

# Institutional structures for road safety management

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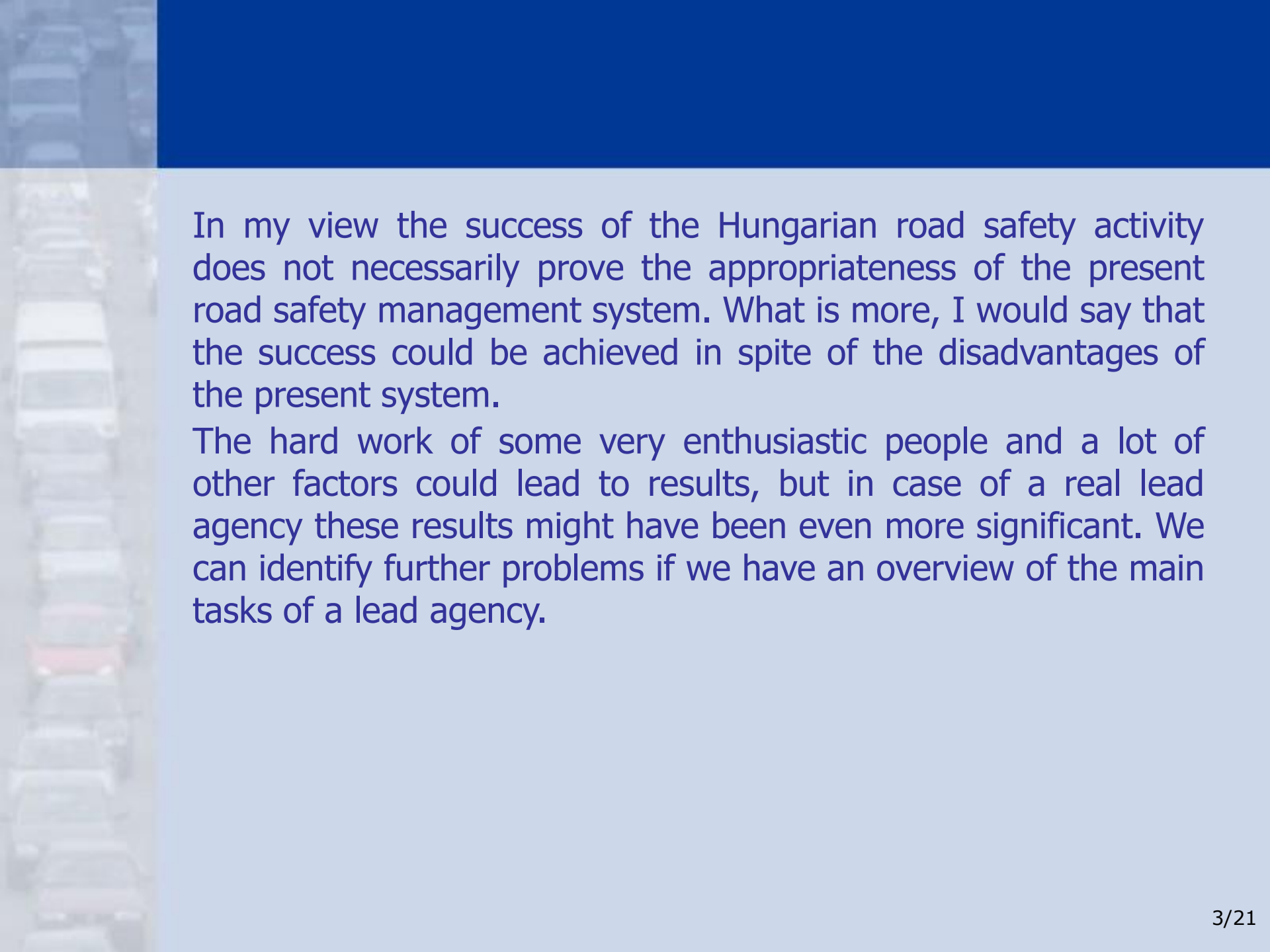




In Hungary the coordination of road safety activities is determined as the task of the Ministry of National Development (NFM).

In reality the lack of a real lead agency can cause some problems. In my view one of the biggest problems of this mechanism is that the ministries are able to/should evaluate their own work. Of course, in this case we cannot hope for any critical voice.

In my opinion only an independent and professional evaluation can reflect the real picture of the situation. (Here an independent road safety observatory could also be a good solution.)




In my view the success of the Hungarian road safety activity does not necessarily prove the appropriateness of the present road safety management system. What is more, I would say that the success could be achieved in spite of the disadvantages of the present system.

The hard work of some very enthusiastic people and a lot of other factors could lead to results, but in case of a real lead agency these results might have been even more significant. We can identify further problems if we have an overview of the main tasks of a lead agency.

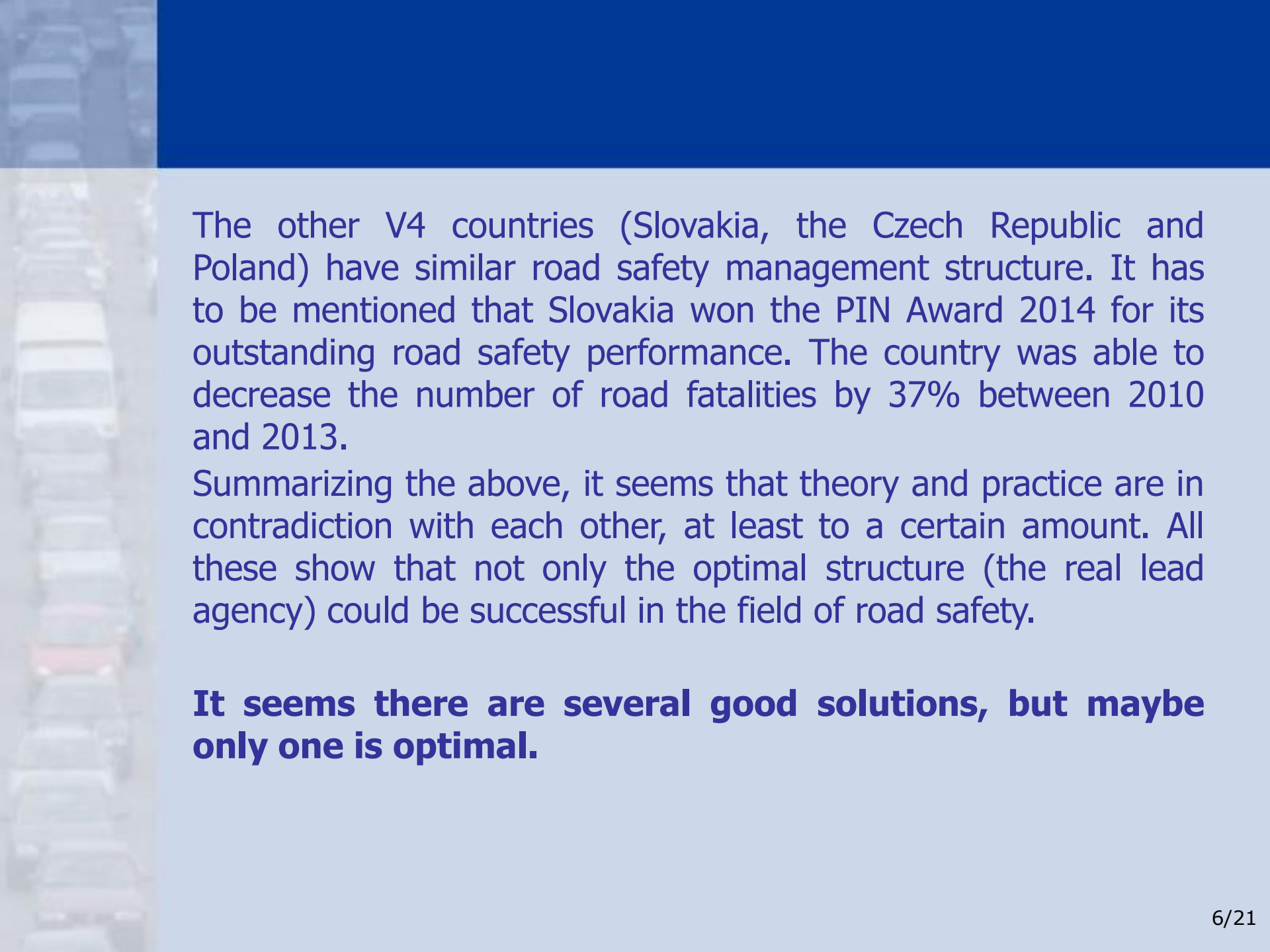
According to Bliss and Breen (2009) the main tasks of a lead agency are as follows:

- **coordination** within government, both horizontally and vertically at national, regional and local levels;
- **coordination** of delivery partnerships among government partners and stakeholders, the professional, non-governmental, business sectors and the parliamentary groups and committees;
- ensuring a comprehensive **legislative framework**;
- securing sustainable sources of annual funding and creating a rational framework for **resource allocation**;
- high-level **promotion** of the road safety strategy across the government and society;
- regular and ongoing **monitoring and evaluation**, and reporting to Government;
- strategic leadership in **research** and knowledge transfer.

An aerial photograph of a multi-lane highway with several lanes of traffic, including cars and trucks, moving in both directions. The image is positioned on the left side of the slide, partially overlapping a blue header bar.

It is clear that not only the elaboration of a national program is important, but that of the regional and local ones are necessary, too. It is not typical in Hungary that the regions, the counties or the bigger cities have their own road safety programs based on national targets and requirements. Under such circumstances it is not easy to follow the basic rule: "think global, act local". The national target can be achieved only by concentrating on the main local road safety problems. Although the local experts are very well aware of the circumstances, it is important to elaborate local programs focused on different target areas.


The Hungarian road safety management system does not seem to be optimal in comparison with the concept of the lead agency system. In spite of this the Hungarian road safety activities seem to be relatively successful also recognized by the PIN Award 2012 of the ETSC.



The other V4 countries (Slovakia, the Czech Republic and Poland) have similar road safety management structure. It has to be mentioned that Slovakia won the PIN Award 2014 for its outstanding road safety performance. The country was able to decrease the number of road fatalities by 37% between 2010 and 2013.

Summarizing the above, it seems that theory and practice are in contradiction with each other, at least to a certain amount. All these show that not only the optimal structure (the real lead agency) could be successful in the field of road safety.

**It seems there are several good solutions, but maybe only one is optimal.**



Thank you  
for your attention !

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