired situation to achieve 95% maximum score would be that a very high level of politician with real power and influence takes road safety under his/her responsibilities (e.g. In many countries, the Prime Minister’s or Presidents office takes direct responsibility for coordinating road

safety) . In those cases, as long as they are active a 95% score would be appropriate. It does not have to be the highest level of politician as long as he is senior enough to make his voice heard and very active in supporting / promoting road safety and getting the necessary resources allocated for the key stakeholders and the road safety professionals to do their work) . An assessment can be made and a suitable %age score awarded on this item depending on how close the country is to having this element in place and fully functional as desired

This process is repeated for each of the readiness indicators and assessors are required to simply work vertically down each page and to put a percentage score between 5% and 95% alongside each of the readiness indicators on figures C2 to C6 like the example below

Readiness indicators .	%age achieved
Good practice guidelines on safety management in use.....	5%
Lead agency for road safety established.....	60%
Senior and active politician made responsible for road safety.....	20%
National road safety council (NRSC) or similar body established.....	70%
All key government stakeholders actively participating in NRSC.....	40%
Private sector and NGOs represented and active on NRSC.....	10%
etc .	

Each country delegation should complete the percentage scores with your best estimate for each of the “readiness indicators” on the attached frameworks (figures C2 to C6 only) and return it to The Organisers by 1800hrs Friday 19th November (day 2 of the BSEC conference) . If any questions please contact the organisers who will be able to direct you to relevant persons within the UN ECE delegation who can assist .

The results will be used as a first assessment of areas within BSEC countries that might need external assistance. They will also assist in identifying strengths and weaknesses so that suitable remedial action plans can be devised to develop institutional capacity to deal more effectively with road safety issues.

This work is part of UNECE and BSEC efforts to assist member countries implement the Decade of Action in the BSEC region and may be used in identifying suitable follow up initiatives to assist individual BSEC countries.

The European Commission communications COM (2010) 389 final, of 20.7.2010, “ Towards a European road safety area: policy orientations on road safety 2011-2020”, proposes, inter alia, to continue with the target of halving the overall number of road deaths in the European Union by 2020 starting from 2010. Such a common target represents a significant increase of the level of ambition compared to the unmet target of the past decade, which will give a clear signal of Europe's commitment towards road safety. **BSEC member States, may consider setting similar ambitious target for the their region for of reducing Global road deaths by 50% by 2020.**

THANK YOU FOR YOUR ASSISTANCE

Note: This paper was prepared by Mr. Alan Ross, Senior Adviser, UK