



PROJECT IMPLEMENTED BY AN MTR/EP4SA FINANCED BY SIDA AND CO-FINANCED BY WB

Road Safety Management


Part 1

Contract No: CS 02
Results-based Road Maintenance and Safety Project (RRMSP)
 World Bank Loan No. 8489-AL



Introduction

ROAD SAFETY MANAGEMENT



Consultant Service for Road Safety Technical Assistance 27/4/2021

Introduction

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Aim of this training course


- To understand the scale and nature of the road safety problem
- To present initiatives, policies and legislation to improve road safety problem
- To explain the principles of the globally endorsed Safe System Approach
- To develop knowledge of the principles of a Road Safety Management System
- To present the current Albanian Road Safety Management System



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Training program

<p>Module 1: The Road Safety problem</p> <ul style="list-style-type: none"> • Road safety facts, trends and challenges <p>Module 2: Road Safety targets and initiatives</p> <ul style="list-style-type: none"> • Global Plan for the Decade of Action for Road Safety 2011-2020 • UN Sustainable Development Goals <p>Module 3: Road Safety policies</p> <ul style="list-style-type: none"> • Vision Zero • Sustainable Safety • EU road safety policy 	<p>Module 4: Safe System approach to Road Safety</p> <ul style="list-style-type: none"> • What is the Safe System? • Safe System approach • Safe System principles • Safe System elements <p>Module 5: Road Safety Management System: managing for results</p> <ul style="list-style-type: none"> • Road safety leadership • Road safety management framework • Result-based road safety management system • Safe System projects 	<p>Module 6: Albanian road safety management capacity review</p> <ul style="list-style-type: none"> • Road safety institutional framework in Albania • Road safety management capacity review
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Module 1

THE ROAD SAFETY PROBLEM

ROAD SAFETY MANAGEMENT



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The Global burden of road traffic deaths

Source: WHO - Global Status Report on Road Safety 2018

- The number of road traffic deaths on the world's roads remains unacceptably high
- Road traffic injuries are the leading killer of children and young adults
- More than a half of global road traffic deaths are amongst pedestrians, cyclists and motorcyclists who are still too often neglected in road traffic system design in many countries
- There is progress being made, however, it is far from uniform across countries
- Reduction of road deaths and injuries will not be met without drastic action

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Tirana
Population 895,160 (2019)

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Leading cause of deaths in the World

2016		2030		2060	
Rank	Cause	Rank	Cause	Rank	Cause
1	Ischaemic heart disease	1	Ischaemic heart disease	1	Ischaemic heart disease
2	Stroke	2	Stroke	2	Stroke
3	Chronic obstructive pulmonary disease	3	Chronic obstructive pulmonary disease	3	Alzheimer disease and other dementias
4	Lower respiratory infections	4	Alzheimer disease and other dementias	4	Chronic obstructive pulmonary disease
5	Alzheimer disease and other dementias	5	Lower respiratory infections	5	Diabetes mellitus
6	Trachea, bronchus, lung cancers	6	Diabetes mellitus	6	Lower respiratory infections
7	Diabetes mellitus	7	Trachea, bronchus, lung cancers	7	Kidney diseases
8	ROAD INJURY	8	Kidney diseases	8	Trachea, bronchus, lung cancers
9	Diarrhoeal diseases	9	Cirrhosis of the liver	9	ROAD INJURY
10	Tuberculosis	10	ROAD INJURY	10	Cirrhosis of the liver

Source: https://www.who.int/healthinfo/global_burden_disease/projections/

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Economic cost of traffic deaths

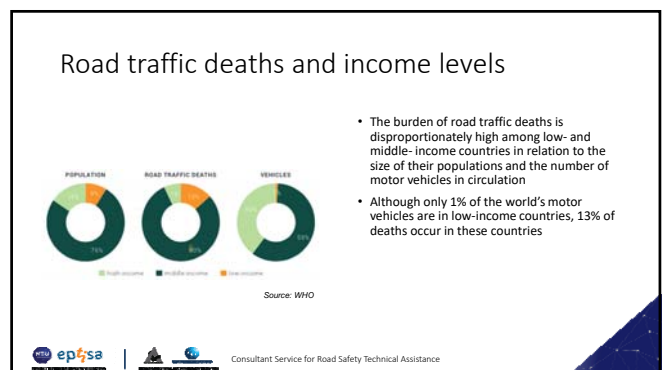
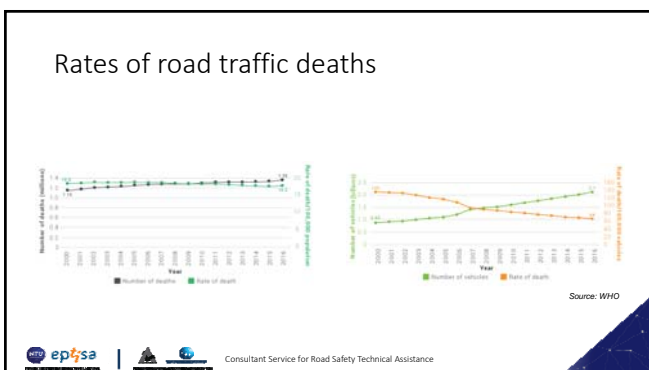
3%-5% of GDP Road casualties cost

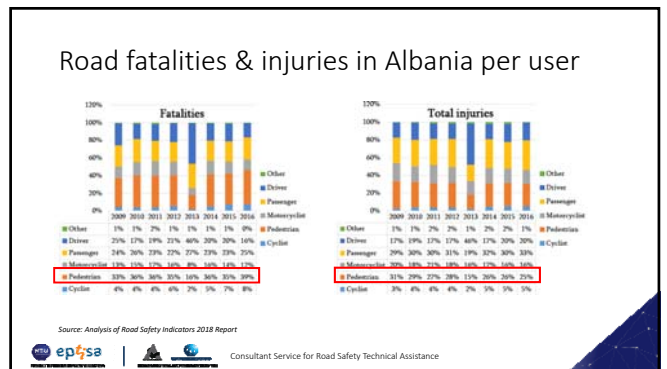
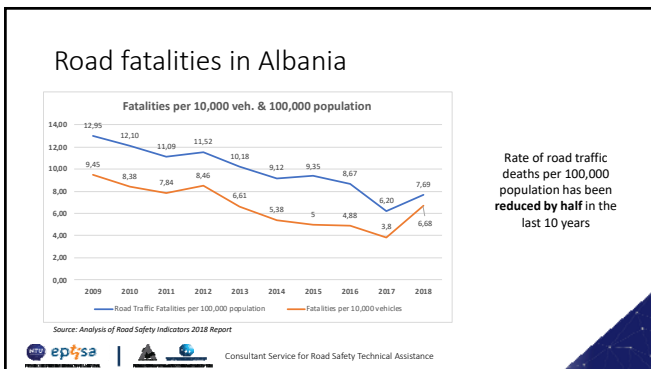
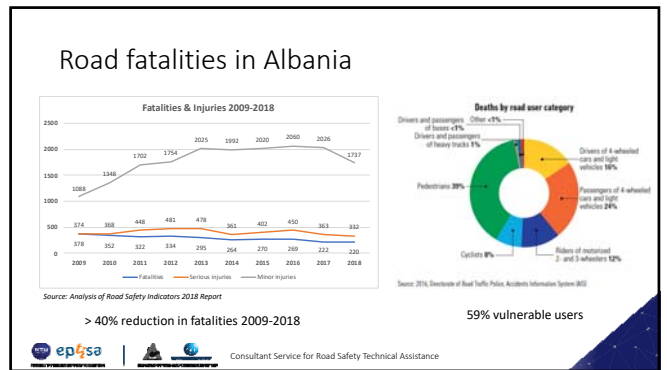
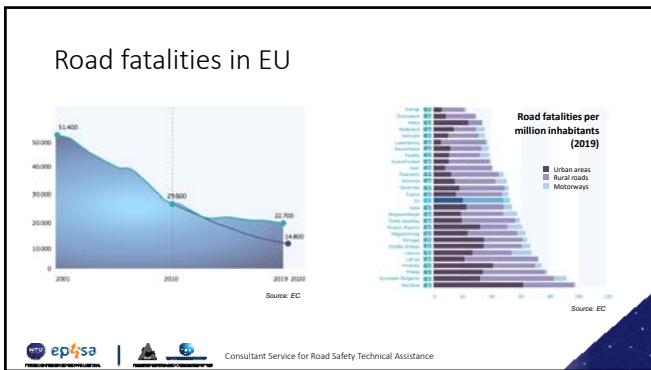
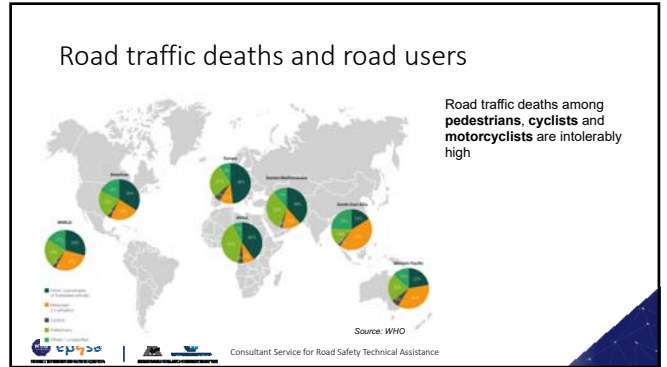
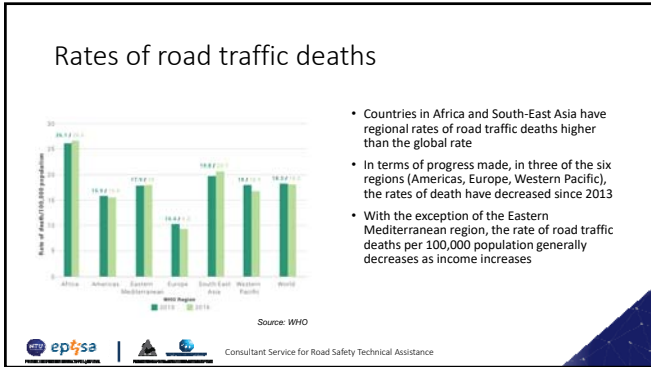
- Emergency services costs
- Healthcare costs
- Social support costs
- Lost taxes
- Days lost to work
- Damage & repairs
- Loss of breadwinner
- Loss of main carer
- Loss of skilled professionals
- Loss of future expertise

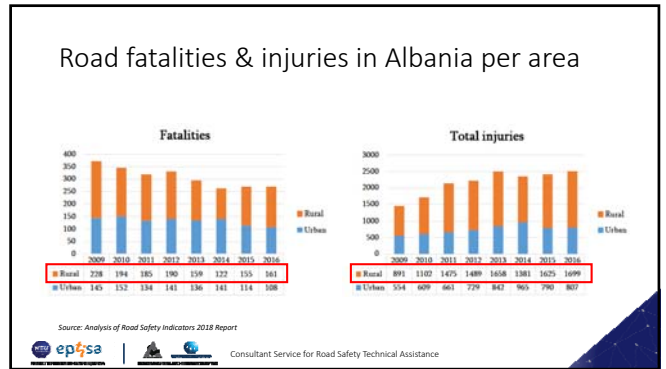
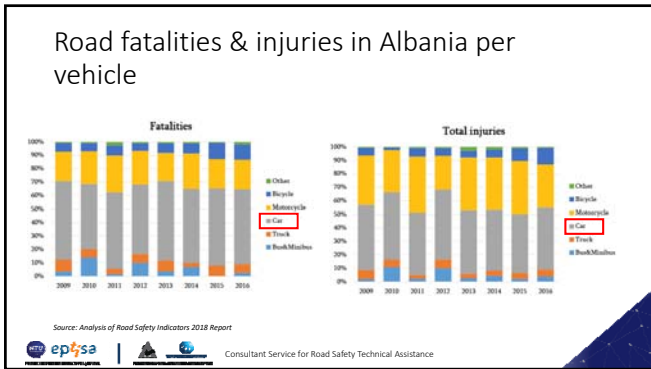
Countries that do not invest in road safety could miss out on between 7-22% in potential per capita GDP growth over a 24 year period

Source: World Bank, 2018

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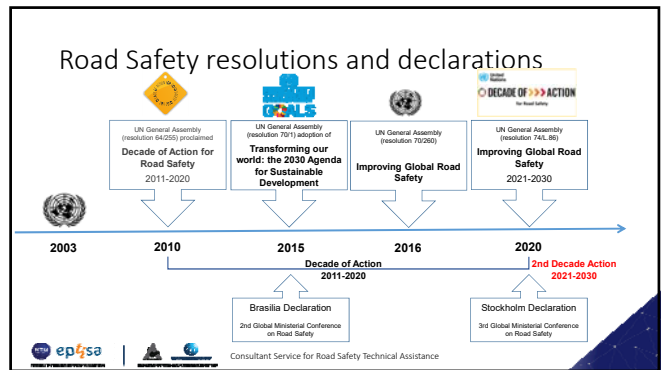




Module 2 ROAD SAFETY TARGETS & INITIATIVES

ROAD SAFETY MANAGEMENT

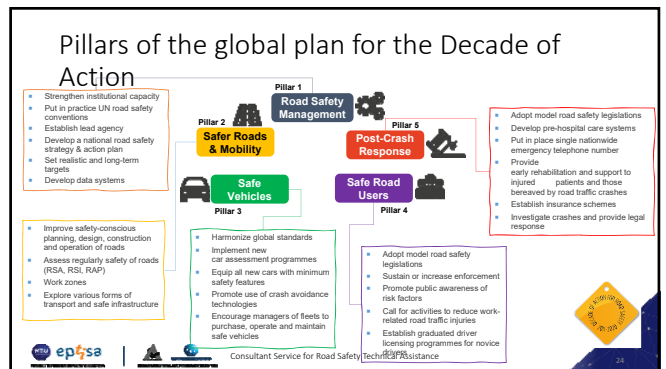
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Global plan for the Decade of Action for Road Safety 2011-2020

- UN General Assembly resolution 64/255 on Improving global road safety (March 2010)
- Assumption?** road traffic injuries can be prevented with effective interventions
- Overall Goal?** stabilize and then reduce the forecast level of global road fatalities by increasing activities conducted at national, regional and global level
- Why?** opportunity for long-term and coordinated activities in support of regional, national and local road safety
- Principles?** Safe System approach, which aims to develop a road transport system that is better able to accommodate human error and take into consideration the vulnerability of the human body, and so accidents do not result in serious human injury
- How?** Through implementation of RS activities at local, national, regional and global levels particularly according to 5 pillars

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How to achieve the goals of the global plan for the Decade of action for road safety 2011-2020?

- adhering to and fully implementing the major UN road safety related agreements and conventions
- developing and implementing sustainable road safety strategies and programmes
- setting an ambitious yet feasible target for reduction of road fatalities by 2020
- strengthening the management infrastructure and capacity for technical implementation of road safety activities at the national, regional and global levels
- improving the quality of data collection
- monitoring progress and performance on a number of predefined indicators
- encouraging increased funding to road safety and better use of existing resources
- building capacities

Decade of Action for Road Safety (2011-2020), saving millions of lives

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Road fatalities in Albania

Pillar	Area	Legislation	Enforcement	Education	Technology	International Regulatory Support
Safe user	Alcohol awareness	Enforcement of drink driving laws	Public awareness campaigns	Training for law enforcement	Alcohol breathalysers	WHO Global Road Safety Action Plan
	Speed management	Enforcement of speed limits	Public awareness campaigns	Training for law enforcement	Speed cameras	WHO Global Road Safety Action Plan
	Seat belt use	Enforcement of seat belt laws	Public awareness campaigns	Training for law enforcement	Seat belt reminders	WHO Global Road Safety Action Plan
Safe vehicle	Vehicle safety standards	Enforcement of safety standards	Public awareness campaigns	Training for law enforcement	Vehicle safety audits	WHO Global Road Safety Action Plan
	Vehicle safety audits	Enforcement of safety standards	Public awareness campaigns	Training for law enforcement	Vehicle safety audits	WHO Global Road Safety Action Plan
Safe road	Road safety audits	Enforcement of safety standards	Public awareness campaigns	Training for law enforcement	Road safety audits	WHO Global Road Safety Action Plan
	Road safety audits	Enforcement of safety standards	Public awareness campaigns	Training for law enforcement	Road safety audits	WHO Global Road Safety Action Plan
Effective post-crash response	Emergency services	Enforcement of safety standards	Public awareness campaigns	Training for law enforcement	Emergency services	WHO Global Road Safety Action Plan
	Emergency services	Enforcement of safety standards	Public awareness campaigns	Training for law enforcement	Emergency services	WHO Global Road Safety Action Plan

The compilation of all actions across the areas and pillars formulates a New Global Framework Plan for Action for Safety, whose aim is to serve any country in establishing or enhancing its national road safety system

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UN Sustainable goals

11. SUSTAINABLE CITIES AND COMMUNITIES

SDG 11.2: By 2030 provide access to safe, affordable, accessible and sustainable transport systems for all, **improving road safety**, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older person.

3. GOOD HEALTH

SDG 3.6: By 2020 halve the number of global deaths and injuries from road traffic accidents.

9. INNOVATION & INFRASTRUCTURE

SDG 9.1: develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all

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How to achieve SDG 3.6?

- Improving road safety management (lead agency, RS strategies & action plan)
- More effective laws (main risk factors: speed, drink driving, motorcycle helmet use, seat belt and child restraint use)
- Safer performance of road networks (planning, design, building and maintenance)
- Improved data collection (harmonized statistical methodology covering road safety statistics; 30 days rule)
- Meeting high quality safety standards for all vehicles
- Improving road user behaviour (enforcement, awareness & communication)
- Improving post-crash care (minimize the time interval between road traffic crash and the provision of first professional emergency care)

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How to achieve SDG 11.2?

- Safer cities (safe and sustainable transportation in cities, and adequate safe infrastructure for both non-motorized and motorized transport)
- Strengthening pedestrian and bicycles (pedestrian and byke infrastructure)
- Affordable, accessible, safe and environmentally friendly public transport

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Module 3

ROAD SAFETY POLICIES

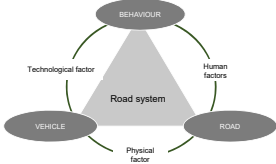
ROAD SAFETY MANAGEMENT

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Road crash components

A road crash is the result of the convergence of several unfavourable elements related to 3 factors:

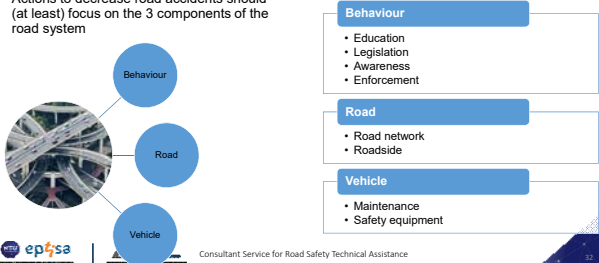
- **driver:** condition, behaviour, etc.
- **vehicle type and condition**
- **road condition:** slipperiness of the pavement, radius of a bend, not protected hazards, etc.



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How to reduce road crashes and their results?

Actions to decrease road accidents should (at least) focus on the 3 components of the road system




- Behaviour**
 - Education
 - Legislation
 - Awareness
 - Enforcement
- Road**
 - Road network
 - Roadside
- Vehicle**
 - Maintenance
 - Safety equipment

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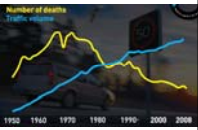
Vision Zero

- **Swedish approach** to road safety thinking
- Conceived in 1994 and due to its high success it was translated into a law 3 years later
- Ultimate target
 - No deaths or serious injuries on Sweden's roads ("**No loss of life is acceptable**")
 - No satisfied with merely reducing accidents to an economically manageable level
- Based on the simple fact that **we are human and make mistakes**



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Traditional thinking vs Vision Zero




Traditional thinking	Vision Zero
Focus on accidents	Focus on fatalities and serious injuries
Perfect human behaviour	Integrate the failing human in design
Individual responsibility	Shared responsibility between system and design
Industry must be forced	Industry can be stimulated
Saving lives is expensive	Saving lives is cheap

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Origin of the Safe System approach


- New framework for thinking about road safety: Road traffic "accidents" are not actually accidental, but are predictable and preventable (Elvebakk 2007)
- Many other countries have adopted the same approach sometimes also called "**SAFE SYSTEM APPROACH**"



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Vision Zero design principles


- Two main ways Vision Zero tries to manage kinetic energy are by **integrating compatible traffic components and physically separating incompatible ones**
 - "The ideal road system is one in which the human tolerance for mechanical forces is not exceeded" (Haddon 1970)
 - "If the mechanical forces (kinetic energy) that people face during road traffic crashes can be kept below the threshold for severe injuries, the road transport system can be considered safe" (Tingvall and Haworth 1999).



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Vision Zero design principles examples


- Vulnerable road users (e.g. pedestrians or cyclists) should not be exposed to vehicles at speeds over 30 km/h
- If not possible, then reduce the vehicle speed to 30 km/h



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Vision Zero design principles examples


- Car occupants should not be exposed to other vehicles at speeds over 50 km/h in 90° crossings.
- If this is not possible, separate, reduce the angle (thereby altering the vector of force of the collision such that it reduces severe injury or death), or reduce the speed to 50 km/h



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Vision Zero design principles examples

- Car occupants should not be exposed to oncoming traffic at speeds over 70 km/h if vehicles are about the same weight. If vehicles are of different weight, speeds should not exceed 50 km/h.
- If this is not possible, then separate traffic, balance automobile weights, or reduce speeds according to the maximum differential in vehicle weight.



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Vision Zero design principles examples

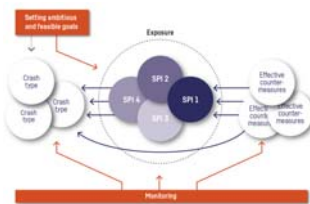
- Car occupants should not be exposed to the side of the road at speeds over 70 km/h, or 50 km/h if there are trees or other potentially dangerous objects.
- If this is not possible, separate cars from the side of the road or reduce speeds to 70 km/h or 50 km/h (according to roadside conditions) (Johansson 2009)



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Sustainable safety vision

- Dutch approach** to road safety thinking (introduced by SWOV in 90's)
- "In a sustainably safe traffic system, crashes are prevented as much as possible, and when prevention is not possible, the probability of severe injury is reduced to almost zero"*
- Many actions taken were aimed at improving infrastructure safety



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Sustainable safety approach

- It recognizes that prevention efforts notwithstanding, **road users will remain fallible and crashes will occur.**
 - It aligns **safety management decisions** with broader transport and planning decisions that meet wider economic, human, and environmental goals.
 - It shapes interventions to meet the **long-term goal**, rather than relying on traditional interventions to set the limits of any long-term targets.
- It stresses that those involved in the design of the road transport system need to accept and **share responsibility** for the safety of the system, and those who use the system need to accept responsibility for complying with the rules and constraints of the system.

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Principles for a Sustainable Safe Traffic System

- Functionality of the road**
 - Monofunctionality of roads (structured road network)
- Homogeneity or mass or speed and direction**
 - Equality in mass, speed and direction or physically separated
- Predictability of road course and road user behavior by recognizable road design**
 - Consistency and continuity in road design
- Forgivingness of environment and road users**
 - Injury limitation through forgiving road environment
- State of awareness of road users**
 - Ability to assess one's own task capability

EU road safety goals and Targets

EU road safety policy is focused on the prevention of deaths and serious injuries:

- Long-term goal: to move close to zero deaths and serious injuries by 2050
- Interim targets: Halving the number of fatalities and serious injuries by 2030 from a 2020 baseline (Valletta Declaration on road safety, March 2017)

Safe System results hierarchy at EU level
Source: EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero"

EU road safety policy framework 2021-2030

EU has adopted the Vision Zero and Safe System approach.

BASILINE

- Mindset of "Vision Zero" to take hold more among policy makers and society at large
- Implementation of "Safe System" at EU level, through ensuring safe vehicles, safe infrastructure, safe road use (speed, sober driving, wearing safety belts and helmets) and better post-crash care.
- Accommodate and confront new trends (e.g. mobile phone distractions, connectivity and automation, sharing economy, etc.)

TIME FOR QUESTIONS & DISCUSSION

Road Safety Management

Part 2

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Module 4

SAFE SYSTEM APPROACH

ROAD SAFETY MANAGEMENT

What is the Safe System approach?

- A **Safe System** approach within the road transport system is built around the premise that death and injury are **unacceptable** and are **avoidable**. This approach seeks to ensure that no road user is subject to **kinetic energy exchange** in a crash which will result in death or serious long-term disabling injury.
- The Safe System represents a major change to past approaches. It overturns the **fatalistic** view that road traffic injury is the price to be paid for achieving mobility. It sets a **goal** of eliminating road crash fatalities and serious injuries in the long-term.

20th Century: Blame the driver

21st Century: Road network is a system that must not kill

System failures: driver/vehicle/road

Driver failures: excess, inexperience

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Safe System principles

Crash Type	Impact speed
head on	70 km/h
side impact	50 km/h
side impact with tree	30 km/h
pedestrian	30 km/h

- PRINCIPLE 1: HUMAN FALLIBILITY**
Human beings make mistakes which can lead to crashes
- PRINCIPLE 2: HUMAN VULNERABILITY**
The human body has a limited physical ability to tolerate crash forces
- PRINCIPLE 3: SHARED RESPONSIBILITY**
Road Safety is a shared responsibility between system designers and road users
- PRINCIPLE 4: SAFE & FORGIVING ROADS**
Building a safe and forgiving road system: a well-designed system can ensure that the physical limits of the human body are not exceeded in a crash

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Why the Safe System approach?

- To achieve the UN's ambitious Sustainable Development Goals a **new way of thinking** and **new strategies** for road injury prevention are needed.
- The starting point for a new approach is the **recognition that road deaths are unacceptable and can be avoided** if effective injury prevention strategies are adopted worldwide.
- Experience have shown that the **most effective strategies are those which anticipate the likelihood of human error** so that crashes don't result in loss of life or health.
- This 'forgiving' or Safe System approach recognizes that whilst mistakes are inevitable, **deaths and serious injuries from road crashes are evitable**.

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Traditional vs Safe System approach

	TRADITIONAL	SAFE SYSTEM
What is the problem?	Accidents	Fatalities and serious injuries
What causes the problem?	Human factors	People make mistakes, people are fragile
Who is ultimate responsible?	Individual road users	System designers
What is the major planning approach?	Incremental approach to reduce the problem	Systematic approach to build a safe road system
What is the appropriate goal?	Optimum number of fatalities and serious injuries	Zero fatalities and serious injuries

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Long-term goal

A Safe System will exist when road users are no longer exposed to death or serious injury on the network

The Safe System approach draws upon:

- Vision Zero** (Sweden, 2005): 'It can never be acceptable that people are killed or seriously injured when moving within the road transport system'
- Sustainable Safety** (the Netherlands, 2006): it is based on an ethical principle to eliminate death and serious injury from the transport system, takes elimination of preventable crashes as the starting point and attaches greater weight to cost-effectiveness in determining interventions

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Shared responsibility

It is no longer acceptable to expect the road user to carry all responsibility for avoiding serious crashes

The Safe System approach looks to:

- Infrastructure design**
- Speed limits**
- Vehicle safety features**

that individually (and together) minimise violent crash forces.

It relies upon:

- adequate **education, legislation and enforcement** efforts to gain high levels of road user compliance with road rules
- effective **licensing** regimes to control the safety of drivers using the system (including cancellation of licences when serious offences are committed)

A good standard of **emergency post-crash care** is also needed

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Safe System road safety pillars

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

- Pillar 1: Road safety management**
- Pillar 2: Safe roads (focus on safe speed limits)**
- Pillar 3: Safe Vehicles**
- Pillar 4: Safe Road Users**
- Pillar 5: Post-crash Response**

The Safe System model

Safe System thinking

Change mindset managing the interactions between travel speeds, road infrastructure and vehicle systems to reduce risk of serious injury crash outcomes

Single intervention approach
(vehicle overloading **OR** treat blackspots **OR** helmet wearing ...)

➔

Interacting safe system interventions
(route based safety treatments **AND** speed limit reduction **AND** increased speed enforcement as well as improving individual interventions such as seat belt wearing ...)

How is a Safe System different?

When the driver of a vehicle travelling on a rural road at higher speeds loses control on a bend and over-turns, the crash is likely to result in a road death.

Under a Safe System

The driver and any vehicle occupants have a much lower risk of death or suffering serious injury because:

- ✓ Vehicles will increasingly have advanced safety features including Electronic Stability Control (ESC), front and side airbags and head restraints
- ✓ Road surfaces will be improved and roadside objects removed or barriers installed
- ✓ Speed is managed through more appropriate speed limits, self-explaining roads that encourage safe speeds and devices such as Intelligent Speed Adaptation
- ✓ Road users are alert, obey the rules of the road and are aware of the risks associated with using the road

Module 5

ROAD SAFETY MANAGEMENT SYSTEM: MANAGING FOR RESULTS

ROAD SAFETY MANAGEMENT

The importance of government leadership

Long-term governmental ownership, leadership and political will are required to manage road safety and to achieve road safety results

WHY?

- To set ambitious long-term goals, step-wise targets for projects and programmes, and sufficient human and financial resources to achieve them
- To create institutional leadership, cooperation and delivery capacity within government agencies, as well as with their industry, business sector and civil society partnerships over a sustained period

Lead Agency for road safety

National road safety effort must be guided by a Lead Agency

Role of the Lead Agency:

- provision of the necessary institutional leadership
- development of the national road safety strategy and its results focus
- coordination of the road safety activity at national level
- making decisions, managing resources and mobilizing the necessary investment to achieve the desired level of country safety performance




Characteristics of a road safety Lead Agency

A lead agency for road safety is essential for the successful achievement of road safety goals

- Should be a **governmental body**.
- Should have the authority and responsibility to **make decisions, control resources and coordinate efforts** by all sectors of government (health, transport, education and the police).
- Should have **adequate finances** to use for road safety and should be **publicly accountable** for its performance and actions.
- Should **take efforts to engage all significant groups** concerned in road safety.
- **Awareness, communication and collaboration** are key to establishing and sustaining national road safety efforts.


National efforts will be boosted if one or more **well-known political leaders** can actively champion the cause of road safety (e.g. prime minister or a Minister directly linked to the Prime Minister)



Recommendations to improve country road safety performance

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

Source: World Report on Road Safety with Injury Prevention (Peden et al., 2002)



Road safety management framework


Improving road safety performance requires a systematic and planned approach

- The establishment of an effective road safety management system is essential to address challenging road safety problems in a **systematic way**
- Countries with the safest road networks demonstrate many **common characteristics** in their management of road safety, such as:
 - targeting better safety outcomes
 - adopting a systematic approach to intervention
 - putting in place a range of institutional arrangements

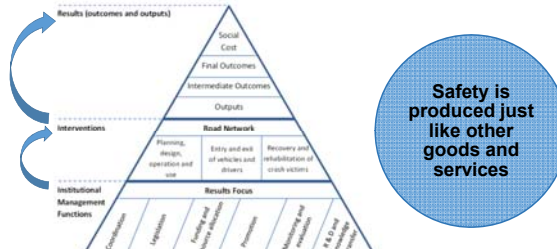


Evolution in Managing for Results


1950 - 1960	1970 - 1980	1990	Late 90's
Driver interventions	System-wide interventions	System-wide interventions + targeted results + institutional leadership	System-wide interventions + long-term elimination of deaths and serious injuries + shared responsibility
Human error contributes mostly to crash causation	Pre-crash phase: Education and training	Plans with numerical outcome targets	Ambitious targets
Education and training of the road user to behave better	In-crash phase: protection (roadsides and vehicles)	Broad packages of system-wide measures based on monitoring and evaluation	Road safety is a system-wide and shared multi-sectoral responsibility
	Post-crash care		



Road safety management system



Safety is produced just like other goods and services



Institutional management functions

Results focus
level of safety performance that a country intends to achieve expressed in terms of vision, goals, objectives and related targets

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Institutional management functions

- **Coordination** concerns the development and alignment of the interventions and other related institutional management functions
- **Legislation** concerns the appropriate legal instruments to specify the legitimate bounds of institutions, their responsibilities and accountabilities, their interventions and their related institutional management functions
- **Funding and resource allocation** concerns the financing of interventions and related institutional management functions
- **Promotion** concerns the countrywide and sustained communication of road safety as a core business for Government and society
- **Monitoring, analysis and evaluation** concerns the systematic and ongoing measurement, analysis and evaluation of interventions in terms of achieving the desired road safety outputs and outcomes (results)
- **Research and Development and knowledge transfer** concerns the systematic and ongoing creation, codification, transfer and application of knowledge that contributes to the improved efficiency and effectiveness of the road safety management system

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Interventions

Effective interventions on the road network focusing on the implementation of evidence-based approaches to reduce exposure to the risk of death and serious injury

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Results

Final outcomes
long-term goal and interim, short- to medium-term targets

- social costs
- fatalities
- serious injuries
- (absolute terms)

Intermediate outcomes
linked to improvements in the final outcomes

- average traffic speeds
- proportion of drunk drivers in fatal and serious injury crashes
- seatbelt-wearing rates
- helmet-wearing rates
- safety rating of the road network
- safety ratings of the vehicle fleet
- emergency medical system response

Outputs
physical deliverables that underpin improvements in intermediate and final outcomes

- km of safety engineering improvements
- No. of police enforcement operators
- No. of awareness campaigns

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Institutional capacity to manage for results

Country capacity weaknesses is a barrier to success

Building of institutional capacity to manage for results is necessary to accelerate the process of shifting from weak to strong institutional management capacity to govern the production of improved road safety results

- **Step 1: Conduct capacity review and specify investment strategy projects** (helping to identify strengths and weaknesses in current approaches)
- **Step 2: Implement safe system projects to launch investment strategy** (preparation and implementation of Safe System road safety projects)

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Key components of Safe system projects

- **Capacity strengthening priorities**
 - Lead agency
 - Crash database development
 - Other institutional reforms
- **High-risk corridors and areas to be targeted with good practice interventions**
 - Infrastructure safety improvements
 - General deterrence-based traffic safety enforcement programs, supported by intensive publicity & awareness campaigns (e.g. speed, alcohol, safety belts & helmets, fatigue, commercial vehicles)
 - Improved post-crash response and emergency medical and rehabilitation services
- **Policy reforms** (e.g. driver licensing, vehicle safety standards)
- **Project management arrangements**
 - Lead agency role
 - Coordination
- **Monitoring and evaluation system**
 - Performance targets for high-risk corridors and areas
 - Procedures
 - Reporting arrangements


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ISO 39001

Motor vehicle crashes are a leading cause of death and long-term injury at work and in driving associated with work (40–60% of all work accidents resulting in death are road crashes in EU)

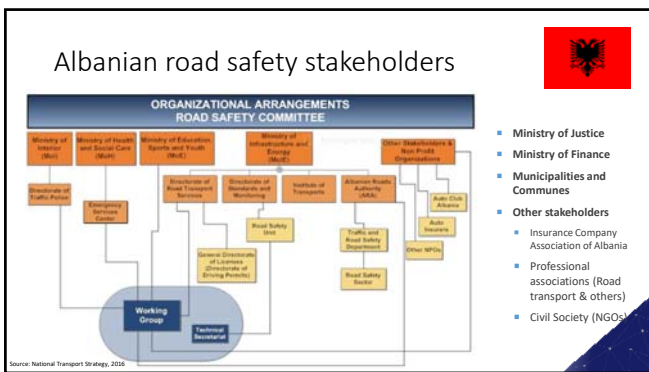
To reduce death and serious injury the International Standards Organization developed **ISO 39001: Road Traffic Safety Management Systems**

- **Objective?** to assist organisations in integrating road safety as a core objective into their management systems, as well as aligning with country road safety goals and strategies
- **Target?** small and large organisations, as well as the public and private sector working with freight and passenger transport (e.g. good transport, schools, supermarkets, etc.)
- **How?** It requires organisations to adopt the Safe System goal and to make decisions on objectives and targets for the interim as well as plans to achieve them



Module 6 ALBANIAN ROAD SAFETY MANAGEMENT SYSTEM

ROAD SAFETY MANAGEMENT





Road safety responsibilities in Albania

Road safety responsibilities are shared between the central and local government

- National policy and strategy
- Institutional organization
- Legislation
- Road infrastructure
- Vehicles
- Training and education of road users
- Law enforcement
- Health services
- Communication and awareness

Central Government is most accountable for legal, policy-making and policy implementation aspects




Central government responsibilities

The **Ministry of Infrastructure and Energy (MIE)** and the **Ministry of Interior (MI)** share the main responsibility for road safety within the Central Government:

- The MIE is the institution responsible for **transport policy**. It develops **policies**, designs **strategies**, and prepares **legislation and bylaws** to initiate road safety measures. It also formulates and defends the **National Program for Road Safety Improvement** to the Council of Ministers. It is also responsible of the **management of the national road network, vehicle registration and driving licensing**.
- The Directorate of Traffic Police, under the MI, is responsible for **enforcing the Road Code**, and also for **road crash data collection**.


Cross-cutting nature of road safety involves other ministries, local governments, and private stakeholders who also play important complementary roles related to **infrastructure, law implementation, education, emergency services, justice, finance, etc.**



Ministry of Infrastructure and Energy

The MIE implements the management of road safety through the following structures:

- Road Safety Sector – "Road Safety Lead Office"**
 - Road safety Programme and action plans
 - Road transport and road safety legislation
 - Coordination between road safety national and international stakeholders
- Road Transport Services Directorate**
 - Vehicle registration
 - Issuing and maintenance of vehicle plate system
 - Collection of annual road taxes
 - Driving licenses
 - Licensing of driving schools
 - Documents for the implementation of Digital Technology
 - Issuing of the tachograph memory cards
- Albanian Road Authority**
 - Actions in compliance with the Albanian Road Code and existing legislation
 - Road asset management system
 - ITS systems
 - Albanian National Transport Plan (ANTP)
 - Manual of Construction Prices and Technical Specifications
 - Studies for efficiency and traffic and road safety
- Institute for Research and Analysis on Road Accidents**
 - Albanian National Transport Plan (ANTP)
 - Transport sector database
 - To assist and advise in transport sector policies, strategies and institutional reforms
 - Other services and research activities
 - Project coordinator or local partner in regional and international projects



Road Safety Management capacity review

Results focus at system level	System
Planning, design, operation and use of the road network	
Entry and exit of vehicles to and from the road network	
Entry and exit of road users to and from the road network	
Recovery and rehabilitation of crash victims from the road network	
Coordination	
Legislation	
Funding and resource allocation	
Promotion	
Monitoring and evaluation	
Research and development and knowledge transfer	
Lead agency role and institutional management functions	Leadership

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Result focus at system level

GoA has increased its attention to road safety reforms during last years:

- adoption of a Road Safety Strategy and Action Plan in 2011
- enhancement and enforcement of road safety laws and regulations
- modernization of safety standards in road design and construction
- better coordination between stakeholders
- increasing public awareness on safety issues
- commitment to achieve the strategic goal of reducing fatalities in the long-term by 50%

HOWEVER...

Still **significant challenges to be faced** to create acceptable levels of safety

- institutional responsibilities and mechanisms of stakeholders coordination are not clearly define
- weak monitoring of the implementation progress and the effectiveness of the strategy and action plan (annual report)
- Lack of official assessment and guidance due to the lack of IMRSC meetings since 2014
- stakeholders are not formally held to account for performance achieved to achieve the desired focus on results
- sustainable sources of funding are not available to properly implement the Road Safety Action Plan

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Planning, design, operation and use of the road network

Road safety aspects have not been sufficiently considered yet for the upgrading of the national road network

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Poor performance of the planning, design and operation of safe road infrastructure

- Official **speed limits** do not often align with the principles of safe system design;
- **Safety controls on speed, drunk-driving, and use of seat belt and helmet** are not systematic and exhaustive in terms of performance;
- Actions to improve road infrastructure safety, such as **RSA/RSI**, are not regularly implemented even if they are mandatory according to the Albanian law;
- **Safety standards and rules** do not sufficiently address the specific safety priorities for vulnerable or high-risk user groups, such as pedestrians or motorcycles/cycles.
- **Lack of in-depth accident investigations** means that the contribution of the road infrastructure to road accidents and casualties is not fully taken into consideration

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Entry and exit of vehicles to and from the road network

GoA has made **significant efforts** to establish safety standards and regulations governing the conditions of vehicles:

- **Vehicle homologation standards** related to characteristics (dimensions and weight), age and import conditions
- Standards and rules for the **vehicle technical inspection and active safety** and other features are established
- **Liability insurance** and regularly technical inspection are mandatory and applied

HOWEVER...

- vehicle standards and regulations set in the Albanian Road Code are not fully compliant with international and EU requirements

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Medium capacity and performance to ensure a better safety for vehicles

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Entry and exit of road users to and from the road network

GoA has **made provisions** governing the entry and exit of road users during last years:

- The conditions of access to driving for all categories of users are regulated and they seem sufficiently applied
- Safety standards and rules clearly and sufficiently address safety priorities to general drivers and professional drivers (helmet, seat belt, and child restraints, drink driving, tachographs, etc.)

HOWEVER...

- road safety attitudes and culture are not fully considered during the driving training
- enforcement of existing regulations faces difficulties for a properly implementation (risky behavior of road users, lack of resources of traffic police, weak impact of road safety education Programmes and awareness campaigns, etc.)

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Medium/poor capacity and performance to ensure better safety for road users

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Recovery and rehabilitation of crash victims

Health system in Albania is dominated by the **public sector**:

- The National Emergency Medical Center (QKUM) assuring alert, medical transport and evacuation
- The regional and district hospitals, providing emergency services for medical treatment

- No comprehensive safety standards and rules, and performance targets are presently established for the emergency services
- No safety standards and rules and compliance regimes addressing high-risk road user groups are set

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Strong necessity of regulation of the emergency services and capacity building of main health actors

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Coordination

Important efforts developed to follow up the National Road Safety Strategy and Action Plan

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Poor institutional coordination action

HOWEVER...

- road safety actions are mainly organized and implemented individually which does not usually lead to the expected impacts
- inactivity of the Inter-Ministerial Road Safety Committee (main responsible for the coordination and definition of government policies and national strategy) has led to a poor coordination between stakeholders
- relationship between stakeholders are presently very limited, and mainly focused in information exchanges
- lack of vertical coordination with *qarks* and municipalities

Legislation

Albanian legislation governing road safety and the specific articles regulating driver license and road user behavior have been progressively amended to align them with the EU legislation:

- Law No. 8378, dated 22 July 1998, "The Road Code of Albania"
- Decision of the Council of Ministers No. 153, dated 7 April 2000 "On the approval of the regulation on the implementation of the Road Code of Albania"

HOWEVER...

- It is **not yet in full compliance** with EU acquis communautaire and international/United Nations legal instruments
- upgrading of existing legislation** is necessary for a sustainable implementation of changes in traffic and road conditions
- adoption of new by-laws and regulations** are necessary to further enhance the consistent enforcement of traffic laws and rules
- strict and rigorous **law enforcement** must be ensured in order to make road safety legislation effective

Need of improvement of the legal framework

Funding and resource allocation

Albania suffers a lack of stable and sustainable funding for road safety interventions:

- No separate budget is considered for road safety actions within the general budget of the GoA
- government agencies dealing with road safety do not usually allocate specific budget for road safety interventions and usually suffer a general shortage of funds for it
- limited road safety actions are funded if included in development projects or traffic improvement plans
- no financial contributions to enhance road safety are provided by Albanian insurance companies or the private sector

→ Current funding for road safety is **not sufficient, stable and sustainable**

Promotion

Very few efforts are being made by the GoA to continuously promote their ambitions to reduce road accidents and victims:

- Promotional road safety activities are not regularly implemented in Albania and its results are not usually monitored.
- Only occasional and dispersed communication actions and road safety awareness campaigns have been conducted

→ Poor promotion of road safety goals and results

Monitoring and evaluation

Main indicators used in Albania to measure road safety progress:

- Annual road crash statistics
- Road code violation statistics

HOWEVER...

- road crash and road victim's data lack exhaustiveness
- statistics produced by the Traffic Police do not integrate the data at the level of Health Services
- existing road crash database system lacks exhaustiveness and reliability (Underreporting of crashes and victims, lack of a cartographic basis, numerous parameters recorded as "unknown" or "other", etc.).

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Need to improve the existing road crash management system and to add new indicators

Research and development and knowledge transfer


- Institute of Transport carries out research only focused on transportation aspects
- no regularly research, seminars and workshops, and training actions are implemented
- few capacity building actions related to road safety have been implemented in the framework of some international projects

→ Very poor research & development & knowledge transfer

Lead agency


MIE (together with MI) is recognized by all road safety stakeholders as the **road safety leader in Albania**, however the lead role of these institutions is not clearly defined in the legislation

- MIE implements road and road safety related Programmes and regulations through the Albanian Road Authority (ARA) and the General Directorate of Road Transport Services (GDRTS) and monitors the general road safety performance through the Road Safety Sector (RSS)
- Traffic Police (MI) plays a key role both in the enforcement and promotion of road safety
- MIE/MI has **no authority over other ministries** to conduct the road safety policy and actions and so it cannot provide leadership and coordination for the national road safety effort.
- **Absence of a clear monitoring and evaluation framework** to measure the progress and results of the actions carried out has the effect of **relieving the MIE and other stakeholders of responsibility**
- **Limited capacities and resources** of MIE and MI



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Lead agency



lack of an inter-ministerial decision-making and coordination body

sound weakness in the Albanian organizational and institutional road safety system

strong impact on road safety management and coordination capacity



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TIME FOR QUESTIONS & DISCUSSION




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THANK YOU FOR YOUR ATTENTION!

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