

Regional Road Safety Capacity Building Workshop

National experiences on road safety management

CZECH REPUBLIC AND SELECTED EE COUNTRIES

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A stylized graphic of a mountain range in shades of brown and tan, positioned at the bottom of the slide. The mountains are jagged and layered, creating a sense of depth. The background of the slide is a gradient of blue, transitioning from a darker blue at the top to a lighter blue at the bottom, where the mountains are located.

Based on:

**ROAD SAFETY IN THE CZECH REPUBLIC:
A COMPARATIVE STUDY**

**Transport Division, UNECE
background paper on national experiences**



Czech Republic

population - 10,5 mil.

area - 78,9 ths. sq km

population density - 133

motorisation 2011 492 veh/1000 inh.

state,provincial roads - 55 018 km

motorways - 734 km

GDP 2011 - USD 27 045

accession negotiations to EU - 31.3.1998

EU member - 1.5.2004



Czech road accidents indicators

fatalities in 2001 - 1334

fatalities in 2012 - 681

change 2012/2001 - - 49 %

2012:

- **65 killed/1 mil. inh.**
- **103 killed/1 mil. veh.**
- **2,6 killed/1 bil. veh.km (motorways)**
- **14,2 killed/1 bil. veh.km (state roads)**



ECONOMIC COMMISSION FOR EUROPE

Members:

Albania	Lithuania
Andorra	Luxembourg
Armenia	Malta
Austria	Monaco
Azerbaijan	Montenegro
Belarus	Netherlands
Belgium	Norway
Bosnia and Herzegovina	Poland
Bulgaria	Portugal
Canada	Republic of Moldova
Croatia	Romania
Cyprus	Russian Federation
Czech Republic	San Marino
Denmark	Serbia and Montenegro
Estonia	Slovakia
Finland	Slovenia
France	Spain
Georgia	Sweden
Germany	Switzerland
Greece	Tajikistan
Hungary	The former Yugoslav Republic of Macedonia
Iceland	Turkey
Ireland	Turkmenistan
Israel	Ukraine
Italy	United Kingdom of Great Britain and Northern Ireland
Kazakhstan	United States of America
Kyrgyzstan	Uzbekistan
Latvia	
Liechtenstein	

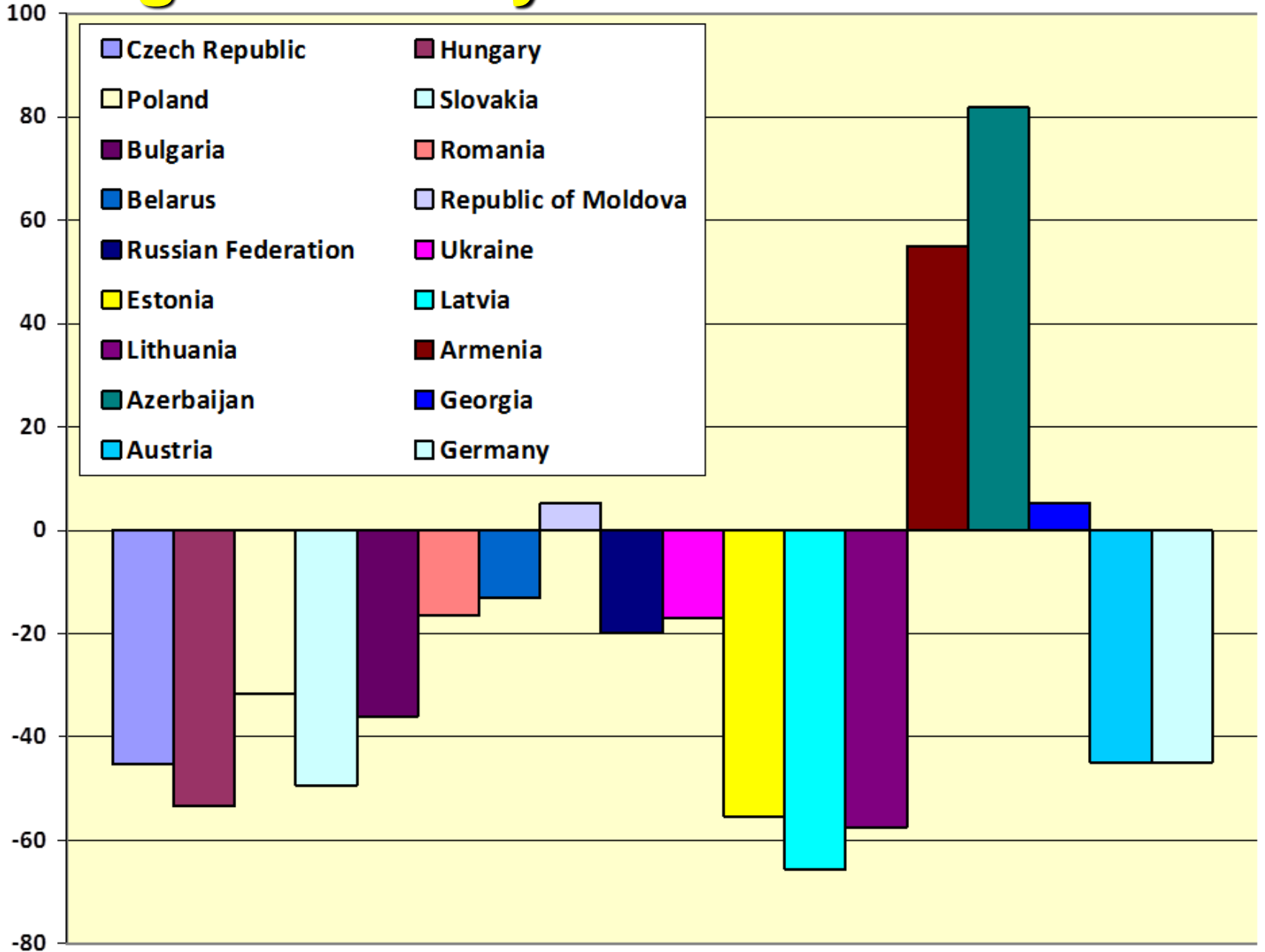


Countries in focus

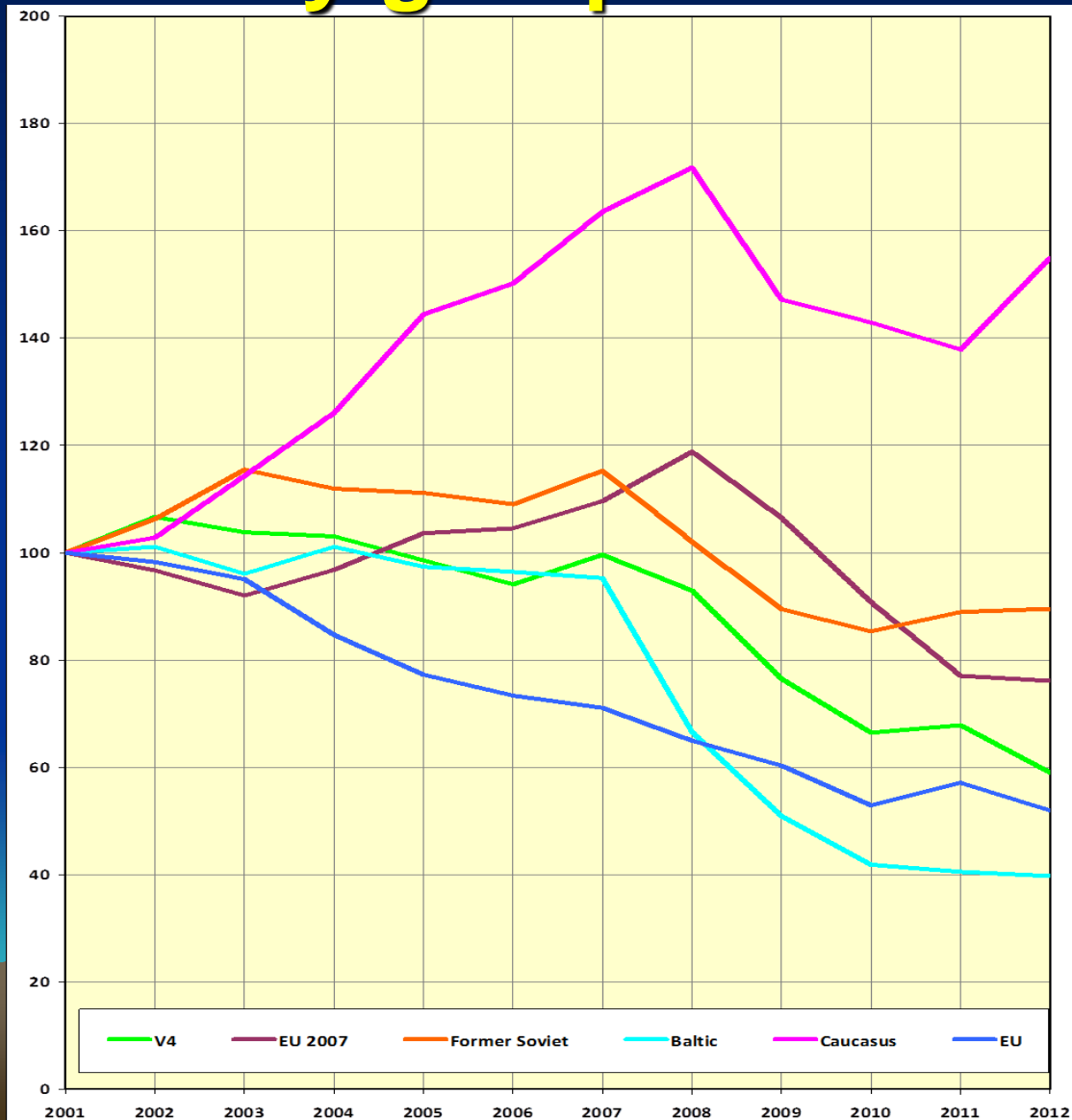
- Central European countries (Czech Republic, Hungary, Slovakia and Poland) - V4 Group.
- Southern European countries (Bulgaria and Romania) - EU 2007 Group.
- Northern European countries (Latvia, Lithuania and Estonia) -Baltic Group.
- European countries of former SU (Belarus, Republic of Moldova, Russian Federation and Ukraine) - Soviet Group.
- Caucasus countries of former SU (Armenia, Azerbaijan and Georgia) - Caucasus Group

Germany or Austria used for comparissons

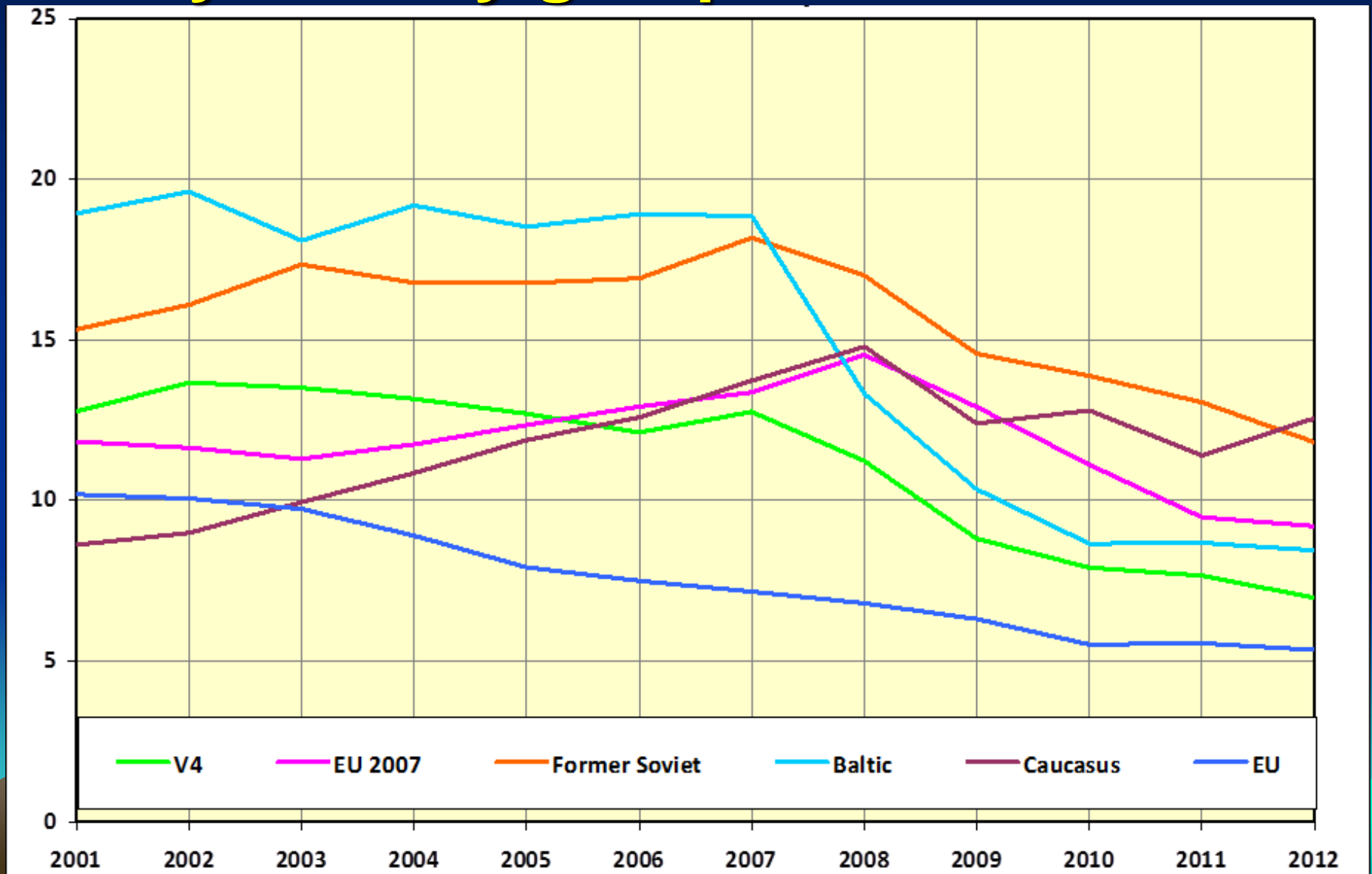
Change in fatality numbers in 2001-2012



Evolution trends of fatality averages by country groups in 2001-2012

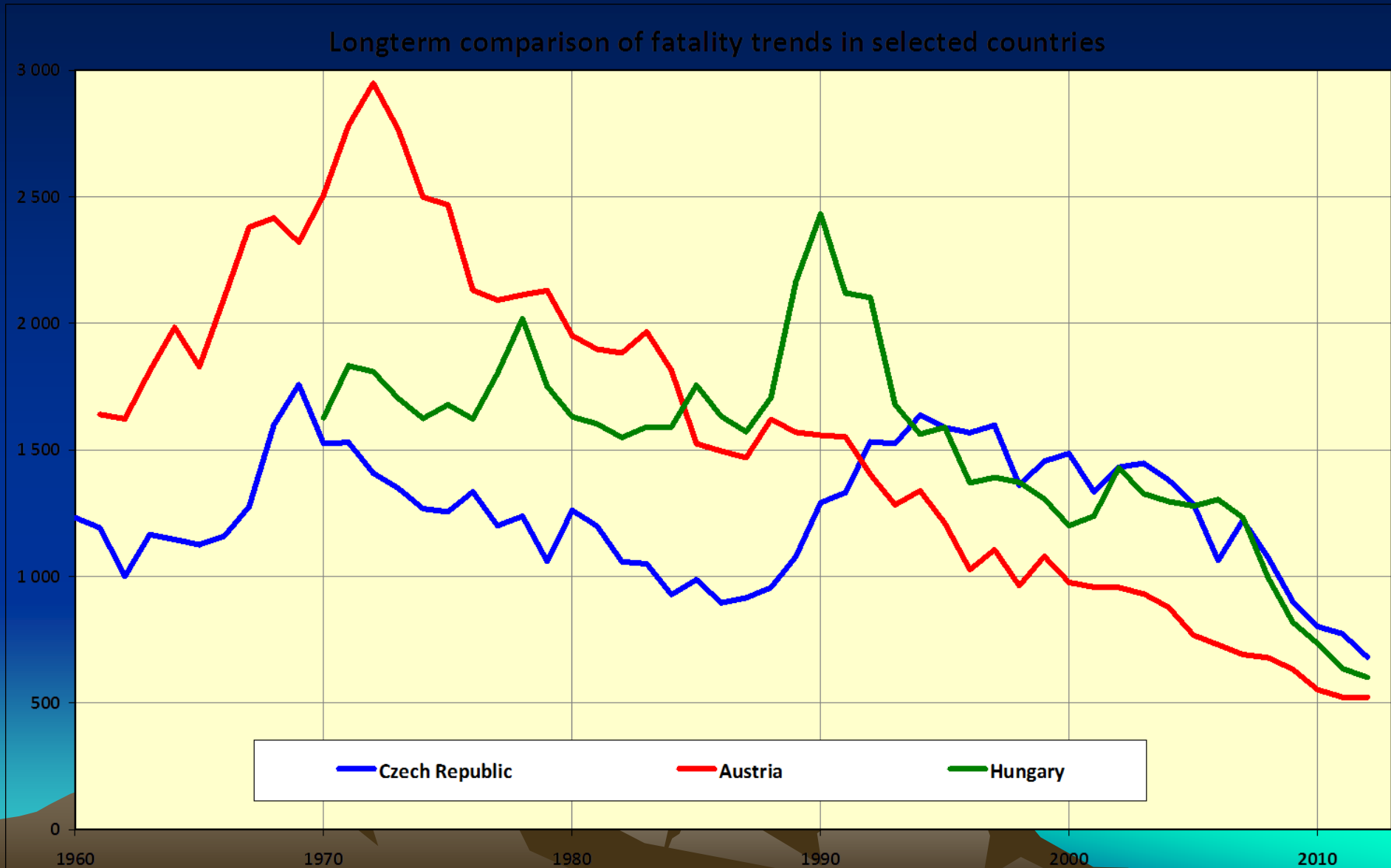


Evolution trends of mortality averages by country groups in 2001-2012



Long term comparisson

Longterm comparison of fatality trends in selected countries



Road safety management system

Well-functioning road safety management system in the Czech Republic and in some other UNECE East European countries can be summarised in 7 areas (WB Country guidelines).

However, the first and the most serious aspect in the most of referenced countries is the acceptance of road safety as

the political priority.



Road safety management pillars

- ☐ Political priority
- ☐ Results focused strategic orientation
- ☐ Coordination
- ☐ Road safety legislation
- ☐ Funding and resource allocation
- ☐ Promotion and communication
- ☐ Monitoring and evaluation
- ☐ Research and development and knowledge transfer



Political priority (1)

Key elements and functions to be implemented:

- **Road safety improvement - priority of political parties, government, parliament, president and all decision makers**
 - **Road safety - integrated part of care for public health**
 - **Road safety - shared responsibility of all governing structures and all stakeholders**
 - **Close cooperation and links with the activities organised by international organizations.**
 - **Awareness of human and economic losses caused by road accidents**
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Political priority (2)

Identified gaps:

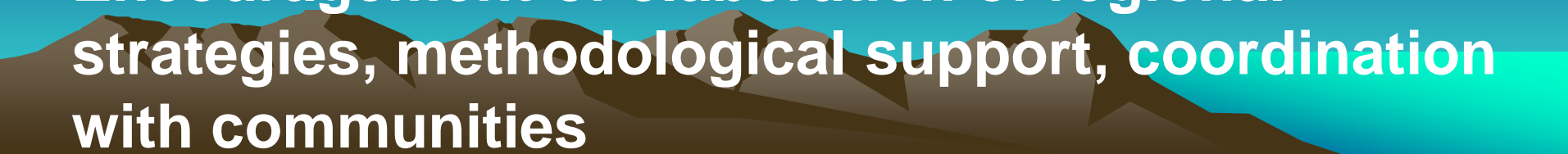
- **Missing political interest in central structures**
- **Preference devoted to other social and economic problems**
- **Low preference in agenda of Ministry of Transport**
- **Lack of awareness on the regional and local level**
- **If a political declaration was done it didn't bring true impact in a concrete measure**
- **Rare support of individual politicians**

Successful /contributing factors:

- **Strong demand during accession procedure**
- **Activities initiated by international organisations**

Results focused strategic orientation (1)

Key elements and functions to be implemented:

- Evidence based road safety strategy
 - setting clear orientation of future safety activities
 - providing framework for safety improvements
 - taking into account specific conditions of country development, economic possibilities, ambitions.
 - Link with policy documents on sustainable transport development, environmental impacts and perception of road safety as public health issue.
 - Encouragement of elaboration of regional strategies, methodological support, coordination with communities
- 

Results focused strategic orientation (2)

Identified gaps:

- **NRSS not perceived as the key safety document for implementation all road safety activities**
- **Missing interest of regional and local authorities**
- **Neglected attention to road safety at regional level, inadequate staffing and professional competence**
- **Only a few regions nad communities have prepared their own road safety strategy**
- **Absence of methodological materials for processing regional and local strategies.**

Results focused strategic orientation (3)

Recent successful factor:

- elaboration of focused oriented Czech road safety strategy and
- its governmental approval by Degree No. 599 on August 10, 2011



Strategy

structure

vision

0

strategic goal

average EU

key priorities

**children, young drivers,
ageing, motorcyclists, alcohol,
speeding, aggressive driving**

improvement measures

**education, publicity, legislation, enforcement,
infrastructure, ITS, finance,
political priority, research, evaluation**

Vision 0

**safe road transport system
without fatalities and serious injuries**

***SAFE ROAD TRAFFIC:
RIGHT AND RESPONSIBILITY FOR EVERYBODY***

Strategic goal until 2020 (compared to 2009)

- **reduction of fatalities on EU average level
(= by 60%)**
 - **reduction of serious injuries
by 40%**



Priorities:

children, pedestrians, young and novice drivers,
ageing population, motorcyclists,
cyclists, drink driving, speeding, aggressive driving

Responsibilities:

Ministries, Regions and municipalities, Companies,
NGO's

Improvement measures:

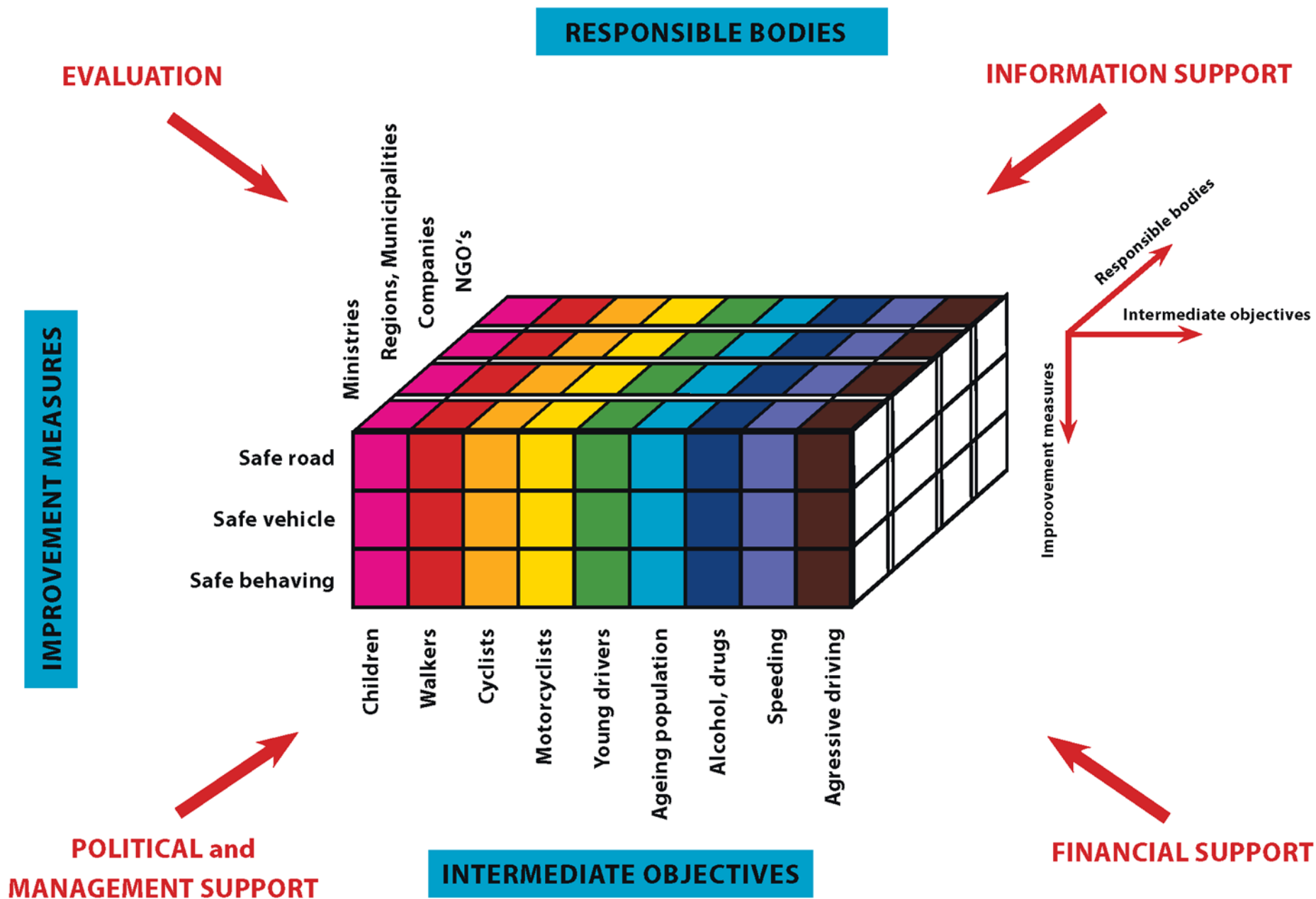
Safe road

Safe vehicle

Safe road participant

Priority goals

Performance indicators



Coordination (1)

Key elements and functions to be implemented:

- **Establishing lead agency with the decisive power, sustainable financial resources and clear coordination responsibilities and competences.**
- **Internal coordination among departments within Ministry of Transport.**
- **Horizontal coordination among ministries dealing with road safety.**
- **Vertical coordination from national to regional and local level.**
- **Stimulating coordination and encouraging cooperation with private sector and NGO's**
- **Establishment of regional road safety coordination councils**




Coordination (2)

Identified gaps:

- **Dysfunctional system at national scale, ranging from top management, through regional to local**
- **System works on the principles from seventies**
- **Only formal role of Gov.Council for Road Safety**
- **Lack of coordination among central authorities.**
- **Lack of vertical coordination between government and regional and local authorities,**
- **Lack of support and coordination with NGOs**
- **Very limited function of BESIP Foundation**
- **Missing involvement and stimulation of private**
- **Weak cooperation within Ministry of Transport**
- **Road Safety Department is focused mainly on human factor, minimal area for a comprehensive solution to road safety.**

Road safety legislation (1)

Key elements and functions to be implemented:

- Legal measures for more efficient enforcement.
 - Initial involvement in international legislation.
 - Consequent implementation of international legislation and its extension behind the prescribed compulsory implementation.
 - Implementation of traffic regulations proved in high motorised countries.
 - Any change of existing rules has to be well prepared and communicated with the public.
 - Clarification of legal background for automatic camera enforcement.
 - Hence, in the long term, conceptual legislative changes are inevitable.
- 

Road safety legislation (2)

Identified gaps:

- Higher level of risk accepted in traffic compared with developed countries.
- Enforcement problems in administrative process.
- Irresponsible statements of political and government officials.
- Inefficient legal background of responsibility of vehicle owners for automatic camera enforcement.
- Ineffective control of road conditions control, unsystematically removed accident sites.
- Formal implementation of Directive 2008/96/EC

Recent successful /contributing factors:

- Compliance of the Czech legislation with international regulations.
 - Active role of traffic police.
- 

Funding and resource allocation (1)

Key elements and functions to be implemented:

- Allocation of financing from the national budget stimulating implementation of NRSS.
- Approval of rules for the continuous financing of road safety activities.
- Financial stimulation of regional and local safety activities.
- Involvement of insurance companies
- Setting the rules for CBA and CEA of all implemented measures



Funding and resource allocation (2)

Gaps:

- No special budget to implement the NRSS.
- Lack of resources for soft safety measures
- Lack of financial resources for operation of the National Road Safety Observatory.
- Missing resources for monitoring road safety performance indicators.
- Lack of support for stimulation of regional and local safety activities

Recent successful /contributing factors:

- Road safety improvement as a dedicated part of the State Fund for Transport Infrastructure budget.
 - Legal approval of establishing a fund for loss prevention in traffic.
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Promotion and communication (1)

Key elements and functions to be implemented:

- System based communication strategy raising road safety awareness
- System based safety education of children
- Target oriented promotion of road safety awareness and safer behaviour reflecting the actual road safety problems
- Involvement of NGO's in promotion of road safety
- Continuous cooperation with mass media



Promotion and communication (2)

Identified gaps:

- Low road safety awareness of the whole society
- Narrowing perception of the BESIP departement title only to human oriented activities and its devaluation to leisure group of enthusiasts granted by state funds and visualizing private subjects.
- Missing evaluation of impacts of road safety campaigns.

Recent successful /contributing factors:

- Active involvement of several NGOs.
 - Increased interested of mass media in safety issues.
 - User friendly operated BESIP web site.
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Monitoring and evaluation (1)

Key elements and functions to be implemented:

- **Availability of full accident data sets from traffic police for safety professionals.**
- **Monitoring road safety performance indicators**
- **Regular monitoring of accident development and of targets given by national road safety**
- **Evaluation of safety impacts of individual measures and their cost benefit analyses**



Monitoring and evaluation (2)

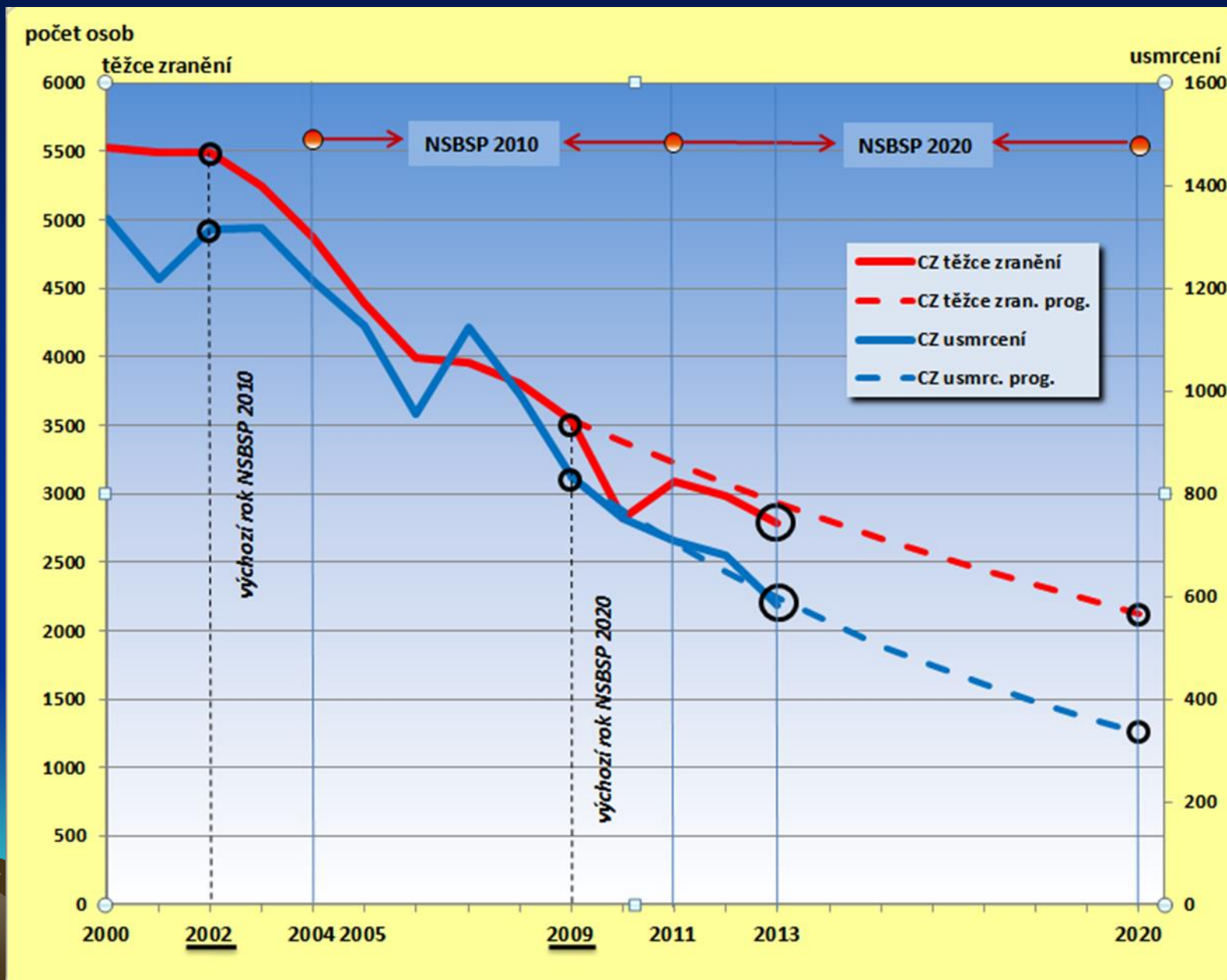
Identified gaps:

- Limited availability of disaggregated accident data for professionals.
- Missing monitoring road safety performance indicators
- Lack of evaluation of the efficiency of implemented safety measures and funds invested.
- Sporadic comparison and evaluation of safety indicators at regional level and local level.
- NRSS is annually evaluated and reported to the government but the proposed recommendations and measures are not implemented

Recent successful /contributing factors:

- Annual monitoring of National Road Safety Strategy and reporting to the Government.

Accident development in CR linked to strategy goals



Evaluation of expected results in 2012

Vlastník Dílčí cíl	silniční síť celkem	MINISTERSTVO DOPRAVY		KRAJE – komunikace II. a III. třídy													Místní komunikace	Hlavní město Praha
		Dálnice	silnice I. třídy	Celkem	Jihočeský	Jihomoravský	Karlovarský	Vysočina	Královéhradecký	Liberecký	Moravskoslezský	Olomoucký	Pardubický	Plzeňský	Středočeský	Ústecký	Zlínský	
<i>Děti</i>				!													!	
<i>Chodci</i>				!								!					!	
<i>Cyklisté</i>								!	!						!		!	
<i>Motocyklisté</i>	!		!	!	!		!	!		!			!		!			
<i>Mladí řidiči</i>						!				!	!		!			!	!	
<i>Senioři</i>				!					!				!		!		!	
<i>Alkohol</i>	!		!	!	!	!		!		!	!		!	!		!	!	!
<i>Rychlost</i>	!		!	!	!	!	!			!	!	!	!			!	!	!
<i>Agresivita</i>			!		!			!	!				!	!				

Legenda:

více než stanovený cíl

splněno

méně než stanovený cíl

! výrazně nižší/vyšší pokles (o 20 %)

Research and development and knowledge transfer(2)

Key elements and functions:

- **Systematic analyses of macro- and micro-accident development and safety problems and scientific based development of solutions and their verification**
- **Refreshment and continuous updating of Road Safety Observatory.**
- **Evidence based evaluation of good solutions and efficient measures proved in other countries.**
- **Subsequent dissemination and implementation of research results.**
- **Providing evidence based consulting assistance for regions, communities and other entities dealing with road safety.**



Research and development and knowledge transfer(1)

Identified gaps:

- Reduction of possibilities for safety research funding.
- Discontinuity of Road Safety Observatory due to the missing financial resources.

Recent successful /contributing factors:

- Long lasting research and development activities of research institutes, universities and private consultants.
 - Collaboration in international research projects.
 - Involvement in international road safety organisations.
 - Efficient knowledge transfer of local and international best practices.
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Concluussions (1)

- Road safety management system and its parameters are closely linked with the political, social and economic conditions of each country.
- EE countries share significant similarities in their historical development and their political and social experience
- Actual development of last two decades since the nineties, transformation to democracy and free market economy proceeded at a different pace in some regions.
- .



Conclussions (2)

- During the last decade the economic situation dramatically changed. Practically all referenced countries doubled their GDP, similar in motorization. These changes don't correspond to the development of the road network.
- All these features are reflected in current road accident development and safety level achieved
- Efficient road safety management is missing not only in the Czech Republic but also in other EE countries. To change the rules of safety management is extremely complicated issue as approach to road safety is a function of social behaviour, in general.

Conclussions (3)

- Way to the road safety improvement has to sensitively reflect the specific features of individual countries and should undertake any change in context and with serious awareness of concrete social and economic conditions.
- Efficient road safety management is missing not only in the CR but also in other EE countries. To change the rules of safety management is extremely complicated issue as approach to road safety is a function of social behaviour, in general.



Concluussions (4)

- For a substantial reduction of accidents the strong policy commitment based on awareness of the whole society is needed; road safety improvement has to belong to the priorities of governments, parliaments, president and all decision makers.
- Practically all countries have already approved their national road safety strategy documents, now is the time to transfer them in reality based on efficient road safety management system with basic goal

to protect the lives and health of our citizens.



***Safe Road Traffic
Right and Responsibility for everybody***

THANK YOU FOR YOUR ATTENTION

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