

# Managing and Coordinating Road Safety International experience

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# Background

- Global problem
- Road safety a problem in many UNECE countries
- Some countries have made progress in addressing their problems by establishing effective management systems
- UNECE wants to assist its members who are still at early stages of road safety development to learn from others
- A report is being prepared , reviewing management and coordination structures from around the world to provide guidance on best practices for its member countries
- Findings of the draft report being presented here

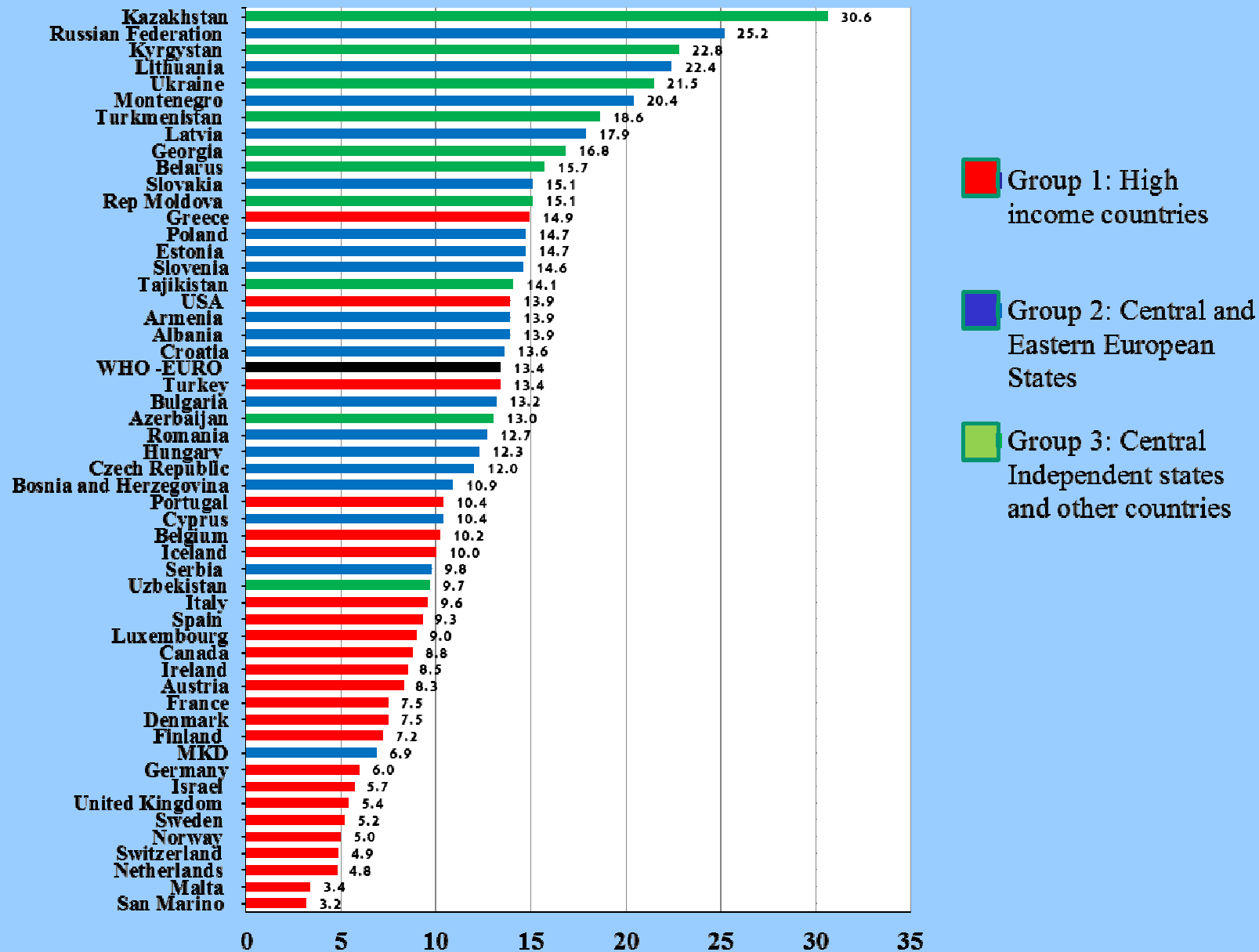
# Impact /Implications for UNECE countries

Situation is very mixed

- **Group 1** High Income Countries (HICs)
- **Group 2** Central and East European (CEE) countries
- **Group 3** Central Independent States (CIS)

Group 2 and Group3 countries' death rates are 2-5 times those of Group1 countries so there considerable scope for sharing of experiences

## Deaths / 100,000 population in UNECE countries



Country	GDP ( \$US billions )	No of deaths	Deaths /100,000 Population	Estimated Annual economic losses ( \$US millions )
Russia	2.285	34506	24.6	34,300
Turkey	937	4496	5.9	13,100
Poland	669	5583	14.5	10,000
Ukraine 1	350	6966	15.2	5,300
Romania	273	2794	12.6	4,100
Czech Republic	266	1221	12.0	4,000
Hungary	199	1232	12.4	3,000
Kazakhstan	180	3136	20.4	2,700
Belarus	118	1688	17.5	1,800
Slovakia	120	627	11.5	1,800
Bulgaria	94	1006	14.0	1,400
Azerbaijan	78	1027	12.5	1,200
Serbia	81	897	8.8	1,200
Croatia	73	614	13.7	1,100
Uzbekistan	71	2075	7.5	1,100
Lithuania	64	739	20.8	1,000
Slovenia	58	292	14.6	900
Latvia	40	419	18.8	800
Turkmenistan	30	533	10.9	500
Bosnia and Herzegovina	30	436	9.5	500
Estonia	28	196	15.1	400
Armenia	19	259	8.7	300
Georgia	22	637	13.8	300
Albania	22	277	7.6	300
Former Yugoslav Rep of Macedonia ( MKD)	19	143	6.9	300
Moldova	11	391	9.0	200
Kyrgyz Republic	12	892	16.4	200
Tajikistan	13	483	6.6	200
Montenegro	7	122	18.1	100
Kosovo	5	152	8.4	100

**ANNUAL LOSSES( 2008)**

**Russia  
\$34,300  
Millions**

**Romania  
\$4,100  
Millions**

**Serbia  
\$1,200  
Millions**

**Georgia  
\$300  
Millions**

**CIS \$13,000 Millions**

**CEE \$79,200 Millions**

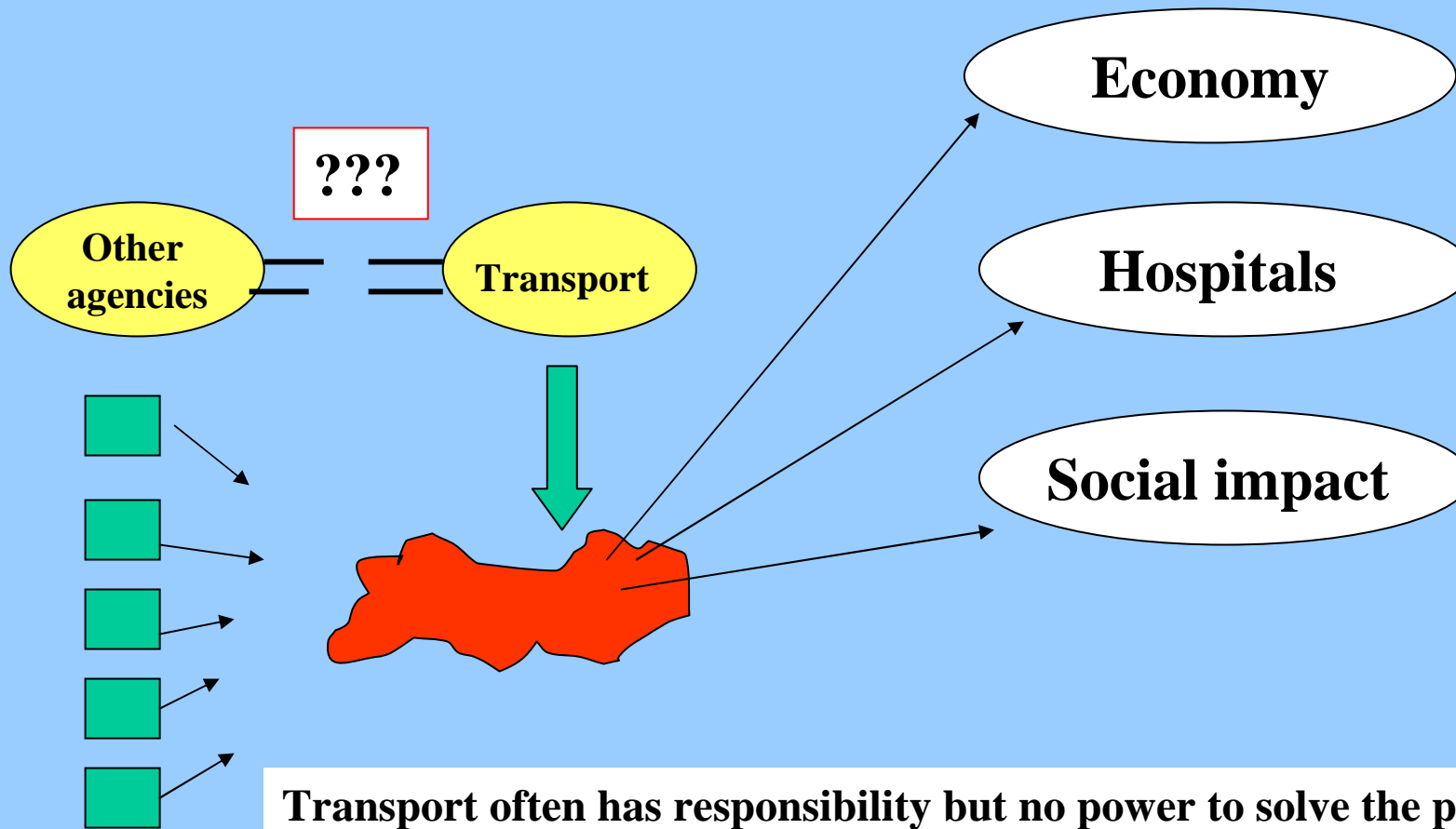
**EVERY YEAR !**

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**KEY ISSUES TO CONSIDER**  
(Factors inhibiting effective  
action in CEE , CIS and other  
countries at earlier stages of road  
safety development )

# The Problem

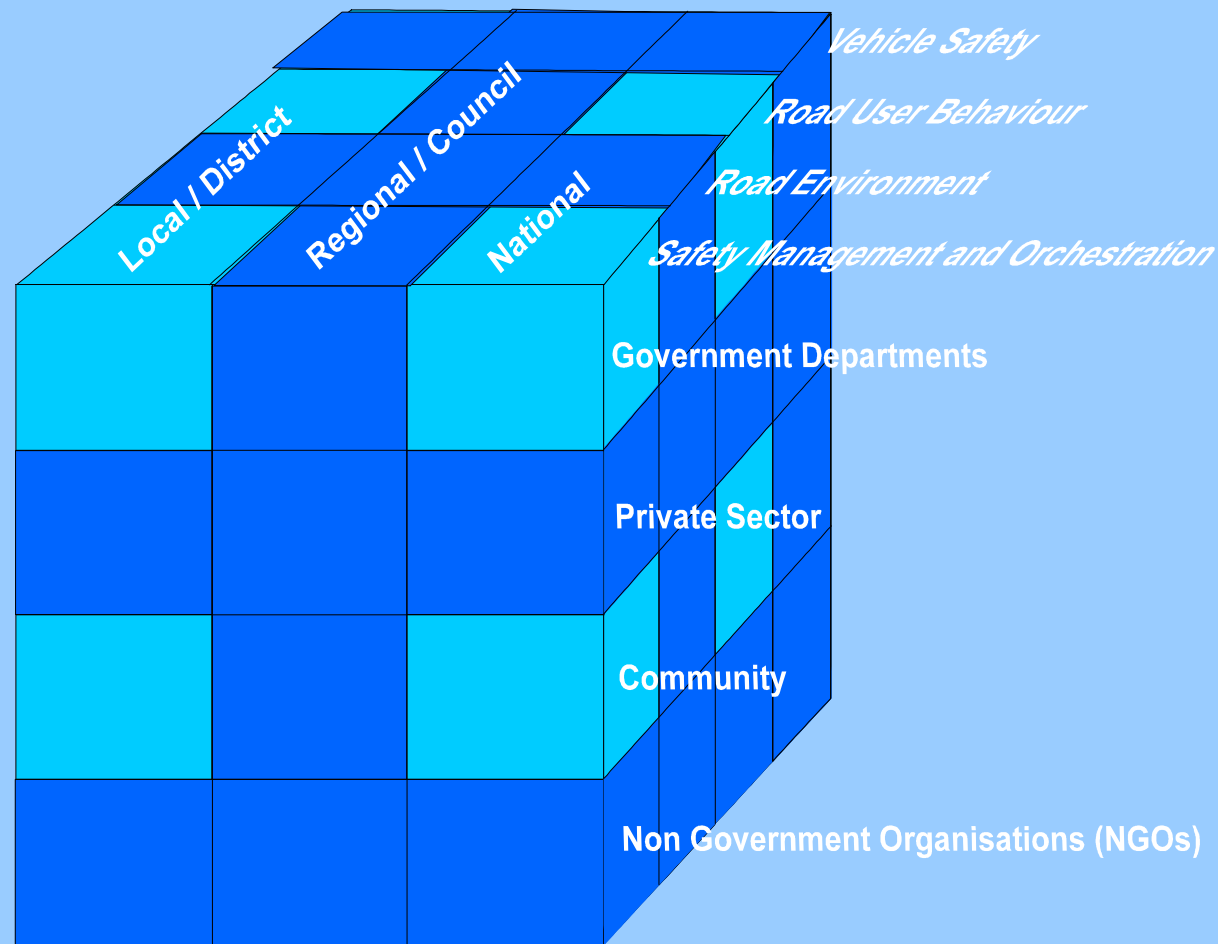
- Happens in transport and many other agencies are involved but effects/impacts/losses occur elsewhere



**Transport often has responsibility but no power to solve the problem and key agencies often have difficulties in cooperating effectively**

# Ross Safety Cube

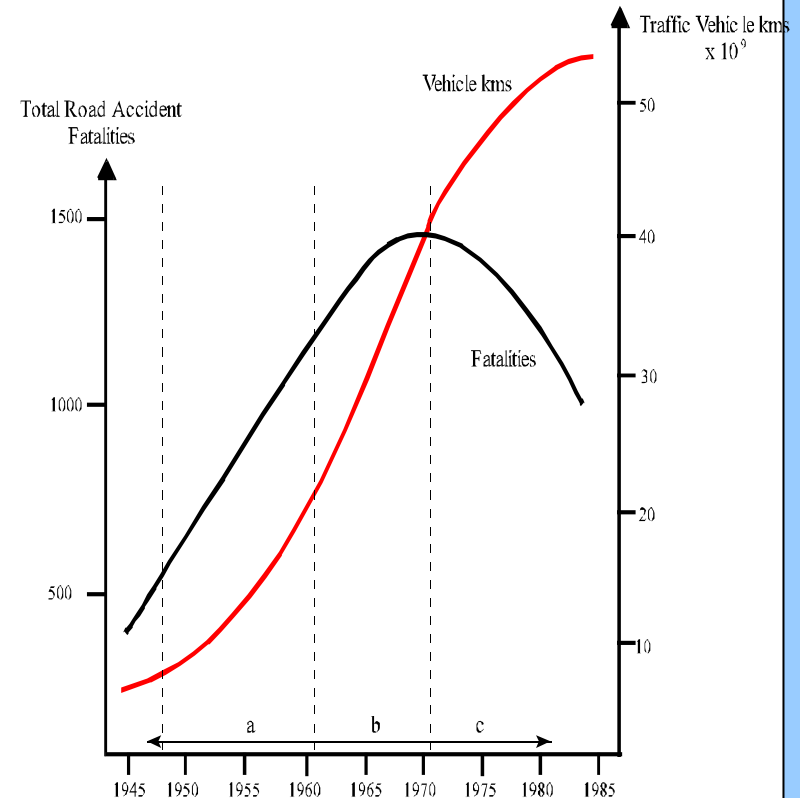
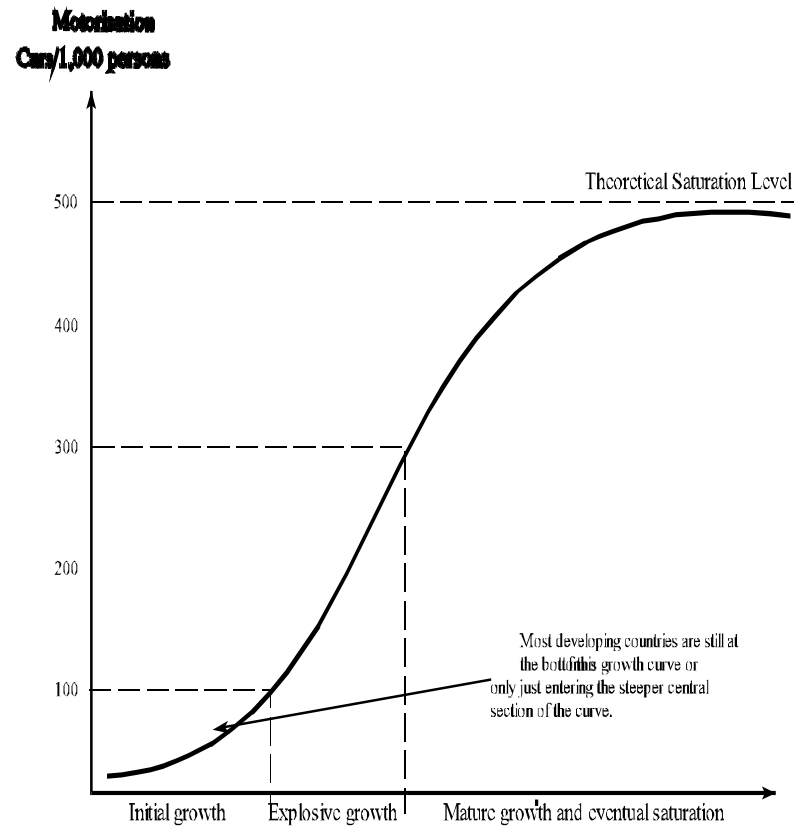
## *Horizontal and Vertical Integration*



**A complex problem requiring action on multiple levels**



# Safety and Motorisation

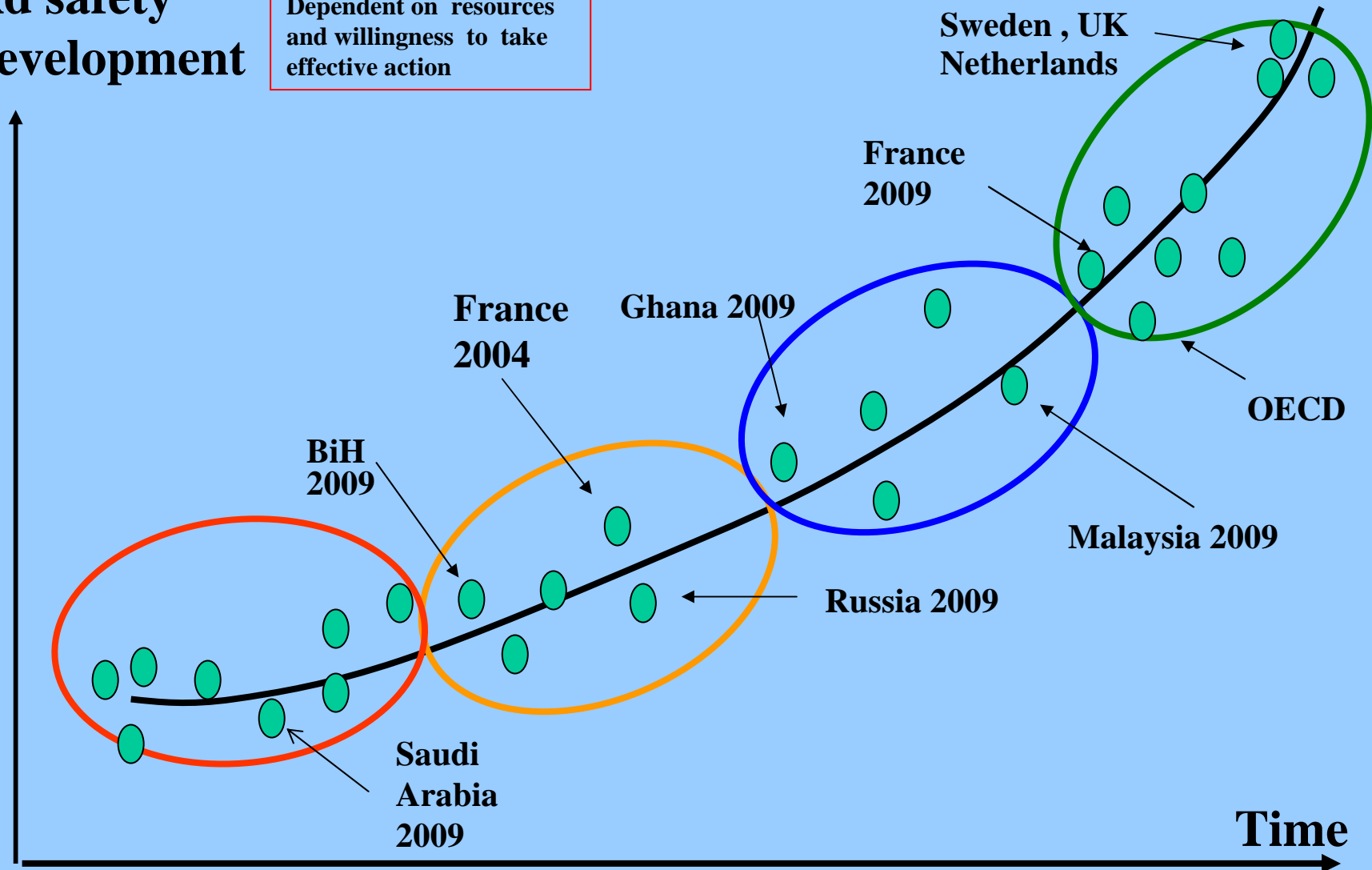


SWEROAD

# Road safety Development

**Rd safety development**

Dependent on resources and willingness to take effective action



# Management and Coordination

## Option 1 –Road Safety Councils

	<b>Advantages</b>	<b>Disadvantages</b>	<b>Comments + Examples</b>
Independent Road Safety Commissions or Road Safety Councils (NGOs)	<ul style="list-style-type: none"> <li>Campaigning//Lobbying</li> <li>Can receive funds</li> <li>Independent can push</li> <li>Can mobilize press</li> <li>Can highlight single issues</li> </ul>	<ul style="list-style-type: none"> <li>No authority/ Little influence</li> <li>Can be seen as adversarial to govt .</li> <li>Funding sustainability problems</li> </ul>	<ul style="list-style-type: none"> <li>Usually weak but Effective where well funded and learn to work with government (Austria, Armenia)</li> </ul>
Multi sector Committees of Government agencies eg Inter Agency c/tees National safety councils	<ul style="list-style-type: none"> <li>Broad based ( especially if private sector + NGOs participate</li> <li>Local ownership</li> <li>Funding within sectors easier since each agency can implement in own areas</li> </ul>	<ul style="list-style-type: none"> <li>Often too many members</li> <li>No executive powers</li> <li>Usually advisory</li> <li>Funding streams unclear</li> <li>Funding for cross sector work/coord'n is a problem</li> </ul>	<ul style="list-style-type: none"> <li>Has worked in some transition economies ( Fiji, Ghana , Poland ) but often lack a Secretariat and funding and have no power</li> </ul>

# Management and Coordination

## Option 2 –Lead agencies

Organization Type	Advantages	Disadvantages	Examples
Standalone Lead Agency in Head of State's Office	Makes all cooperate Best at early stages of road safety Develop't Power and funds	HoS often too busy (use as "Patron" to get power of his "office" - no demand on time)	Very effective Japan W. Australia ( Malaysia –partial )
Ministry of Transport as Lead Agency ( with road safety depart't within it )	Proven across EU Funds and staff good Plans +Monitoring Can activate others	Needs structures /processes for coord'n /consultation Needs willing partners	Most OECD countries, EU, UK , Netherlands Even Malaysia ( + PM Cabinet C/tee)
Road Authority as Lead Agency	Clear accountability significant funding Large pool of experts Part of core business	Needs strong political Support, structures /processes as above and shared responsibility Needs willing partners	Needs well developed safety and support of all SNRA ( Sweden ) + Vic Roads ( Australia) both excellent examples
Standalone Road Safety Agency	Priority for rd. safety Large corps of experts and dedicated funding More control over spend on safety	Needs strong political support and serious commit't by stakeholders Needs high stage of safety develop't	Land Transport Safety Authority (LTSA) in New Zealand very effective ( especially when Traffic policing was under them )

## Conclusions on road safety management structures

- 1. There is no single universal structure that will be successful everywhere and at all stages of safety development**
- 2. Structures may often need to change over time as safety development proceeds in a country**
- 3. Structures need to reflect the stage of safety development and the legal and administrative systems in the country**
- 4. Every one of the 6 structures shown despite their faults can be successful given the right circumstances**
- 5. Countries at earlier stages of safety development need to get higher authority involved to achieve cooperation**
- 6. Lead agencies generally work better in countries at a more mature stages of road safety development**

**Lets look at Funding**



# Potential Funding Sources (1)

Potential sources	Attributes	Where is this used ?
<b>Government General Revenues</b> ( <i>income of govt. from taxes etc. )</i>	Simple to administer but not easy to disaggregate the safety spend since mixed in budgets	Countries with well developed safety (e.g. UK , Sweden , Netherlands + EU and many OECD countries ) Early stage countries need to persuade govt. to invest by showing losses
<b>Hypothecated (earmarked) Income</b> ( <i>Potential govt. revenues assigned directly to road safety ( e.g. traffic fines) without going through treasury )</i>	Bad drivers pay more , makes police more active as they get some of income for better equipment. Resisted by treasury but do accept if new offences or if revenue neutral so no impact	Used in many countries to varying degrees Serbia and Vietnam assign 100% of fines to road safety, UK 100% of speed and red light cameras fines and W Australia 35% , Sweden 35% of parking fines. Most apply income from personalized reg'n plate sales
<b>Policy on safety budget based on annual losses</b> ( <i>fixed % amount of annual GDP based on annual losses</i> )	Very simple to apply Emphasizes annual losses and that expenditure on safety is an investment to reduce losses	Policy decision in Japan.to spend half of its annual losses. Applied 0.6% GDP annually to fund safety programs when their annual losses were 1.2% GDP. Very successful program reduced deaths and injuries by 50%
<b>Road Funds</b> ( <i>road user charges from fuel excise duties , vehicle licenses , HGV fees )</i>	Can provide significant funds Reliable so allows forward planning Few disbenefits	Used in many countries to fund road safety New Zealand only one to cover <b>all</b> safety budget from 15% share of road fund . Others typically 3-10% of fund for safety or road fund board makes discretionary payments annually to fund safety activities.

## Potential Funding Sources (2)

Potential sources	Attributes	Where is this used ?
<b>Insurance Levies</b> ( <i>a small levy on compulsory 3<sup>rd</sup> party insurance to fund road safety</i> )	Growing guaranteed income Ins companies see it as part of their “loss reduction” Simple to apply especially if a govt. owned insurance company	In use in many countries ranging from 1% - 10% of premiums. Victoria, Fiji , Zambia and several others use 10% . Insurance also supports safety research in USA and a road safety office in Austria .
<b>Multilateral Development Banks(MDBs) and Bilateral Donors</b> ( <i>Loans and grants from development banks and aid agencies</i> )	MDBs now very committed to providing more funds for safety EU and other Donors also supporting/ encouraging safety Many opportunities to get safety funding so need to use them	Many countries around the world using such funds e.g. Vietnam implementing a \$32 million world bank funded road safety project . ADB funding regional project in 10 countries . All CEE and CIS countries should tap into such funds
<b>General Sponsorship</b> ( <i>private companies providing funding for specific activities of interest to them</i> )	Tends to be small amounts Can be used to supplement main funding Can target areas not covered by other funding If govt. agency there can be difficulties in accepting funding from private companies	Insurance Cos often willing to fund campaigns or enforcement on particular topics of interest to them as part of their loss reduction activities

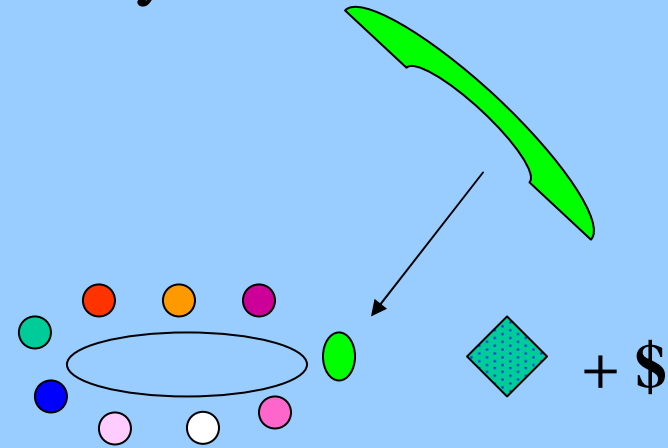
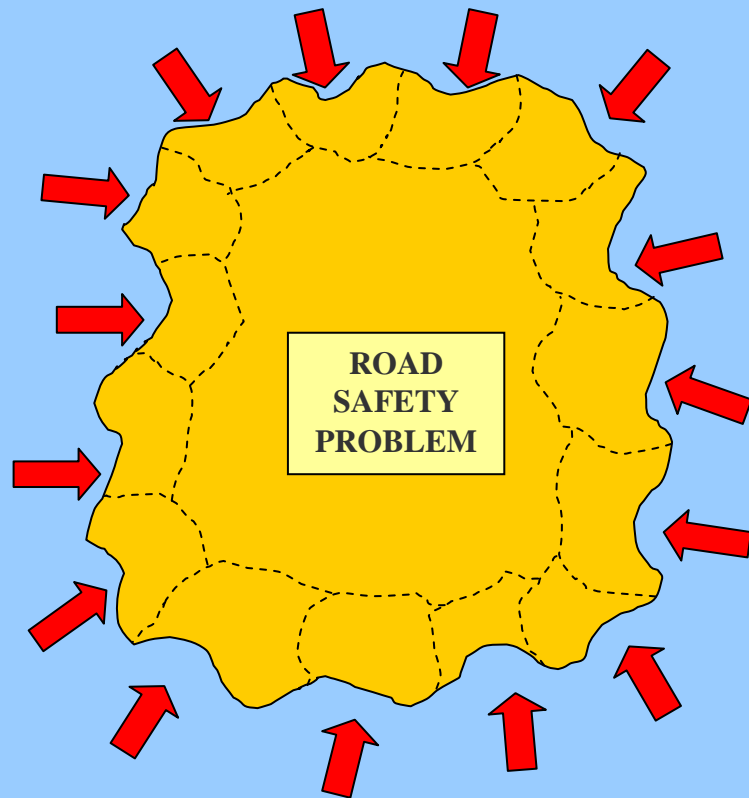
## Conclusions on road safety Funding Sources

- 1. Government Funding is needed in all countries but often very insufficient at early stages of safety development so need to show losses to convince govt to “invest” in safety**
- 2. Many countries now diverting traffic fines and other income streams to fund road safety. Well worth doing**
- 3. Policy on safety budget . Only japan has done this but a simple ,very effective way to sustainable funding Worth considering**
- 4. Road funds . Try to get 5-10 % allocated from Fund**
- 5. Insurance levy used in many countries- seek 10%**
- 6. MDBs and Donors ready and keen to provide funding**
- 7. General sponsorship small but useful**

**FUNDS ARE THERE IF YOU WANT THEM !**



Road safety is a multi sector problem often requiring higher authority intervention during early stages of safety development to ensure that all key agencies cooperate effectively



**NEED**

- \* **HIGH LEVEL OF POLITICAL SUPPORT**
- \* **STRONG LEADERSHIP AND FUNDING**
- \* **EFFECTIVE COORDINATION ACROSS KEY AGENCIES**
- \* **CONSULTATION MECHANISMS FOR PRIVATE SECTOR INDUSTRY ASSOCIATIONS AND COMMUNITY/NGOs**
- \* **LEGAL MANDATE TO TAKE ACTION**
- \* **GOOD CRASH DATA SYSTEM AND SAFETY RESEARCH**
- \* **MONITORING AND EVALUATION**

Other countries at early stages of safety development have used higher authority intervention to ensure that all key agencies cooperate effectively to reduce road deaths

**Japan** under PMs Office, 50% reduction in 10 years

**France** President/PMs Office, 43% reduction in 5yrs

**Russia** Presidents Office , Recently placed there so no results yet

**Australia Ministerial** 49% reduction in 4 years

**Task Force (Victoria State )**

**Malaysia PM (includes a cabinet Cttee)** some very significant developments implemented - now in transition to Lead agency

**CEE and CIS Countries** ???????

\* (Ministers responsible for/Police +Transport + government insurance (TAC) company /health

## Management and Coordination structure for **Early** stages of safety development

- 1. Ministerial Rd Safety Coordination Council ( MRSCC) under Head of State (HoS) with only 4 or 5 key ministers . Meet 4 times /year**
- 2. Road Safety Office ( 8-10 persons ) working fulltime from HoS office as Secretariat to support MRSCC , RSMWG and other groups**
- 3. Road safety Managers Working Group ( RSMWG) Snr Managers from key depts. Coordinating and implementing programs . Meet monthly . Chairman head of Road Safety Office**
- 4. Various Technical Working Groups ( TWG) Academics, industry reps.  
technical expert from within and outside govt to support RSMWG.  
Meet as needed**
- 5 Road safety consultation and advisory Group ( RSCAG ) wide ranging group of Main stakeholders , experts , industry associations , communities /NGOs etc . Meet quarterly Chairman Head of road safety office**

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# Management and Coordination structure for **Mature** stages of safety development

- 1. Road safety Coordination Council (RSCC) Asst Ministers from 10 -12 key ministries and agencies , chaired by Minister of Transport Meets 6 times /year to discuss/review progress. Submits annual report to Parliament**
- 2. Road safety Directorate ( Within Min of Transport) 30 -40 Technical experts working fulltime on road safety and senior staff acting as Secretariat to RSCC, RSMWG and other groups**
- 3. Road safety Managers Working Group ( RSMWG) Snr Managers from each of the 10 -12 key ministries and agencies Meets monthly . Under chairmanship of lead agency head of road safety**
- 4. Various Technical Working Groups ( TWG) Academics, industry reps. technical expert from within and outside govt to support RSMWG. Meet as needed**
- 5 Road safety consultation and advisory Group ( RSCAG ) wide ranging group of Main stakeholders , experts , industry associations , communities /NGOs etc . Meet quarterly under chairmanship of Lead agency head of road safety**

# Dr Alan Ross\*

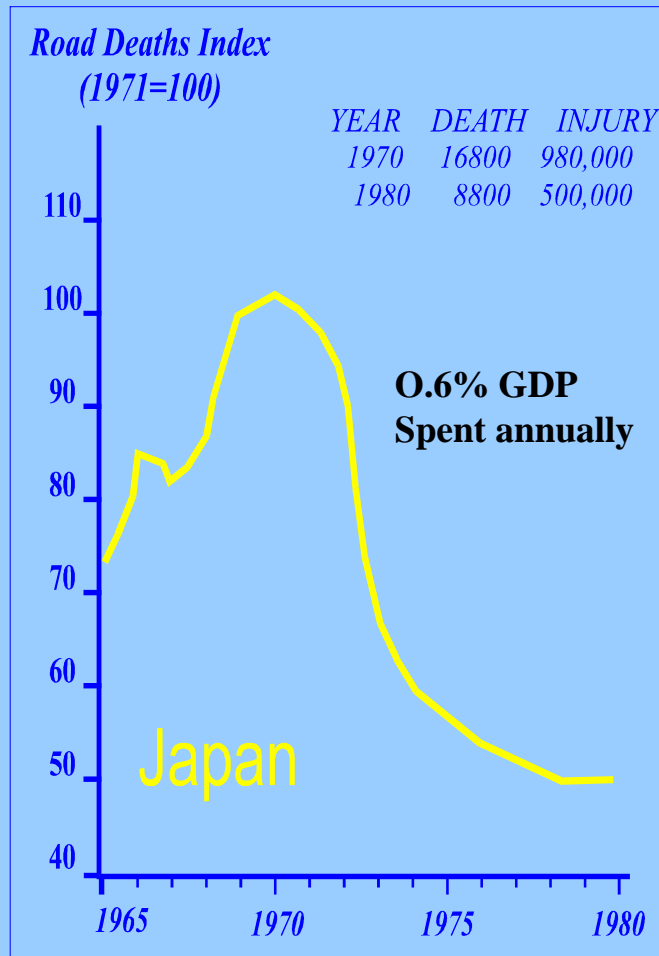
## Road Safety Management Adviser

- BSc Civil Engineering
- M Eng. Transportation and Traffic Engineering
- MSc Management (Traffic Police Enforcement )
- Ph D Road safety Action Plans and Programmes
  
- Worked as adviser on road safety issues in around 50 developing and developed countries around the world
- Author of several international guidelines on safety engineering , Road safety Guidelines , Road Safety Action Plans and Monitoring issues
- Over 35years practical experience of developing and implementing road safety action plans in countries around the world
- Involved in establishing and was first Technical Director of Global Road Safety Partnership (GRSP) under International Red Cross and Red Crescent HQ (in Geneva )
- Frequent specialist adviser on ADB and World Bank projects

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Spare slides if needed and  
time permits

## Standalone Lead agency in Head of State's Office



### SPECIFIC STRENGTHS

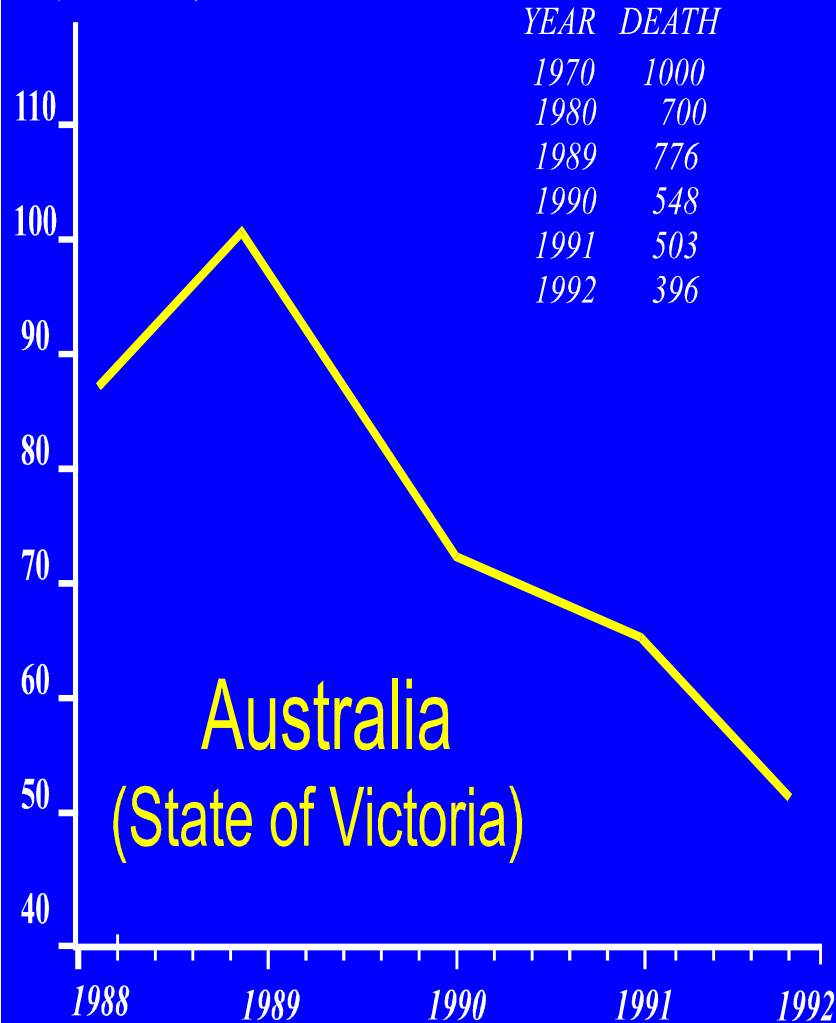
- ★ Strong centralised control via Prime Minister's Office
- ★ High status + resources Traffic Police
- ★ Involvement of private sector
- ★ Involvement of whole population
- ★ Driver training + harsh punishment
- ★ Nationwide effort 

1970-75	\$ 158 millions
1976/80	\$ 340 millions
- ★ Low speed limits 40 kph urban 60,80 kph m/way
- ★ Motorcycles discouraged

# Accident Deaths Reduction



Road Deaths Index  
(1989=100)



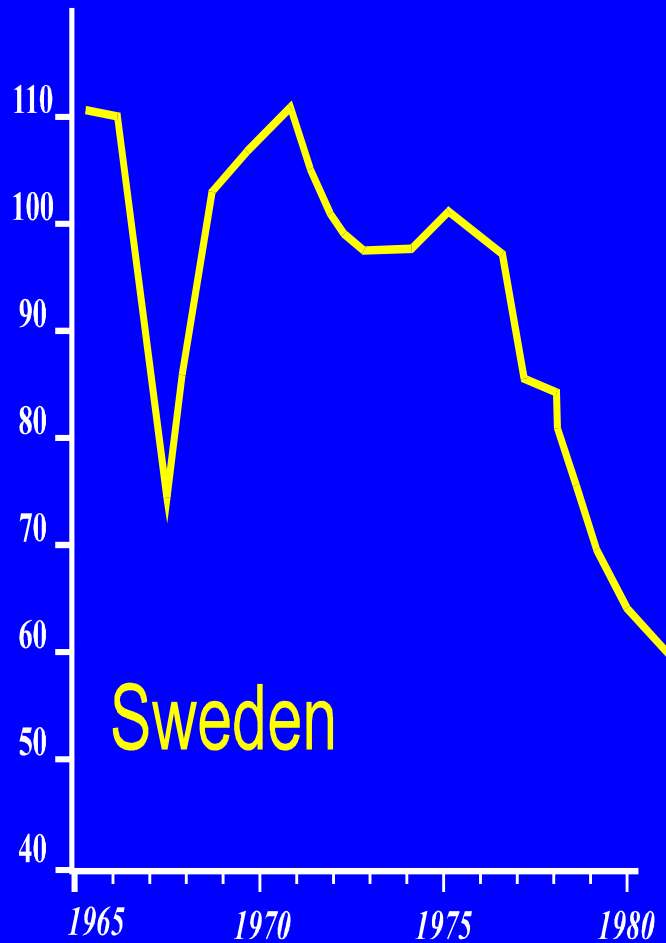
## SPECIFIC STRENGTHS

- ★ Ministerial Task Force + Officials Committee (OC)
- ★ Insurance funding  
1990 A\$ 12 millions  
1992 A\$ 30 millions
- ★ Large scale effort in all sectors
- ★ Drink Drive enforcement
- ★ Speed cameras
- ★ Blackspot treatments - A\$ 75 million over two years
- ★ TAC Savings - A\$ 300 million in lifetime claims
- ★ Premiums fell by 31% by 1993

**Road Dept. as a lead agency**

# Accident Death Reduction

*Road Deaths Index*  
(1971=100)



Sweden

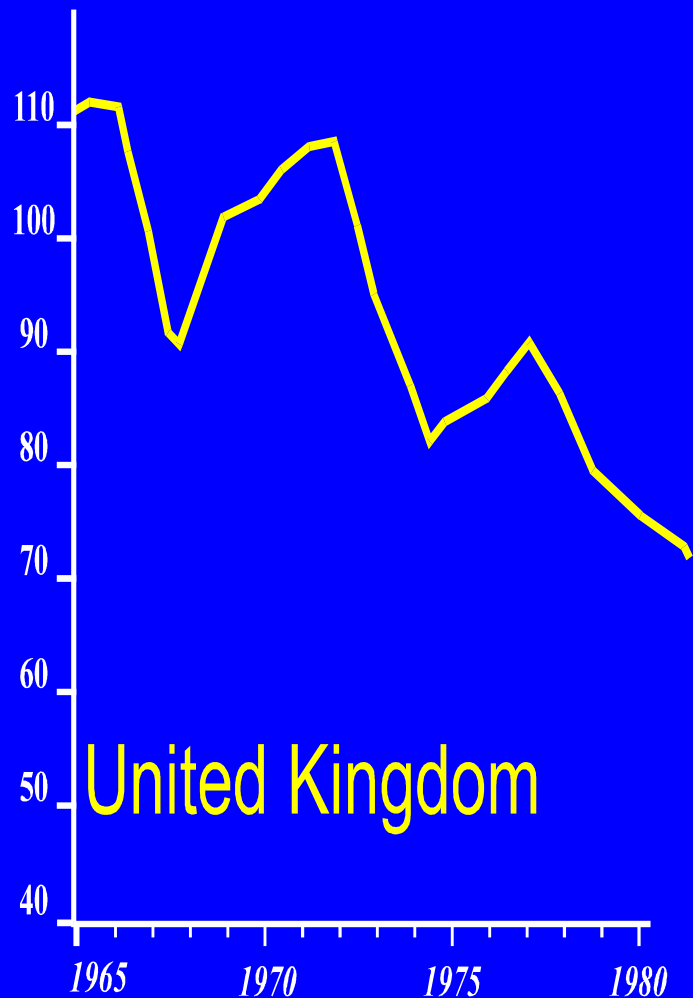
## SPECIFIC STRENGTHS

- ★ Road Safety Office centralised control
- ★ Effective / Active publicity organisation
- ★ Ins industry involved in safety
- ★ Harsh penalties drink / drive + random testing
- ★ Grass roots involvement eg school projects
- ★ Small units in different depts working to improve safety
- ★ Vehicle testing privatised - but controlled

**Roads Dept. as lead agency**

# Accident Death Reduction

Road Deaths Index  
(1971=100)



## SPECIFIC STRENGTHS

- ★ Accident blackspots work at local level
- ★ Co-operation between police and engineers
- ★ Central issuance of design standards supported by continued updating
- ★ Centralised research (TRL)
- ★ Nationwide publicity (RoSPA)
- ★ Small units in different depts working to improve safety

**Ministry of Transport as Lead Agency  
(with a road safety directorate )**

# Accident Death Reduction

Countries are starting to implement road safety strategy and action plan development projects with MDB funding. The race is on to see which of the CEE and CIS countries will be first to achieve the 50% reduction within next decade !

