



Support for implementing measures for the South East Europe Core
Regional Transport Network Multi Annual Plan 2008-2012
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Regional Road Safety Strategy (RRSS)

Final

Specific Project Result 10

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“REGIONAL ROAD SAFETY STRATEGY (RRSS) FOR SEETO PARTICIPANTS”

Specific Project Result no. 10

(Final)

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Annex : Explanatory Report

1. Introduction to Regional Road Safety Strategy (RRSS)

Over the recent decades, road safety problems have grown rapidly all over the world. Even more, World Health Organization presented the report about the increase in the number of traffic accidents [24] where predictions show that traffic accidents as a “leading cause of deaths” will rise from ninth place in 1990 to third place in 2020. This report concerns all stakeholders responsible for managing road safety all over the world.

In addition, huge differences between developed and developing countries can be seen in the sphere of road safety [23]. This is also obvious between old and new members of EU, between SEETO Participants and the average of EU. A significant difference in level of road safety is observed even between SEETO Participants.

Having that in mind, recognizable effort and lot of progress has been made in the field of road safety in EU in last decade [22]. Plans for decreasing the number of road accident by half up to 2010 was one of the EU’s most ambitious objectives [3]. Even if a lot has been achieved to-date, there is still a long way to go for halving the number of fatalities [2] (Figure 1.1.).

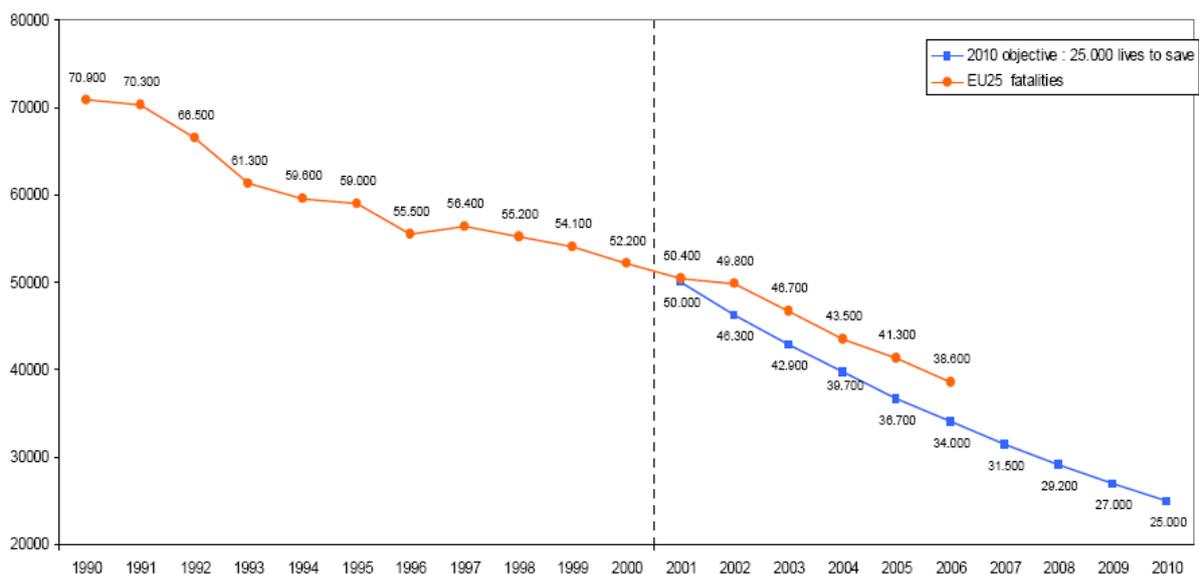


Figure 1.1. Evolution of EU fatalities 1990–2010
 Source: CARE (EU road accidents database)

This means that EU should do more to fulfill set up goals in road safety.

At the same time, SEETO Participants [Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Montenegro, Serbia and Kosovo (under UNSCR 1244/1999)] must change the direction of the fatalities trends in road accidents from increasing to decreasing and to try to reach the average number of fatalities as in EU.

A systematic approach to road safety in SEETO Participants will save thousands of lives and decrease the pain and suffering of people involved in accidents and the cost to economy and society. Improving road safety is not an easy task, and, beside systematical approach, requires strong political will and the support as well as the active involvement of all involved stakeholders and relevant publicity. Powerful road safety system can be established in the case that all road safety stakeholders join together under the same unique goal. Road Safety work should not be considered as a task pertaining only to Police, as seems to be the practice today in several SEETO Participants. It should be led by Ministry of Transport (or similar) and must involve a wide range of stakeholders. In many EU member countries, responsibilities for road safety are spread over different levels of Government and Parliament with policy being decided at local, national and European levels. The case studies of France, Sweden and Germany show that once build, a road safety system can improve the level of road safety not only in one country, but in the whole EU, by “exporting” the know-how (Swedish “Vision Zero”, “Sustainable Safety” from the Netherlands, etc.) to other countries.

The Governments should play an important role in establishing and managing the traffic safety policy (preferably Ministry of Transport or similar). Also, other parts of a Government are strongly involved with road safety (Ministries of Justice, Health, Planning and Education, to say a few) as well as insurance companies, NGO's, and other, involving several laws, by-laws, regulations and guidelines.

In SEE area, which is covered by the SEETO Participants, in the five year period of 2003 till 2007 the accident statistics show the following:

- 1.025.949 traffic accidents with
- 13.348 fatalities and
- 313.635 injuries.

This fact is a big challenge for all societies and the public health sector in the whole Region. Despite all realised road safety measures, in the last years the number of fatalities and injuries in SEETO Participants is on the increase.

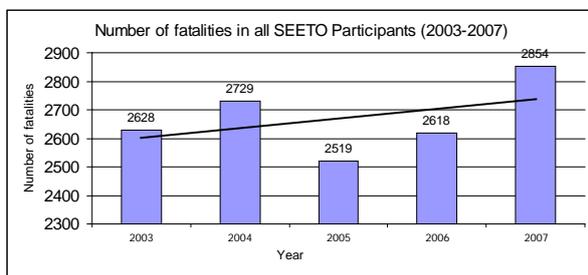


Figure 1.2. Number of fatalities in all SEETO Participants (2003-2007)

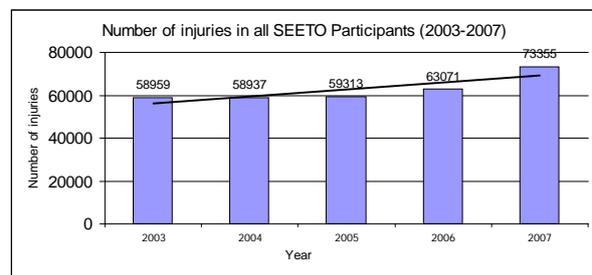


Figure 1.3. Number of injuries in all SEETO Participants (2003-2007)

In addition to the often underestimated high socio-economic costs, significant human pain and suffering even for the surviving members of the families must be also borne

in mind. We should respect that every citizen has the right to live and work in safety. The usage of our roads must be possible with a minimum risk for being hurt or killed.

As agreed between all attendants of the First RSA Workshop that took place in Tirana, between January 28 and 29, 2009, the main goal of the Regional Road Safety Strategy (RRSS) is to reduce a number of persons killed in road accidents by 50% up to 2019 comparing with the statistical data from 2007.

Improvement of the current situation can be done only by a well co-ordinated approach in all fields of road safety and policy [1].

The RRSS for SEETO Participants is a result of a project financed by the European Union "Support for Implementing Measures for South East Europe Core Regional Transport Network Multi Annual Plan (MAP) 2008-2012", EuropeAid/125783/C/SER/MULTI.

The RRSS is based on the European Union's major documents (Directives, Action Plans, Norms and Recommendations) as well as on documents from UN, World Health Organisation reports, ECMT, European Commission, International Road Safety Organisation (PRI), European Transport Safety Council (ETSC), and other relevant institutions in the field of road safety and on the best practise. As a result of this, it is possible to share all the advantages of a co-ordinated road safety policy in the region to ensure the best performance of road safety systems for further integration of SEETO Participants into EU.

The RRSS is created in a stepwise way to reach a good acceptance for implementation. The public administration representatives are invited to give their comments and amendments. The RRSS is drafted in the way that there is the basic goal (tasks) and several key fields of activities (measures) to reach it. In the part of proposed Engineering measures, RRSS is acting in accordance with the Directive 2008/96/EC on Road Infrastructure Safety Management.

To reach the impressive targets of RRSS it is very important to implement all suggested measures in a co-ordinated way. All involved administrations, stakeholders and organisations in the different levels should strengthen there activities according to the proposed measures of the RRSS [9].

Goals and measures are proposed in a way to change all weak points that arise from a SWOT analysis. In addition the measures are adjusted with the best practice of the Road Safety Policy and Action Plan of the European Union and Regulations as well Directives regarding road safety. As results from the analysis stage of Project, following the SWOT analysis the main critical factors (weaknesses and threats) for implementing the Regional Road Safety Strategy have been recognised as follows:

- Lack of real political and administrative support and systematic as well as permanent approach to implement the Regional Road Safety Strategy at the National level (in all SEETO Participants).
- In the most cases there is a need to improve and strengthen the institutional

and human capacity in the domain of Road Safety.

- There are limited financial and human resources to implement the proclaimed goals of the RRSS.
- There is lack of a coordinated road safety work at national level as well as coordination at Regional Level, especially in the field of monitoring and evaluating of road safety work.

The proposed RRSS is an open, long-term document, which should be evaluated and/or amended periodically (at least once every three years) by the Road Safety Working Group. RRSS should be used as a platform for development of National Road Safety Strategy (NRSS). SEETO Participants which do not plan to introduce NRSS could use RRSS in full extent.

The monitoring and evaluation at the Regional level must be supported by the monitoring and evaluation of the road safety at SEETO Participant level. The established Road Safety Working Group – RS WG, could also play an important role in the sharing of knowledge related to road safety improvement .

To fulfill the mission of the RRSS, an effective support by national or local short term road safety programs and action plans has to be organised.

2. Vision

All society potentials in SEETO Region will be focused to achieve in the long term the following Road Safety vision:

Reach the level of Road Safety and establish the positive trends in continuous decline of number of fatalities and injuries as in the case of best performance EU countries.

That means: Every citizen in the SEETO Region has the right to live and work in safety [22].

Therefore, when one is walking, cycling, biking or driving a car or a truck, he/she should do so with a minimum risk to be hurt or killed. Likewise, other road users should not be damaged by one's own participation in traffic.

3. Mission

The number of fatal accidents in the SEETO Participants is unacceptably high. Therefore, the mission of the RRSS is to [15]:

- Enable the conditions for sustained development of transport and society where all citizens, and especially vulnerable road users, will be a part of safe traffic, life and everyday work,
- Establish effective road safety protective system which will involve a wide spectrum of subjects, such as: Parliaments, Governments, Ministries, different institutions, organisations, Universities, NGO's, auto club associations, professionals, etc. where everyone will recognise their benefits and responsibilities, and
- Extend the system of responsibilities for traffic accidents, from only directly involved participants into traffic accidents, to all subjects which could contribute the decreasing of the risks of traffic accidents and their casualties.

4. Goals

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 fulfill this goal, an integrated approach will be used based on four elements (“4E”) [17]:

- Education,
- Engineering,
- Emergency and
- Enforcement.

To support the integrated approach, few “overall” additional measures are foreseen. These measures are connected with more than one of these four elements.

4.1. Short term goals

- Establish a leading Road Safety body (Agency, Council, Observatory, etc.) at Regional level under the SEETO umbrella, and similar system of important institutions at National level such as: Road Safety Unit (RSU) in Ministry of Transport or similar, RSU in Ministry of Interior (Traffic Police), RSU in Road Administration (Directorate or Public Enterprises), RSU in Municipalities, etc. which will enable and monitor the realisation of national and of Regional Road Safety Strategy,
- Establish the process of transfer of knowledge and experience from developed EU member countries to SEETO Participants, and introduce a system of training of professionals in the field of Road Safety,
- Harmonise the legal framework between all SEETO Participants with EU and usage of road safety best practice (implementation of RSA and RSI, accident investigation, accident database, driving license system, penalties, new drivers, campaigns, etc.),
- Decrease the number of fatalities by 30% until 2014 comparing to 2007 and
- Decrease the number of serious injuries by 20% until 2014 comparing to 2007.

- **4.2. Long term goals**
- Harmonise the level of road safety of SEETO Participants road infrastructure to the average level of EU comparable road infrastructure,
- Establish the strong and wide spread system of protection in road safety, which will be supported from politicians, experts and public, led by road safety professionals, which will also establish the cooperation between SEETO Participants as well as between SEETO and EU
- Reduce the number of fatalities and injuries even if the length of roads and number of circulating vehicles increase.
- Decrease the number of fatalities by 50% until 2019 comparing to 2007 and
- Decrease the number of serious injuries by 30% until 2019 comparing to 2007.

5. Key fields ("4E" measures)

Effective road safety work is based on three pillars: road infrastructure, vehicles, and drivers [11]. To optimize results, all three must be tackled in their own right and in combination.

With the latest European Directive on Infrastructure Safety Management which was published in autumn 2008 [4], more attention is given to the infrastructure management. This can be helpful for all SEETO Participants, because it is clearly shown which instruments (road safety tools) should be used in a mandatory way to prevent the road accidents and to increase the level of road safety. This would lead all SEETO Participants to the way of making safer road infrastructure and protect the citizens of being killed or injured in traffic.

A policy toward a RRSS and better co-operation between all stakeholders is the only way to ensure that the goal of further reducing road accidents will be attained. This will make it possible to contribute to the overall improvement of road safety on Europe's roads.

Key fields of RRSS are directly connected with improving the "4E" elements (education, engineering, emergency and enforcement) in each SEETO Participant with adequate measures.

It should be stressed that **all suggested "4E" measures are in one way or another related to the protection of the natural and man made environment (ECOLOGY)** [6]. It means that all participants in traffic should learn how to drive in an ecologically sound way and to protect the environment (from elementary school up to faculties, and later on). Special attention should be given to the building and maintenance of roads from ecological aspects which also make them safer. In car production EU ecological standards should be adopted and used which have been found to make the vehicle and driving safer. It means that, in what concerns vehicles, SEETO Participants should pay more attention to the environmental performance of used vehicles with similar approach like the EU and should avoid the import used spare parts (especially used tires).

In the school and driving school education also the driver behaviour (Eco-drive) with responsibility to the environment should be taught. For example, how to use a car with optimum speed that reduces the fuel consumption and emissions.

All measures of environmental protection related to traffic should be enforced as soon as possible.

One of most important prerequisites for implementation of any road safety measure is existence of precise, updated and available road accident database of road safety indicators in each SEETO Participants. This means that all road accident databases in all Participants should be transparent and available for research work at SEETO level (like as CARE or IRTAD database).

5.1. Education

The analysis of the accident situation in the SEETO Participants, with so many cases of rising number of fatalities and the unacceptable number of fatalities comparing with the situation in other parts of Europe, shows that there is an urgent need to raise the public awareness of this problem. There is an urgent need to change the often inappropriate behaviour of drivers and to improve the education of all people which take part in road traffic [18]. Special attention should be given to the young and new drivers¹ and children at school age.

At first, quality educational system should be established in all SEETO Participants and it will enable long lasting results of increasing the traffic safety culture as a basis for road safety.

➤ *Measure 5.1.1. Traffic education programmes*

To ensure an appropriate behaviour of all participants into the traffic, they should be trained through regular preschool (kindergarten), elementary school, secondary school, high school, university and work in an intensive way about:

- First steps in traffic,
- Elementary lessons for life (basic roles of road safety),
- How to behave as teenager in traffic,
- Behaviour of bicyclist (basic knowledge about traffic signs, right of way etc.) for elder pupils,
- Preparation for driving license system,
- Safe journey for employees, etc.

It is necessary to install a good cooperation between different administrations and stakeholders like the Ministries of Education and Interior to organise a stepwise training for teachers to ensure the quality of the specialised lessons at schools.

Also, it is very important to support education of road safety professionals (employees of Road Safety Units in Ministries, Road Directorates, Municipalities, etc.), because they are in charge and responsible for establishing and leading the protective road safety system.

The proposed measure should be introduced as soon as possible but at the latest by the end of 2012.

¹ This category of “young and new” drivers is also known as “novice”. This terms will be used from now on in the text.

➤ *Measure 5.1.2. Special program for young drivers and novice*

The accident research shows that young and inexperienced drivers are often involved in serious road traffic accidents. To improve the situation and prevent accidents in the future, it is necessary to:

- Improve driving school education in SEETO Participants. All procedures and training materials should be revised with the view to road safety requirements and EU requirements,
- Introduce a new driving license system. The driving license novice should get a probationary driving license for a period to test their knowledge and behaviour. That means in the case of serious neglecting of the traffic rules or in the case of speeding and drink driving, the driving license should be withdrawn by the Court with a legally simplified procedure. This could be organised in combination with the penalty point system,
- Monitor of new drivers and early cover up of dangerous and aggressive behaviour,
- Establish the system of extra education and training of drivers,
- Enable the system of restriction for young drivers which do not obey Law on road safety.

The proposed measures should be implemented stepwise by the end of 2014.

➤ *Measure 5.1.3. Public awareness campaign*

Periodical public road safety campaigns should be launched to raise the public awareness (of the whole society) about the problems of traffic accidents [5]. Campaigns should address the most dangerous behaviour of participants.

In addition a public campaign could be carried out at regional or national level, or done only for local governments with clearly defined targets [7].

The main topics of such public campaigns should be:

- Against speeding,
- Against drinking and driving,
- For wearing the safety belts,
- For wearing the helmets,
- For giving way to the pedestrian on pedestrian crossings,
- For obeying the red-light (also as pedestrian),
- Against aggressive driving, etc.

Campaigns should be professionally arranged with all elements and special attention should be given to the monitoring and evaluation of the results. All SEETO Participants should prepare National plans for campaigns for one and more years.

The public campaign should be organised as soon as possible after the adoption of the RRSS/NRSS and should be continued in a periodic way.

5.2. Engineering

Engineering can be usually divided into two parts, vehicle engineering and road engineering. The current RRSS will be focused to road engineering measures. Some vehicle engineering issues are covered additionally by improvements regarding roadworthiness tests.

The first two measures are crucial to install a modern engineering framework as basis of knowledge and standards to improve the road safety [8], [13] & [17].

In addition two concrete and more result oriented measures should be introduced to get a fast improvement regarding the situation of the vulnerable road users and to solve problems with often dangerous intersections.

➤ *Measure 5.2.1. Implementation of road safety engineering tools*

To ensure an acceptable progress regarding the reduction of serious accidents it is necessary to analyse and improve the existing road network as well as design and construction of new roads in accordance with the Directive 2008/96/EC.

Therefore the implementation of internationally approved road safety tools should be organized [4], like:

- Road safety impact assessment,
- Road safety audit,
- Safety ranking and management of the road network in operation (including management of high risks road sections and intersection etc.),
- Road safety inspections and,
- In-depth accident analysis.

These road safety tools (instruments) will help to integrate safety, and the consideration of appropriate speed into all phases of planning, design and operation of road infrastructure. In addition it is necessary, to add sufficient legal regulations in the existing Road or Traffic Law or Law on roads, to make the mentioned road safety engineering measures mandatory. In the first three years, all SEETO Participants should adopt the Regional RSA and RSI manuals or should prepare their own manuals.

All SEETO Participants must educate and train the road safety professionals and one rational solution could be establishing of Regional training Centre as a part of SEETO activities.

The implementation should be scheduled stepwise, till 2012 the usage of the tools should be mandatory for the Core Network (including European corridors and routes) and by 2015 it should be in use for the whole SEETO Participant on main network.

➤ *Measure 5.2.2. Improvements regarding design guidelines*

The existing guidelines and norms regarding road design operation should be further developed and improved on the basis of the best practise and according to the recommendation of the European Union.

The further development of the guidelines should be done toward a safety oriented design and should follow the principles of the "self explaining roads" and "error forgiving roadsides" [13] & [12].

Very important regarding the road safety is the development of modern, safe and standardised solutions for safer pedestrian crossing facilities, railway crossings, tunnels, middle barriers, bus stops, improvements of entrances to built up areas, roundabouts, pedestrian facilities and bicycle paths. Special attention should be given to the access control to the roads [19]. One of the major problems of roads in SEETO Participants is connected to the irregular access to the major and regional roads. It is necessary to check all access to roads and to close illegal and dangerous ones.

The proposed measures should be implemented stepwise by 2018. In the next three years it is necessary to prepare national standards or recommendations and in the next 5-7 years to force their usage.

➤ *Measures 5.2.3. Practical measures regarding vulnerable road users*

Another focus should be lead to practical measures for improving the safety of vulnerable road users like [18]:

- Safe pedestrian paths at least along the through road sections of the Core Network and other road with respectable traffic volume, where there is a great number of pedestrians,
- Safer pedestrian crossing facilities like overpasses, pedestrian crossings with traffic signals or median/islands as refuge in relation to the traffic volume, especially where main roads are passing through the towns,
- Implementation of measures to ensure the speed limit in through road section,
- Entrance islands, reduced lane width and median stripes in built-up areas with the target to support physically the indicated speed limits,
- Implementation of speed limit zones with 30 km/h, or pedestrian speed, in inhabited areas of towns and cities as standard solutions,
- Development of a network of safe facilities for bicyclists especially in built up areas depending on the traffic volume of bicyclists, etc.
- the organisation of a school buss system should be taken into consideration

The proposed measures should be implemented stepwise by 2018.

➤ *Measure 5.2.4. Practical measures regarding intersections, railway crossing and ITS*

The existing road intersections in the network are often not anymore suitable for the rising travel volumes and the safety performance is not sufficient.

Because of the very good safety performance of roundabouts comparing with other kinds of intersections, the construction of roundabouts for new roads and improvements of existing interchanges should be in the future treated as one of the standard solutions [17].

The proposed measures should be implemented stepwise by 2015. In the next three years technical manuals for the design of roundabouts should be prepared.

Special attention should be given to the improvement of the road safety at railway crossings. The railway crossings in the Core Network should be change gradually to split-level crossings. The proposed measures should be implemented stepwise.

Furthermore the Road Administration should also take into consideration the wider usage of Intelligence Transport System (ITS) technology solutions. These could be helpful to improve high risks road sections by providing the driver important information about actual road condition, weather condition, traffic jam and other risks. The usage of ITS would be beneficial for traffic users of limited mobility and should be also introduced stepwise on request and according to the European ITS Action Plan.

5.3. Emergency

To improve the post crash response, the RRSS includes the following package of measures regarding the emergency. These measures are mainly addressed to the responsibility of the Ministry of Health and to the Medical Aid Organisations, but for some measures a good cooperation with the Ministry of Interior and the Traffic Police is necessary.

➤ *Measure 5.3.1. Special action plan regarding emergency system*

The seriousness of many accidents could be reduced if emergency system took effective action.

The existing system of emergency action should be revived regarding the effectiveness and equipment to reduce unacceptable delays in the case of road accident. Clear quantified targets for accident site response times should be defined

in an action plan for emergency system improvements (for example: fast transport of injured in road accidents should be analysed, especially using helicopters; the emergency lane on motorways should remain clear of traffic at all times).

This action plan should be prepared by 2013.

➤ *Measure 5.3.2. Information campaign regarding the behaviour in the case of an accident*

To ensure an appropriate reaction in the case of a traffic accident, a media campaign should inform road users about what to do regarding first aid.

In addition, all drivers, including the foreign drivers who transit the Region, should be well informed about the emergency phone numbers and the necessary steps to safeguard themselves and other road users.

The public campaign should be organised as soon as possible after the adoption of the RRSS/NRSS and should be continued in a periodic way.

➤ *Measure 5.3.3. Measures to safeguard accident spots*

With the mandatory usage of warning vests in the case of an accident or technical breakdown should be improved the visibility especially at night.

All drivers should carry one reflective vest in their car, mandatory by 2010.

➤ *Measure 5.3.4. SOS – Emergency phones (e-call)*

In the case of an accident a good emergency call system should be ensured.

An "SOS" emergency phone network should be installed along the motorways stepwise by 2018. In the next three years it is necessary to implement the same unique emergency number in all SEETO Participants (112).

5.4. Enforcement

The improvement of enforcement measure will complete the activities of the RRSS. With the introduction of the following package of enforcement measures the number of serious road accidents caused by the behaviour of motorised road users like speeding, not giving way and drink driving will be consequently reduced [14].

➤ *Measure 5.4.1. Preventive measures to reduce speeding*

According to information from the Traffic Police Forces, speeding is the main cause of fatal road accidents caused by motor vehicle drivers. It should be mentioned that in the most cases of accidents, in addition to the speeding, often other accident contribution factors have an additional influence to the accident [10]. But, there is no doubt that the choice of an appropriate speed according to the traffic conditions and the respect of the speed limits will help to reduce the severity and number of accidents. Police in all SEETO Participants should prepare a strategy of traffic police enforcement in accordance to EU (e.g. EU, DG TREN, A Consultation Paper, "Respecting the Rules Better Road Safety Enforcement in the EU", Brussels, 6 November 2006).

Police enforcement in the field of speed should be the part of global campaign and to give the support to the campaign.

Concrete Police measures that should be introduced or acquire higher intensity are:

- Stationary safety cameras especially in urban areas and in high risk road intersections (stepwise by 2013),
- Cameras according to the principles "section control" should be favourably used in high risk road sections, and installed along the Trans European Network (stepwise by 2015), This concerns and measurement of average speed on distance,
- Mobile speed camera units should be used in addition with the possibility to punish the driver on the spot,
- Clear responsibility of car owners in the case of traffic offences,
- The Police work should follow a "zero tolerances" policy, etc.

➤ *Measure 5.4.2. Preventive measures to reduce drink driving*

Another typical problem all over Europe are accidents under influence of alcohol and drugs. A stronger enforcement work regarding drink driving is necessary. After every serious traffic accident an investigation regarding the influence of drink driving or drugs should be done. Police enforcement against "drink and drive", also should be the part of global campaign against drinking and driving [5].

Mobile units should be organised to have intensive spot checks on traffic. The Police should get the right to withhold the driving license on the spot.

The traffic law should be changed regarding the limit of Blood Alcohol Concentration (BAC). In the Future the limit should be 0.3 BAC for all drivers and for novice drivers in the first two years after receiving the driving license 0.0 BAC.

The necessary changes in national legal regulations for introducing this measure should be organised as soon as possible after the adoption of the RRSS.

➤ *Measure 5.4.3. Seat Belts, Helmets and Child restraints*

Seat belts are a highly effective way of reducing deaths and injuries with lasting effects to car occupants. Based on several studies the injury reduction effects are estimated to be 30% for severe injury and 50% for deaths (SWOV, 2005).

Booster and child seats are highly effective way of reducing serious and fatal injuries to children. Child restraints work primarily by restraining children in the event of a collision. The chance of being killed or severely injured is about seven times greater for children who are not belted or restrained.

To avoid serious head injuries in the case of an accident all motorcyclists, including the users of the mopeds and their passengers should wear a helmet.

To reach the target of a higher percentage of usage the following steps in enforcement field (Police work) should be done:

- Intensive spots checks of traffic and appropriate fines in the case of non-usage of seatbelts. Seat belts should be used at all sitting places of passenger cars and vans, including the trucks and other categories of vehicles),
- Intensive spot checks regarding helmet usage for riders and passengers and
- Regulation to demand an obligatory usage of child restraints equipment. The child restraints system should fulfill the technical demands of the European Directive 2003/20/EC.

This measure should be the part of global campaign, and should be organised as soon as possible after the adoption of the RRSS.

➤ *Measure 5.4.4. Installing a national penalty point system*

The introduction of a penalty point system was very successful in different countries of Europe. In countries like Portugal, Spain and Denmark a reduction of accident was proven as result of the enforcement of the penalty point system. It is successful because it particularly penalises drivers who continue to commit offences. It would be educational if it provides for recuperation of points by appropriate training. With the possibility to withhold the driving license after a series of serious number of offences the authorities will increase the discipline of the drivers.

Therefore a national penalty point system in SEETO Participants should be introduced by 2015.

5.5. Additional Measures

The following activities will complete the RRSS. The target of the measures is to improve the organisational structure (institutions and strategic documents), to improve the driving license systems and to ensure the roadworthiness of the vehicles in the SEETO Participants.

➤ *Measures 5.5.1. Improvements regarding the institutional capacities (organisational structure)*

Some improvements of institutional capacities (organisational structure) will help to fulfill the ambitious mission [20]. These improvements are necessary at:

- Regional level (SEETO) and
- National (SEETO Participant) level.

At the SEETO level coordination and monitoring body – like a Road Safety Council for the SEETO Region - should be organised. This coordination body should monitor and evaluate the road safety work in the SEETO Participants as an independent body. This body will be also monitor the Road Safety Audit and Inspection of the Core Network, will help in the exchange of best practice in workshops and training measures as well as Road Safety Audit expert capacities. The body should use the support by a high ranking politicians to fulfill the mission of the RRSS. Furthermore this body should give assistance to organise the funding of road safety measures in the Region through the good contacts of the SEETO with international donors.

In addition, at the SEETO Participant level sufficient human capacities in the different administrations should be organised. Every SEETO Participant should analyse the current situation and should re-organise the existing structure to make it more effective. To have a sustainable progress of the road safety work at the Participant level it is recommended to introduce a clear leading administration for a coordinated road safety work, this should be preferably the Ministry of Transport or other Ministry responsible for transport.

After building capacity of institutions, the next step concerns the preparation and adoption of strategic documents at all levels (from Governments level to the local government level).

There is also a need to give the local experts from different field of road safety work - Road Administration, Traffic Police, Healthcare, Emergency Aid Organisations and Fire Brigade - additional training and education [21].

The measure should be introduced at least by 2012.

➤ *Measure 5.5.2. Improvements of driving license granting system*

The existing driving license system in the SEETO Participants should be improved and harmonized according the best practice in the European Union.

The basis for this amendment should be the Directive 91/439/EEC of 29 July 1991 on driving licenses.

The target of harmonisation should be reached at least regarding:

- Categories of driving licenses,
- Conditions for the issue of a driving license,
- Minimum ages for the various categories,
- Driving test
- Professional driver (basic and additional education) and
- Minimum standards of physical and mental fitness.

The measure should be introduced at least by 2015.

➤ *Measure 5.5.3. Improvements of the roadworthiness tests for motor vehicles and trailers*

Serious accident research results (PIARC 2002) are demonstrating that in about 13% of all accidents, the technical conditions impaired the accident.

Therefore a system of a mandatory regular technical inspection of motor vehicles and of trailers is necessary.

The SEETO Participants should organize such a system for technical inspection in accordance with the EU Directive 77/143/EEC (current version – 96/96/EC). This Directive should be implemented into the National Laws within next three years.

In this EU Directive with regard to vehicle inspections lays down obligatory minimum requirements for carrying out periodic technical inspections.

The periodic and mandatory vehicle inspection should check at least:

- Braking system,
- Steering,
- Visibility conditions,
- Lights and electrical systems,
- Axles, wheels and tires,
- Running gear,
- Other equipment and
- Emissions.

The vehicle inspection should be organized with sufficient intervals.

At the same time, special attention should be given to the control of technical checking of vehicles, to improve the knowledge of professionals in control and to upgrade and improve technical equipment.

The roadworthiness test system should be following the mentioned procedures at least by 2015.

6. Responsibilities

Every SEETO Participant is responsible for the implementation of RRSS and/or National Road Safety Strategy or following National Road Safety Program which will enable realisation of goals set in the RRSS.

Inside every 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 [16].

Even if Parliaments and/or Governments are in the first line of responsibility for road safety in SEETO Participants, it is important to realise that road safety constitutes a shared responsibility between all road safety stakeholders and even more between all citizens in SEETO Participants. It means that all society should be mobilised in the fight against road accidents, and that all citizens are responsible.

7. Monitoring and reporting

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 Office should monitor the overall situation of Road Safety in all SEETO Participants and make the basic annual reports, with general recommendations to all participants. For that task, the Road Safety Working Group (RS WG) will give the necessary support. SEETO Office will enable transfer of best practice within all Participants.

At the same time, introduction of the National Road Safety Bodies is welcome, because road safety is a shared national problem. National Road Safety Body can be named National Agency for Road Safety, National Council for Road Safety, National Coordination body for Road Safety, etc. The main task of that body will be to coordinate all national activities in line with RRSS. National bodies will monitor the accident and traffic data, data about citations, penalties etc. and make the detailed annual report about the situation and the progress of road safety in the SEETO Participants taking into consideration the implementation of the suggested measures. They will deliver the report to the SEETO Office.

8. Summary and time schedule

Increasing number of road accidents with fatalities in SEETO Participants is one of the major causes of violent death of peoples in the Region. Furthermore, with expected growth of motorisation (actual average motorisation in all SEETO Participants is about 171 registered passenger cars/1.000 inhabitants and for EU-25 about 469 registered passenger cars/1.000 inhabitants), the risk of road accidents will also increase.

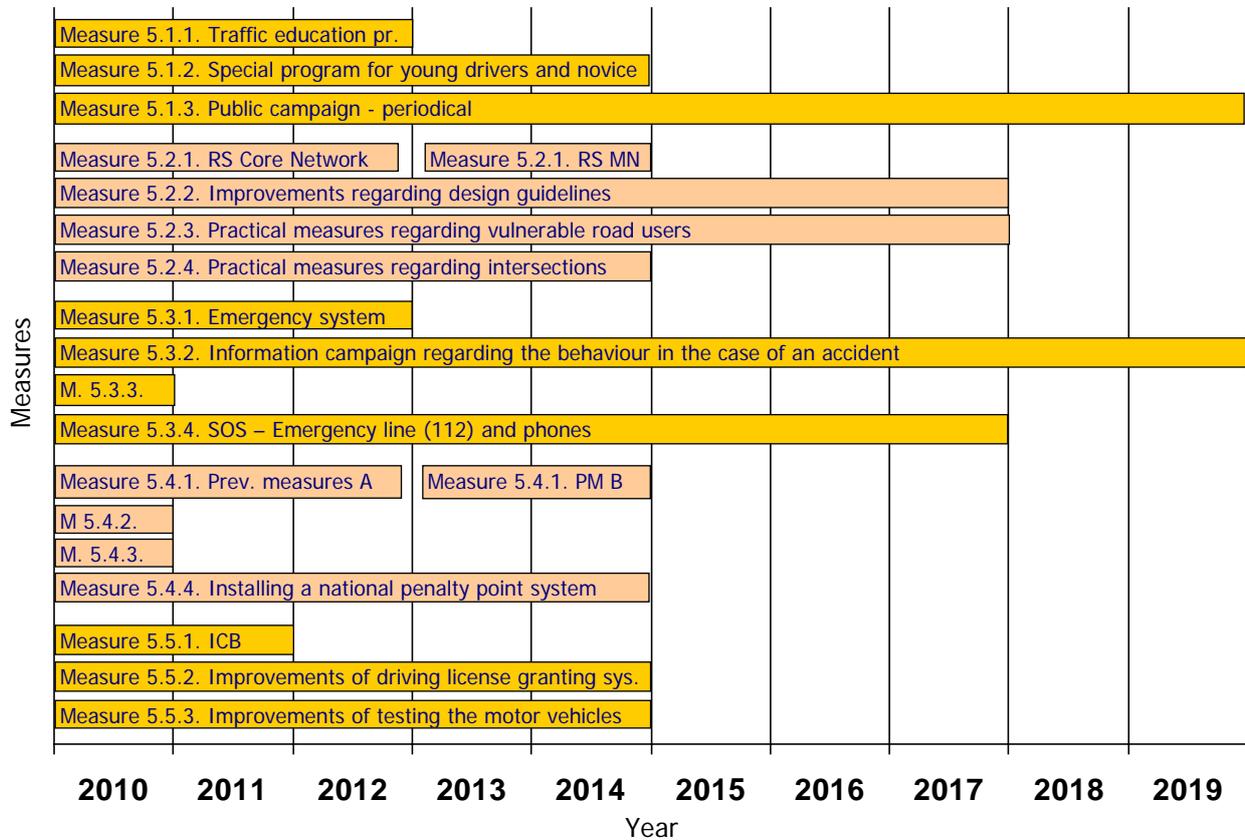
This situation is alarming and in the long term it is unacceptable for the whole Region and for all SEETO Participants. A functional transport system in the Region (Core Network) must provide quality without the necessity to count up road fatalities at daily basis.

Regional Road Safety Strategy is the major and systematic tool for decreasing the total number of fatalities in the SEETO Participants. Therefore, the RRSS could be adopted and incorporated into all SEETO Participants Transport, Road Safety, Law and By-Law documents. All suggested tools must be in use and monitored in every Participant.

Implementation of RRSS and making roads safe in SEETO Participants is one of the steps towards safer roads in future EU.

The proposed time schedule for implementing the suggested measures is given in the Figure 8.1.

Figure 8.1. Proposed time schedule for implementing the measures



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Important Internet links:

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- [2] http://www.who.int/topics/injuries_traffic/en/
- [3] http://ec.europa.eu/transport/road_safety/index_en.htm
- [4] http://ec.europa.eu/transport/wcm/road_safety/erso/index.html
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