



Support to the Implementation of the SEETO Strategic Work programme (2015-2017)



Provide Technical Assistance to SEETO structure in the areas
of railway and ROAD SAFETY

MONITORING OF THE ROAD SAFETY STRATEGIES IN SEETO MEMBERS AND DRAFT A REGIONAL SHORT TERM ACTION PLAN

- Presentation of the Study and discussion

10th RSWG,
Tirana, 14-15.12.2017.



Project Synopsis



Programme:	Support to the Implementation of the SEETO Strategic Work programme (2015-2017) Provide Technical Assistance to SEETO structure in the areas of railway and <u>ROAD SAFETY</u>	
Project Title	Monitoring of the Road Safety Strategies in SEETO Members and draft a Regional short term Action Plan	
Project Start Date	Contract date: 03/10/2016; Kick-off meeting date: 05/10/2016	
Project End Date	Expected date: 04/07/2017	
Project Duration	9 months	
Name:	EUROPEAN COMMISSION DG for Mobility and Transport	SAFEGE
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Project Synopsis - continuation



<p>Project Objectives</p>	<p>The global objective of the Project, Sub-action 2, is to support the work of SEETO's RRSWG with preparation of the Study whose overall objective is to maximize the likelihood of meeting various national targets as set in the strategies of the Regional Participants.</p> <p>The specific objective of the project is to prepare the Study which will provide an analysis of the existing road safety policy/strategic framework and action plans of the regional Participants and conclude whether or not it is still sufficient to reach the targets of each SEETO's Regional Participant, given the current and projected road safety trends.</p>
<p>Requested Services</p>	<ul style="list-style-type: none"> - Analysis of the trend in road safety performance in SEETO region since 2010, - Screening of the policy, strategic and legislative frameworks, - Identify the new policies and legislations that Regional Participants should adopt to meet their targets, - Set up a monitoring framework for road safety indicators in SEETO region, - Draft a regional short term action plan based on the Regional Participants Road Safety Strategy and in line with the EU Policy Orientations.
<p>Expected Results</p>	<p>Study with analysis of the existing road safety policy/strategic framework and action plans of the regional Participants (part of Final Report). In addition to that, the study should propose and set up a mechanism for monitoring of road safety indicators as well as draft a ToR for pilot regional actions based on the Regional Participants' Road Safety Strategies.</p> <p>The study should help to understand whether any areas need more, or less, action at the EU level.</p>



Project Team



KE1-TL: Dr Dejan JOVANOVIĆ,

Road Safety Management Expert

International road safety expert (work in 19 countries) as TL, DTE, NKE, STE, ... Mostly dealing with: Development of RS Strategies and AP; Improvement of laws and regulations to support new road safety tools as a mandatory routine stipulated by EU Directive 96/2008; Certified Auditor/Inspector..... (40 WD)



KE2: Dr Dragoslav KUKIĆ,

Road Safety Specialist

RS specialist with over 11 years of experience. He took part in over twenty-five local and regional projects, mostly dealing with: Road Safety Database; Road Safety Analysis; Risk mapping; Road Safety Strategies and Action Plans; Black Spot Management; Road safety in communities; (40 WD)



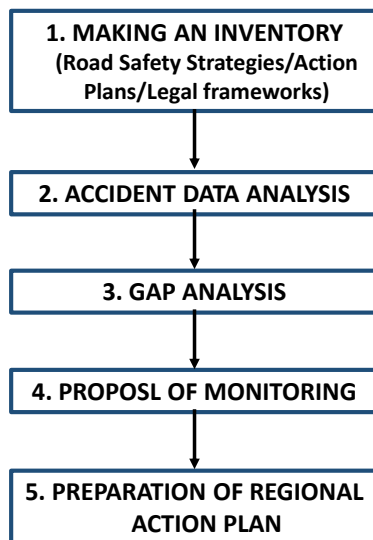
KE3: Dr Dušan MLADENović,

Road Safety Expert

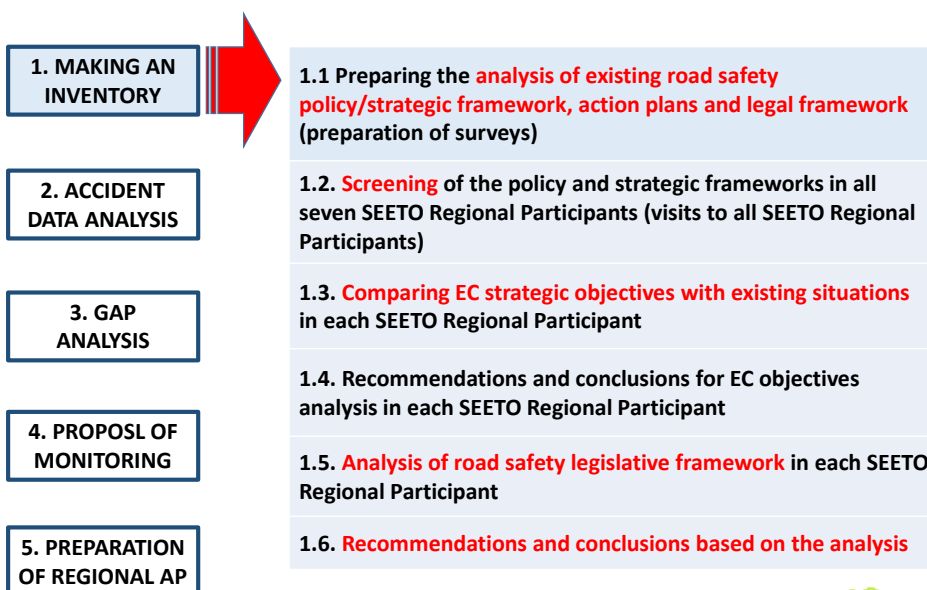
Specialist for design and implementation of transport systems and legal regulations related to transport in general, legislation in road transport sector, road transport and traffic safety, vehicle safety, vehicle regulations and roadworthiness, transport of dangerous goods, with more than 28 years of experience..... (40 WD)



APPROACH



APPROACH





APPROACH



1. MAKING AN INVENTORY

2. ACCIDENT DATA ANALYSIS



2.1. **Benchmarking of road safety data systems** and road safety analysis undertaken in each SEETO Regional Participant

2.2. **Recommendations for improvement of country crash databases/data analysis**

2.3 **Accident data collection and analysis of main road safety indicators** for SEETO Regional Participants and their trends since 2010

3. GAP ANALYSIS

4. PROPOSAL OF MONITORING

5. PREPARATION OF REGIONAL AP



APPROACH



1. MAKING AN INVENTORY

2. ACCIDENT DATA ANALYSIS

3. GAP ANALYSIS



3.1. **Gap analysis** of defined RS targets and accident trends

3.2. **Identification of weak achievements towards defined Road Safety targets** in SEETO Regional Participants and possible proposals of interventions

3.3. **Proposal of new policies** and legislations (targets) that SEETO Regional Participants should adopt and enact to meet their targets

4. PROPOSAL OF MONITORING

5. PREPARATION OF REGIONAL AP





APPROACH



1. MAKING AN INVENTORY

2. ACCIDENT DATA ANALYSIS

3. GAP ANALYSIS

4. PROPOSAL OF MONITORING

5. PREPARATION OF REGIONAL AP



4.1 **Setting up a monitoring framework** for road safety indicators in the SEETO Regional Participants

4.2. **Preparing a specific tool** for monitoring of impact indicators



APPROACH



1. MAKING AN INVENTORY

2. ACCIDENT DATA ANALYSIS

3. GAP ANALYSIS

4. PROPOSAL OF MONITORING

5. PREPARATION OF REGIONAL AP



5.1 **Preparing a draft version of regional short term action plan**





METHODOLOGY



BASED ON USAGE OF ROAD SFETY BENCHMARKING

Introducing **benchmarking as a road safety tool** is an innovation in the field of road safety management in many of European countries.

Benchmarking tool was used for **evaluating the performance of road safety systems** in SEETO RP, in line with defined strategic objectives of the EC in the field of road safety (Towards an European road safety area: policy orientations on road safety 2011-2020).

Benchmarking was extended with **Institutional arrangement, capacity, funding and coordination.**

(World Report on Road Traffic Injury Prevention & Road Safety Management Capacity Reviews and Safe System Projects Guidelines)

1. Seven Strategic Objectives of EU Road Safety Policy
(EU road safety programme)



2. Institutional arrangement, capacity, funding and coordination
(WHO Report and WB Guidance)



METHODOLOGY



1. Seven Strategic Objectives of EU Road Safety Policy



1. Improve education and training of road users;
2. Increase enforcement of road rules;
3. Safer road infrastructure;
4. Safer vehicles;
5. Promote the use of modern technology to increase road safety;
6. Improve emergency and post-injury services;
7. Protect vulnerable road users;

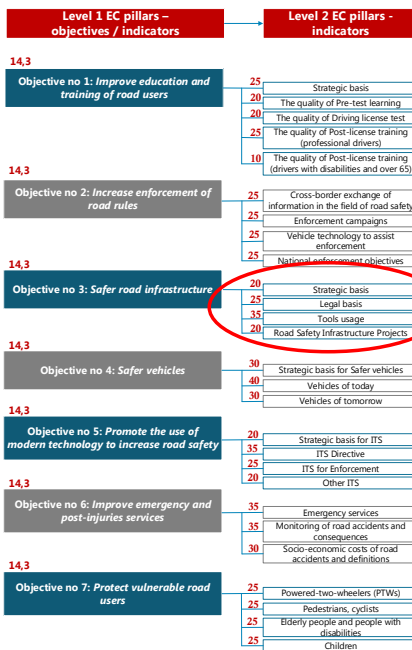




METHODOLOGY



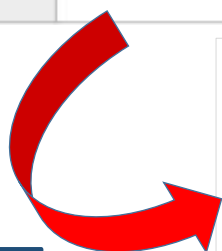
1. Seven Strategic Objectives of EU Road Safety Policy



METHODOLOGY



Objective no 3: Safer road infrastructure	Strategic basis	0.4	Improving Road Safety Infrastructure Management is recognized in the Road Safety Strategy
		0.6	The elements of Road Safety Infrastructure Management are part of the Road Safety Action Plan
	Legal basis	0.2	EC 96/2008 directive is recognized in national legislation – harmonized
		0.3	The elements of EC 96/2008 are adopted and used in the country
		0.3	The country has established a system for licensing road safety auditors and road safety inspectors
		0.2	It is planned that licensing of road safety auditors and road safety inspectors will be established by the end of 2018



1. Seven Strategic Objectives of EU Road Safety Policy



METHODOLOGY



2. Institutional arrangement, capacity, funding and coordination



1. Identify a lead agency to guide the national road safety effort
2. Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country
3. Prepare a national road safety strategy and plan of action
4. Allocate financial and human resources to address the problem
5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions
6. Support the development of national capacity and international cooperation



METHODOLOGY



2. Institutional arrangement, capacity, funding and coordination (WHO Report and WB Guidance)

	Recommendation (objective)	Impact indicators used	% of achieved
1	Identify a lead agency in government to guide the national road safety effort	1. Lead RS Agency established 2. Adequately funded 3. Integrity established	0-100 % 0-100 % 0-100 %
2	Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country	1. Crash database established 2. Policies on power 3. Institutional settings done	0-100 % 0-100 % 0-100 %
3	Prepare a national road safety strategy and plan of action	1. Strategy in place 2. Action Plans in place	0-100 % 0-100 %
4	Allocate financial and human resources to address the problem	1. Allocated financial resources 2. Allocated human resources	0-100 % 0-100 %
5	Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions	1. Implementation of actions 2. Evaluation of actions	0-100 % 0-100 %
6	Support the development of national capacity and international cooperation	1. Research program in place 2. International cooperation	0-100 % 0-100 %





METHODOLOGY



Recomm. SEETO Reg. Par.	1. Lead Agency	2. Asses the problem & institutional settings	3. National Road Safety Strategy and Action Plan
Albania	Low/Medium level of implementation	Low/Medium level of implementation	Medium/High level of implementation

4. Allocated financial and human resources	5. Implementation of specific actions	6. Development of National capacity and International cooperation
Low/Medium level of implementation	Low/Medium level of implementation	Low/Medium level of implementation

2. Institutional arrangement, capacity, funding and coordination
(WHO Report and WB Guidance)



MOST IMPORTANT STUDY RESULTS



SCREENING OF THE POLICY, STRATEGIC AND LEGISLATIVE FRAMEWORKS IN SEETO REGIONAL PARTICIPANTS

- **Strategies** follow one of main EU goal: to halve the number of fatalities in 10 year period and in general are of satisfactory quality and cover the most important targets, ..., **but there is a problem with implementation...**
- most of the SEETO regional participants **have officially adopted action plans**, which are mostly in line with strategically placed principles, ..., **but there is a problem with implementation...**
- All SEETO Regional Participants have legislative acts that regulate the field of road safety and that in most cases the legislation provides a good framework for improving the traffic safety situation. **Inconsistencies noticed are usually related to the lack of supportive by-laws that are necessary for its full implementation ...**





MOST IMPORTANT STUDY RESULTS



The reasons for low level of Strategy implementations could be identified within the next few bullets:

- Strategy Goals are placed by simple copy of UN/EU recommendations (-50% deaths in period of 10 years), without proper before analysis,
- Weak support (low level of quality) of crash databases and implementation/monitoring of SPI as a basis for understanding the road safety problems and appropriate addressing of them within strategies,
- Missing or weak (inappropriate) institutional capacity and leadership (lead agency) with real political/financial power to push all key road safety stakeholders,
- Limited human resources (missing of well trained and skilled road safety professionals) in combination with low level of personal integrity (sometimes even human capacity exists but not efficiently used or blocked by system),
- Missing or un-clear system of financial support for implementation of Strategy within key road safety institutions responsible for road safety strategy implementation,
- Delayed or un-clear Action Plans for key road safety stakeholders in combination with low level of organizational integrity,
- Un-supportive Legislation, (missing of by-laws, etc).



MOST IMPORTANT STUDY RESULTS



The reasons for low level of Action Plan implementations are partly similar to the reasons for low level of road safety strategy implementation, with additional problems identified within next few topics):

- un-clear tasks (activities) and roles (responsibilities) of key road safety stakeholders within Action Plan implementation with defined time and financial resources (e.g. too general goals),
- missing knowledge about how to implement specific parts of Action Plans (what and how to do it),
- missing measurable and quantifiable indicators for Action Plan implementation and its monitoring, reporting and evaluation, etc.

Note:

It must be borne in mind that initial phases of road safety improvements can be relatively easier due to "low hanging fruits" but as safety improves it becomes more and more harder to do less and less as the costs of improvements rise.

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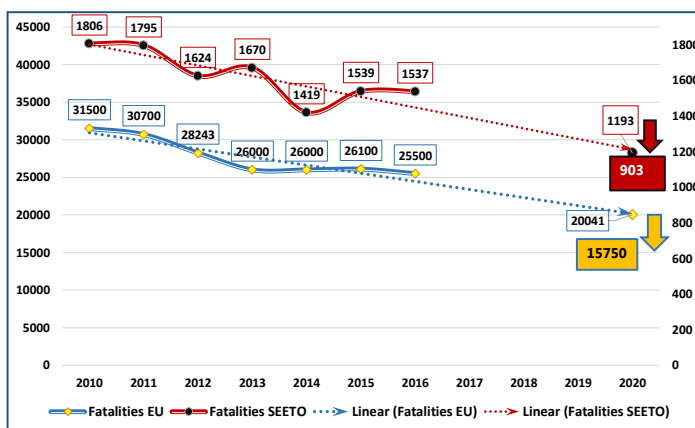
Project Team propose WHO/WB road safety management capacity building as a necessary new Policy Orientation that SEETO RP should adopt (implement) as a basis to be in the position to meet their road safety targets.



MOST IMPORTANT STUDY RESULTS



ACCIDENT ANALYSIS WITH TRENDS



Trend in the number of fatalities in the EU 28 and SEETO Regional Participants

- **SEETO Regional Participants are still far away from reaching the target of EC ...**
(situation is even worse with trend in the number of fatalities per 100 000 population)



MOST IMPORTANT STUDY RESULTS



Although there are no published studies or papers that undertake in depth analysis of what has happened in the road safety system and which try to explain possible causes of latest increases of fatalities (2014-2015), there are a few facts that may be of interest in explaining recent trends:

- In last two years (2015-2016) the **number of cars sold have been increasing after several years of "recession"**. This is also could be linked with decreasing of effects of global financial crisis, which taken affect in this part of Europe too,
- **Absence of road safety related goals and targets in the previous Millennium Development Goals (MDGs)** meant road safety activity was not given adequate priority all over the World, including EU (SEETO, ...),
- **Road users started to become resistant to the existing measures and countries started to believe that road safety will be improved by itself** (with existing level of activities), without continuing pressure and further reinvestment in road safety,
- Existing Strategies, Action Plans, legislation and activities were not implemented at desired level (**low level of implementation**).
- ...



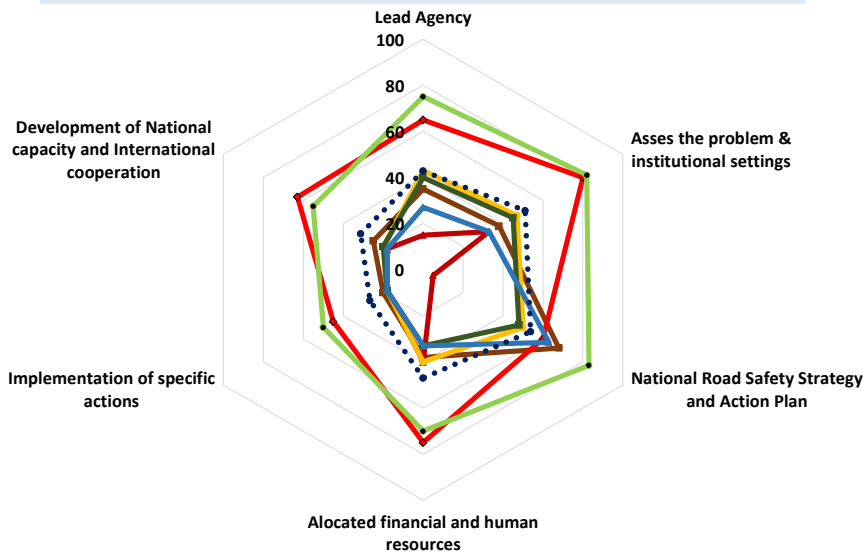


MOST IMPORTANT STUDY RESULTS



Albania B&H FYRM Montenegro Serbia Kosovo Croatia ••• Average

Overall benchmarking results (WHO/WB RS management recommendations)

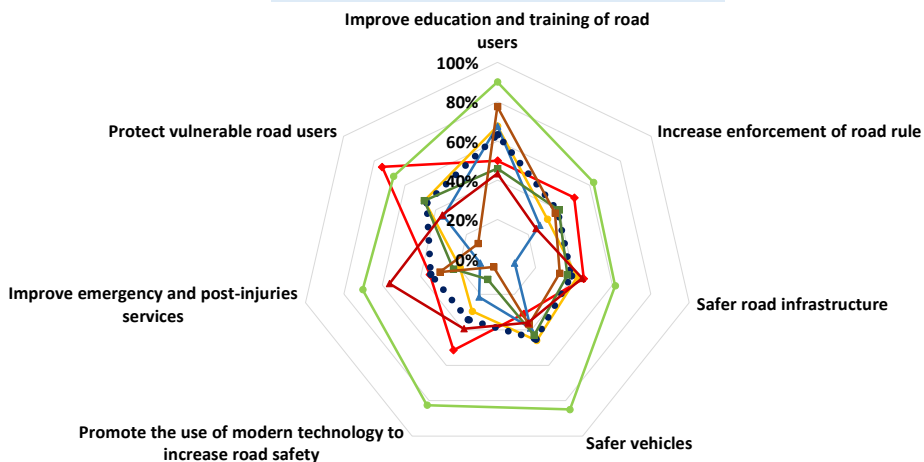


MOST IMPORTANT STUDY RESULTS



Serbia The former Yugoslav Republic of Macedonia
 Kosovo Average
 Montenegro Albania
 Bosnia and Herzegovina Croatia

Overall Benchmarking results (EU 7 Objectives)





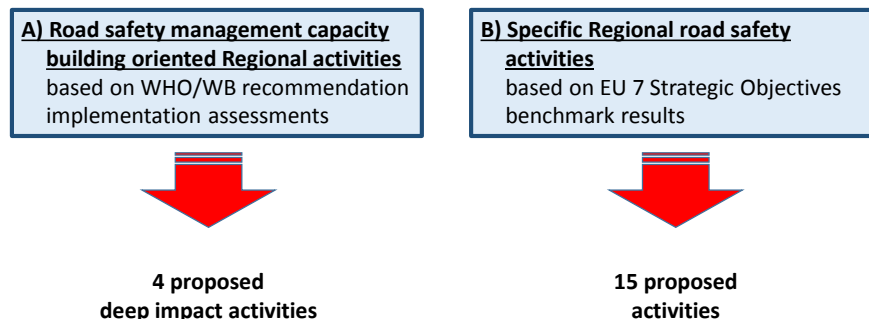
SHORT TERM regional Action Plan by 2020



PROPOSED DRAFT REGIONAL SHORT TERM ACTION PLAN

Proposed Draft Regional short term action plan does not seek to replace or change the existing strategies and action plans within SEETO Regional Participants.

Instead, it seeks to identify aspects of the seven road safety EU Strategic Objectives and the WHO/WB road safety management recommendations in Participants which have the lowest assessments and which therefore seem to be inhibiting progress in road safety.



SHORT TERM regional Action Plan by 2020



A) Road safety management capacity building oriented Regional activities based on WHO/WB recommendation implementation assessments

- **A.1: Establishing of SEETO Road Safety Observatory**
- **A.2: Establishing of SEETO single (unified) traffic accident related database,**
- **A.3: Supporting of road safety coordination activities**
(based on coordination committee work within MoT in each of Participants),
- **A.4: Development of single (unified) interoperable ITS program deployment**
(weather conditions/ hazards/ accidents/ waiting time at borders)



The aim of a SEETO Road Safety Observatory would be to collect, analyze and disseminate the most important data regarding road safety policies, road safety management capacities and practices within SEETO Regional Participants and to support their harmonization with EU.

Main task of SEETO Road Safety Observatory will be collection, analysis and monitoring of road safety indicators within SEETO Regional Participants.

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- *Single (unified) accident related database*
- *Coordination activities (based on coordination committee work within MoT in each of Participants)*



SHORT TERM regional Action Plan by 2020



A) Road safety management capacity building oriented Regional activities based on WHO/WB recommendation implementation assessments

- A.1: Establishing of SEETO Road Safety Observatory
- A.2: Establishing of SEETO single (unified) traffic accident related database,
- A.3: Supporting of road safety coordination activities *(based on coordination committee work within MoT in each of Participants),*
- A.4: Development of single (unified) interoperable ITS program deployment *(weather conditions/ hazards/ accidents/ waiting time at borders)*



The aim of the SEETO single (unified) traffic accident related database is collection, storage, analysis and dissemination of the following data:

- Accident reports,
- Exposure data,
- Safety Performance Indicators,
- Social Attitudes to Road Traffic Risk in Europe
- Other data agreed among Participants data.

Beside typical outputs based on CADaS protocol, single accident database should be GIS oriented and provide users spatial distribution of accidents.

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This kind of database can store also other types of data relevant to the road safety such as SPI results and other data of relevance to road safety.



SHORT TERM regional Action Plan by 2020



A) Road safety management capacity building oriented Regional activities based on WHO/WB recommendation implementation assessments

- A.1: Establishing of SEETO Road Safety Observatory
- A.2: Establishing of SEETO single (unified) traffic accident related database,
- A.3: Supporting of road safety coordination activities *(based on coordination committee work within MoT in each of Participants),*
- A.4: Development of single (unified) interoperable ITS program deployment *(weather conditions/ hazards/ accidents/ waiting time at borders)*



The aim of this activity is to support and facilitate establishment or improvement of effectiveness road safety coordination committees in SEETO Regional Participants under Ministry of Transport supervision.

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- Identification of lead road safety agency or an executive body to oversee implementation of the national road safety program and who will then also perform secretariat function to the coordination committees,
- Assess the problems and institutional settings,
- Adoption of road safety strategy and action plan,
- Allocation of financial and human resources,
- Implementation of specific actions,
- Development of National road research programs and International cooperation.



SHORT TERM regional Action Plan by 2020



A) Road safety management capacity building oriented Regional activities based on WHO/WB recommendation implementation assessments

- A.1: Establishing of SEETO Road Safety Observatory
- A.2: Establishing of SEETO single (unified) traffic accident related database,
- A.3: Supporting of road safety coordination activities
(based on coordination committee work within MoT in each of Participants),
- A.4: Development of single (unified) interoperable ITS program deployment
(weather conditions/ hazards/ accidents/ waiting time at borders)



The aim of the development of single interoperable ITS program deployment of equipment for providing the information about weather conditions (installation of road weather information systems at specific locations), road hazards (identification of road hazards and placement of variable message signs), accidents on motorways (installation of variable message signs on motorways) and waiting time at borders (installation of systems that will provide information about waiting time at borders to the drivers) is to increase the road safety of infrastructure at specific, high risk road sections or locations on the TEN-T road network.

NOTE: This activity might have some overlapping with activity of Connecta Project. If so, activity should be removed from Action Plan and implemented under Connecta.



SHORT TERM regional Action Plan by 2020



B) Specific Regional road safety activities based on EU 7 Strategic Objectives benchmark results

- B.1.1: Improvement of the quality of Post-licence training
(drivers with disabilities and over 65),
- B.1.2: Increase of the quality of Pre-test learning,
- B.1.3: Increase of the quality of Post-licence training,
- B.2.1: Enhancement of the cross-border exchange of information in the field of road safety,
- B.2.2: Improvement of the vehicle technology to assist enforcement,
- B.3.1: Increase of the infrastructure tools usage
(in accordance with 2008/96/EC, excluding RSA/RSI),
- B.4.1: Enhancement of the vehicles of tomorrow,
- B.4.2: Strategic basis for safer vehicles,
- B.5.1: Implementation of ITS for Enforcement,
- B.5.2: Implementation of ITS Directive,
- B.6.1: Enhancement of the monitoring of road accidents and consequences,
- B.6.2: Improvement of emergency services,
- B.6.3: Calculation of social and economic costs of road accidents and definitions,
- B.7.1: Road safety of elderly people and people with disabilities,
- B.7.2: Road safety of the powered-two-wheelers (PTWs)



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
A) Road safety management capacity building oriented Regional activities				
1	Activity A.1: Establishing of SEETO Road Safety Observatory (RSO)	- RSO agreed and established - RSO work plan (WP) agreed - RSO staffed and funded - RSO start to perform in accordance with WP	Time frame: - within first 2.5 years Priority: - I	

...

Note:

* Impact Indicators presents disaggregated parts (steps) needed to fulfil the specific activity. If those indicators are reach, there is a great chance that activity will be fully implemented.

** Time frame for Regional short term action plan is from 2018-2020 (three year AP).

** Priority (I, II or III), associated to the specific activity, indicates the importance of the activity to the road safety as a system and it is in relation with possibility to improve the road safety final outcomes.



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
A) Road safety management capacity building oriented Regional activities				
1	Activity A.1: Establishing of SEETO Road Safety Observatory (RSO)	- RSO agreed and established - RSO work plan (WP) agreed - RSO staffed and funded - RSO start to perform in accordance with WP	Time frame: - within first 2.5 years Priority: - I	
2	Activity A.2: Establishing of SEETO single (unified) traffic accident related database	- Data for collection agreed - Crash database established and functional - Data collected, shared and monitored	Time frame: - within first 2.5 years Priority: - I	
3	Activity A.3: Supporting of road safety coordination activities	- Road Safety coordination committees in Participants established - SEETO RSWG active in supporting of coordination activities - Number of proposed improvements implemented	Time frame: - within all years of implementation Priority: - I	



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
A) Road safety management capacity building oriented Regional activities				
4	<p>Activity A.4: Development of single (unified) interoperable ITS program deployment (for weather conditions/ hazards/ accidents/ waiting time at borders).</p> <p>Note: This activity might have some overlapping with activity of Connecta Project. If so, activity should be remove from Action Plan.</p>	<ul style="list-style-type: none"> - High Risk locations identified - ITS implementation roadmap prepared 	<p>Time frame:</p> <ul style="list-style-type: none"> - within all years of implementation, but with high intense in first two years <p>Priority:</p> <ul style="list-style-type: none"> - II 	



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
B) Specific Regional road safety activities				
1	<p>Activity B.1.1: Improvement of the quality of Post-licence training (drivers with disabilities and over 65)</p>	<ul style="list-style-type: none"> - Study prepared and accepted. - Implementation of study proposals 	<p>Time frame:</p> <ul style="list-style-type: none"> - within third year and beyond 2020 <p>Priority:</p> <ul style="list-style-type: none"> - III 	
2	<p>Activity B.1.2: Increase of the quality of Pre-test learning</p>	<ul style="list-style-type: none"> - Two Workshops implemented. - Trained staff 	<p>Time frame:</p> <ul style="list-style-type: none"> - within first 2.5 years <p>Priority:</p> <ul style="list-style-type: none"> - II 	
3	<p>Activity B.1.3: Increase of the quality of Post-licence training</p>	<ul style="list-style-type: none"> - One Workshop implemented. - One TC implemented - Trained staff 	<p>Time frame:</p> <ul style="list-style-type: none"> - within all years of implementation <p>Priority:</p> <ul style="list-style-type: none"> - I 	



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
B) Specific Regional road safety activities				
4	Activity B.2.1: Enhancement of the cross-border exchange of information in the field of road safety	- Study prepared and adopted. - Implementation of study proposals	Time frame: - within third year and beyond 2020 Priority: - II	
5	Activity B.2.2: Improvement of vehicle technology to assist enforcement	- Two Studies prepared and adopted. - Implementation of study proposals	Time frame: - within second and third year Priority: - II	
6	Activity B.3.1: Increase of RS tool usage (in accordance with 2008/96/EC, excluding RSA/RSI)	- SEETO TC established - RSIA, iRAP, BSM, In-Depth Analysis and NSM TC held	Time frame: - within first two years Priority: - I	



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
B) Specific Regional road safety activities				
7	Activity B.4.1: Enhancement of the vehicles of tomorrow	- Study prepared and adopted. - Implementation of study proposals	Time frame: - within third year and beyond of 2020 Priority: - III	
8	Activity B.4.2: Strategic basis for safer vehicles	- Workshop implemented - Trained staff	Time frame: - within third year Priority: - III	
9	Activity B.5.1: Implementation of ITS for Enforcement	Ongoing Activity within Connecta Project Priority: - I		
10	Activity B.5.2: Implementation of ITS Directive	Ongoing Activity within Connecta Project Priority: - II		



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
B) Specific Regional road safety activities				
11	Activity B.6.1: Enhancement of the monitoring of road accidents and consequences	Activity proposed under A.1.	Time frame: - within first 2.5 years Priority: - I	
12	Activity B.6.2: Improvement of the emergency services	- Three WS held - Trained staff	Time frame: - within first 2.5 years Priority: - I	
13	Activity B.6.3: Calculation of the social and economic costs of road accidents and definitions	- Study prepared and adopted. - Implementation of study proposals	Time frame: - within first two years Priority: - I	



SHORT TERM regional Action Plan by 2020



No.	Activity	Impact indicator/s *	Time frame** and Priority***	Note
B) Specific Regional road safety activities				
14	Activity B.7.1: Road safety of elderly people and people with disabilities	- Two Regional Studies implemented	Time frame: - within year three and beyond 2020 Priority: - II	
15	Activity B.7.2: Road safety of (PTWs)	- Regional media campaign implemented	Time frame: - within last year and beyond 2020 Priority: - III	

Note:

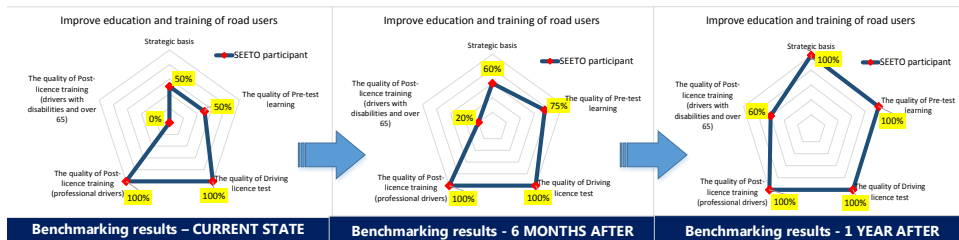
Proposed Draft Regional short term action plan **aims to put together activities where EU can support SEETO Regional Participants** in the aspects of road safety that need more attention in order that they can reach specified EU goals.



MONITORING



Beside use of classic final outcomes (number of fatalities, injuries, etc.), SPI (specified in Study, Chapter 4.2) and established framework for assessments as monitoring tools should be used.



Example of monitoring framework for SEETO Regional Participants road safety system

This kind of monitoring framework will provide to the users full picture of road safety over time and enable on-time reaction in the case if some of indicators is showing bad performance.



PROJECT DELIVERABLES



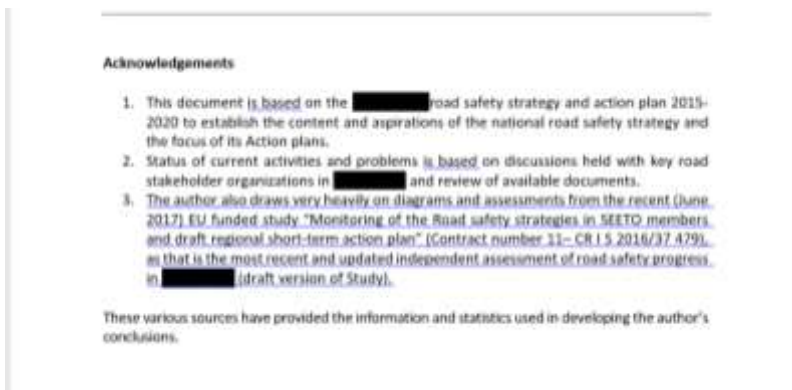
- **STUDY – main text (Book 1)**
(9 chapters, 76 pages)
- **STUDY – ANNEXES (Book 2)**
(6 annexes, 87 pages)

- Annex 1: Seven Strategic Objectives of EU Road Safety Policy**
- Annex 2: Detailed analysis of available road accident data for the period from 2010 to 2016 for SEETO Regional Participants**
- Annex 3: Trend Analysis and correlation with undertaken interventions (Case Study of Serbia)**
- Annex 4: Detailed benchmark of seven EU strategic objectives implementation within SEETO Regional Participants**
- Annex 5: Detailed comparison of SEETO Participants crash data collection with CADaS requirements**
- Annex 6: Set of performance (impact) indicators used for performing of benchmarking/assessments**



INSTEAD OD CONCLUSIONS NEXT STEPS

➤ PLEASE DO NOT PUT STUDY IN BOOK SHELVES - USE IT!



We will be very happy if we see in future more of this kind of acknowledgements!



In the name of whole Safège - Suez team,

Thank you for your attention!

