

The Road Safety Performance INdex

**Institutional setups fit to deliver
road safety**

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A snapshot from mid-2012

- **Road Safety Management frameworks in the PIN countries as seen by PIN Panellists in early 2012***

*extended from Chapter 2 of the 6th PIN Report to include Serbia

- **Panellists were asked questions based on ETSC's 2006 Review: *A Methodological Approach to National Road Safety Policies* – and several questions the DaCoTA team asked of government representatives**

Road safety policy

Three phases had been identified for formulation and implementation of road safety policy:

- 1. Basics of road safety management**
- 2. From strategy to action**
- 3. Implementation and updating**

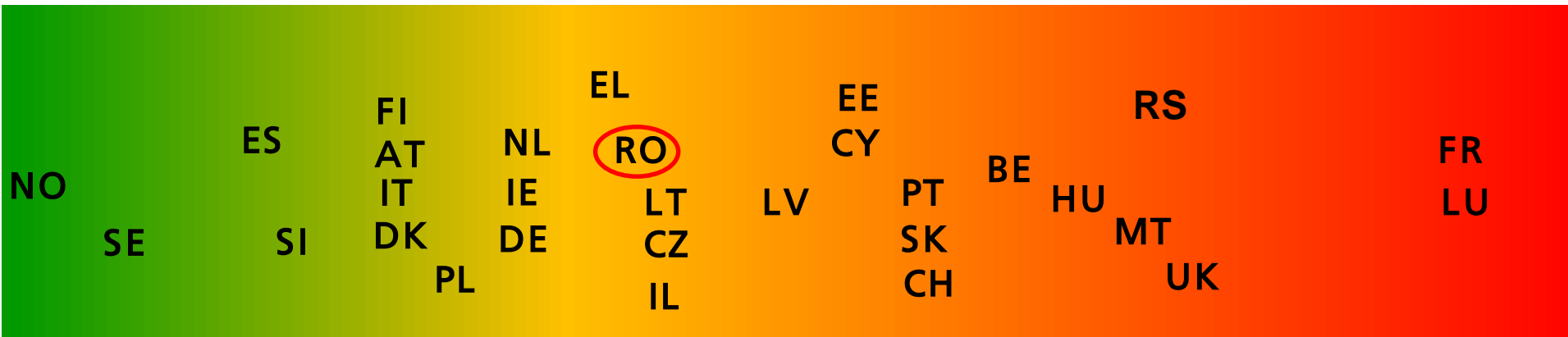
Questions to Panellists covered each phase in turn and answers were scored to derive a ranking for performance in each phase

1 Basics of road safety management

Questions were asked about the country's

- **vision** for road safety
- **targets** for
 - reduction in deaths
 - reduction in serious injuries
 - other quantitative indicators
- national road safety **programme or plan**
- government **leadership by example**

Ranking on the basics

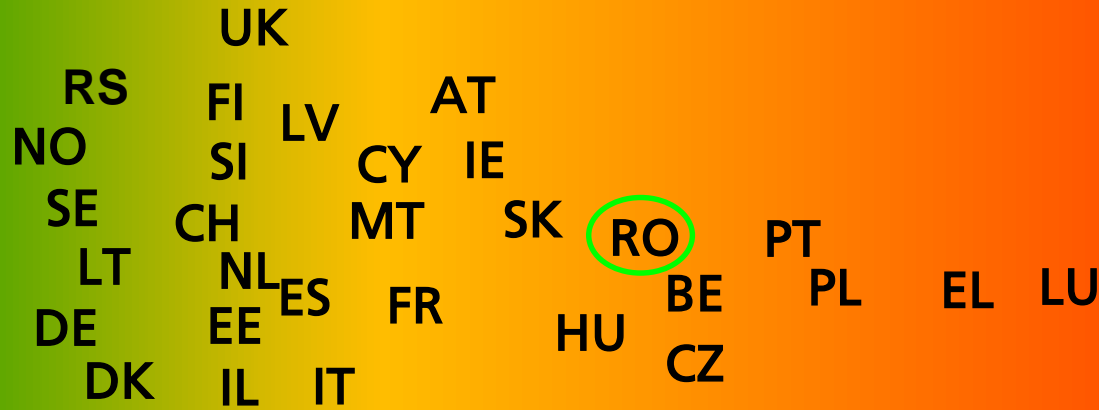


2 From strategy to action

Questions were asked about the country's

- **lead agency** and its coordinating role
- **budget** for road safety
- **accident and casualty data** – accessibility
- **research** – capability and influence on policy
- **measurement** of
 - road user behavior
 - attitudes to road safety measures
 - attitudes to behaviour of other road users
- **training** – initial and in-service
- **exchange and sharing** of best practice

Ranking on strategy into action



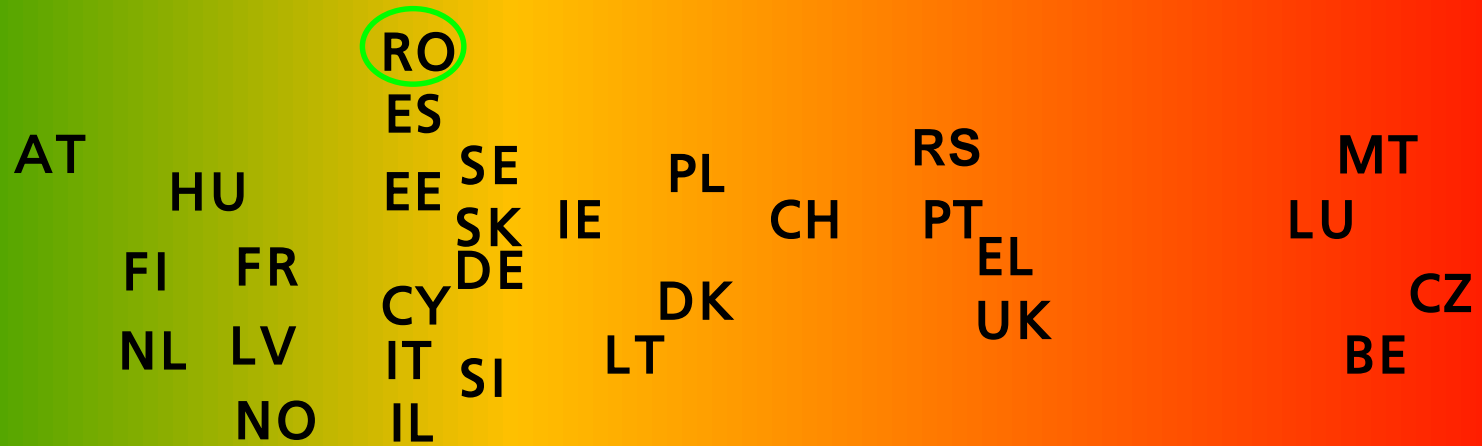
3 Implementation and updating

Questions were asked about the country's

- **enforcement** of road safety laws
- **infrastructure safety** – adoption of Directive and assessment of main roads
- **quantitative monitoring** of performance
- **publication** of results of monitoring
- **reporting** on measures implemented
- **evaluation** of effectiveness of measures

(A question about **emergency response** was asked but turned out to be ineffective)

Ranking on implementation and updating



Overview

	Phase 1	Phase 2	Phase 3		Phase 1	Phase 2	Phase 3
AT	Green	Yellow	Green	LT	Yellow	Green	Yellow
BE	Red	Red	Red	LU	Red	Red	Red
CY	Red	Yellow	Yellow	MT	Red	Yellow	Red
CZ	Yellow	Red	Red	NL	Yellow	Green	Green
DK	Green	Green	Yellow	NO	Green	Green	Green
EE	Red	Green	Yellow	PL	Yellow	Red	Yellow
FI	Green	Green	Green	PT	Red	Red	Red
FR	Red	Yellow	Green	RO	Yellow	Yellow	Yellow
DE	Yellow	Green	Yellow	RS	Red	Green	Red
EL	Yellow	Red	Red	SK	Red	Yellow	Yellow
HU	Red	Yellow	Green	SI	Green	Green	Yellow
IE	Yellow	Yellow	Yellow	ES	Green	Yellow	Yellow
IL	Yellow	Green	Yellow	SE	Green	Green	Yellow
IT	Green	Yellow	Yellow	CH	Yellow	Green	Yellow
LV	Yellow	Yellow	Green	UK	Red	Green	Red

Commentary

- The Overview chart suggests that
 - the PIN questions and marking were quite tough
 - even so there is scope for greatly improved procedures in many countries
- But in every country many elements of good road safety policy are in place
 - and many countries are working on further steps to make roads safer for all

Some pointers to further progress

- The **EU target to halve road deaths by 2020** compared with 2010 still stands
- The **EC Policy Orientations**, though not a fully-fledged action programme, do point strongly in the right direction
- The European Parliament has called for these to be **backed up by action**
- The EC has gone beyond them by adopting **a vision to move close to zero road deaths in the EU by 2050**

Some pointers to further progress

- **DaCoTA** has investigated a more rigorous assessment framework for road safety policymaking in EU countries
The **UN Decade of Action for Road Safety** and the **World Bank** are encouraging progress globally – and that includes progress in Europe
- The **ISO international standard 39001** for road safety management has been published

A challenge to the PIN countries

But the fact remains that

(alongside the role of the EU itself which is envisaged as a growing one)

much of the action lies with individual countries nationally and more locally

So ETSC offers the PIN programme's tough assessment of current road safety management as

**a challenge to every single country
to do still better !**

Thank you for your attention

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