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Note on International Examples of Road Safety Lead Agencies

FINAL

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1818 H Street NW
Washington DC 20433
Telephone: 202-473-1000
Internet: www.worldbank.org

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INTRODUCTION

The World Bank's earlier analysis of road safety management in Poland identified the absence of a National Road Safety Lead Agency (NLA). Poland recognizes that a NLA is essential for sound road safety management and is considering the creation of a NLA. This was a recommendation of the Road Safety Management Capacity Review of Poland¹ and a core recommendation of multiple international expert road safety organisations including the World Health Organisation and the World Bank's Global Road Safety Facility². Others within Poland have also identified the need for improved leadership and management of road safety (e.g., the Supreme Audit Office: NIK).³

NLAs are organisations whose sole responsibility is road safety and who wholly and purely lead road safety in the country/state. Large countries such as Australia (large area) and Germany (large population) tend to have lead agencies at the state level rather than at the national level. NLAs at the state level are often part of a larger agency. For example, NSW Centre for Road Safety really is the Lead Agency for the state of New South Wales in Australia, though it is now part of the larger entity, Transport for NSW, which performs functions wider than road safety.

In other countries there is no state or province level of Government. For example, the key levels of government in New Zealand are National and Local Councils. The NLA in New Zealand has strong accountability and leadership of road safety.

Good practice NLAs directly manage or co-ordinate with partners all the core areas of road safety. In most instances this is based on the principles of Safe System and includes management of safer roads, safer vehicles, safer people, and safer speeds.

It is also important to note that NLAs are road safety management organisations, and are separate from road safety research organisations. For example, SWOV, the main road safety research organisation in the Netherlands, is mistakenly seen as the lead agency for the Netherlands due to the significant influence on road safety policy in Netherlands. However, its core function is research, not management of road safety, and therefore a research organisation (no matter how influential) is not to be mixed with NLA.

The purpose of this report is to present cases of NLA in countries as agreed with the Secretariat of the National Road Safety Council (SNRSC): Australia, Sweden, Finland, Slovenia, Czech Republic, Italy and Spain. Finland and Slovenia were requested additions by the SNRSC (in replacement of Germany - some information available in Appendix 2) thus the

¹ Czapski, R. Job, RFS, McMahon, K. Giemza, J.(2013). *Country Report on Poland: Road Safety Management Capacity Review*. Warsaw: World Bank Report No.78319-PL.

² Bliss, A. & Breen, J (2009). *Country guidelines for the conduct of road safety capacity reviews and the specification of lead agency reforms, investment strategies and safe system projects*. World Bank Global Road Safety Facility, Washington, D.C.

³ Michalski, L. (2010). The concept of an integrated transport safety system ZEUS. In Krystek, R. (ed) *ZEUS An Integrated System of Transport Safety Synthesis*. Motor Transport Institute in Warsaw.

information collection for these two countries was started later in the process. Some of the information for these two countries was sourced from the internal consulting report provided by the SNRSC which was auto-translated to English. The summaries of country cases are described in turn.

Limitations on information provision

NLAs are all government agencies, and the people working in them are public servants while some may be political appointments. Public servants are quite explicitly limited in what information they can provide to anyone outside their public service. Furthermore, in many cases there is a political motivation to make the numbers of staff and the budgets for road safety appear larger than they are. Thus, information is sometimes quite deliberately hidden, even when the person we are seeking it from knows the answer and would be happy to provide it but for their situation in the public sector.

Information on structures and precisely how each NLA works is not readily available, nor is it simple to identify which of the many organisations that claim to deliver road safety for the country/state are in fact lead agencies. Direct contacts for the identified NLAs were also made to seek further information on how the NLA works. Responses were not forthcoming and we followed up with the contacts by emailing a World Bank formal letter and a structured and easy to complete survey (Appendix 1) to collect more detailed information. The team further followed up via a phone call with countries which had not sent back a completed survey in the attempt to complete the survey over the phone.

The level of detail provided for each country in this report varies depending on the varying level of details provided by each contact as well as the existing knowledge of the country of the authors. Because two of the authors (Chika Skashita & Soames Job) have worked in lead agencies and in other government roles in road safety in Australia, and were consulting to lead agencies on a number of occasions, the level of details available directly from the experience of the authors is exceptional for Australia.

COUNTRY CASES

The core information sought to describe the structures and how the NLAs work in each country included the following:

- Name of Lead Agency
- Level of Government (national/state or province)
- Links to sources of information
- Organisational structure including number of staff where known
- Level of seniority of the head of the Lead Agency

-
- Budget for road safety specifically (NOT including budgets for road maintenance and new road building⁴ and other non-road safety functions)
 - Independence (part of another agency or not)
 - Reporting mechanism
 - Road safety strategy
 - Budget expenditure
 - Level of control (e.g. sign-off/approval of activities; guidelines/standards)
 - Level of responsibility for road related laws of the country/state
 - Management areas (safer roads, safer vehicles, safer people, and safer speeds)

As far as available, the NLA for each of the seven countries are in turn described below with respect to the above core information.

Australia

There is a road safety unit in the Federal Government of Australia (within the Department of Transport and Regional Development), but it does not constitute a lead agency in a substantive sense. It contains only a handful of road safety staff (currently only three persons), only collates the crash data supplied by the states, helps to arrange meetings between the states, manages national design rules for vehicles (not extremely efficiently), and at times represents Australia when invited inadvertently to international meetings on road safety. All the key controls in Australia are at the State (including Territory) level except national vehicle standards. Each state runs their own LAs, their own road agencies, their own police forces, their own education systems, set their own road rules and road design policies, and almost entirely fund road safety efforts. State governments are seen by the public as responsible for road safety, and each state has its own road safety strategy. Thus, the federation of Australian states is comparable to various states organized in the EU complementing capacities in road safety management, with the Federal Government providing some guidance and quite small amounts of funding to the states for road safety, and each state acting with a degree of independence similar to each European country.

Real lead agencies exist in the states. New South Wales (NSW) is described as a detailed example below mainly on the basis of detailed knowledge of the arrangements which exist there.

The *National Road Safety Strategy 2011–2020* was released on 20 May 2011 by the former Australian Transport Council (ATC), and is now overseen by the Transport and Infrastructure Council. However, the National Strategy is really an agglomerated state strategy: it was prepared by the National Road Safety Executive Group (at the time Chaired by Dr. Soames Job (one of the authors) former Director of the NSW Centre for Road Safety). The National Road Safety Executive Group is a body consisting of the head of the road safety lead agency

⁴ Some countries will claim that all their road maintenance and new road building is for road safety and include it in the budget. Please note this or extract it from the budget if possible, because this claim is completely wrong but politically convenient.

in each state as well as federal representation from the Department of Transport and Regional Development. The ATC (now the TIC) consists of the roads or transport ministers of each state as well as the Federal Government, and thus the responsibility for delivery of the national strategy shoots immediately back to the states. The roads or transport ministers of each state signed agreement to the National Strategy. Nonetheless, each state including NSW has its own strategy in addition to the National Strategy. Usually these are aligned in target and broad content, though the strategies of some states have set more ambitious targets than the national strategy while others have set targets reflecting their view that they were already performing well above the national average and thus could not be expected to achieve the same level of improvement as Australia overall.

The national strategy is firmly based on Safe System principles and is framed by the guiding vision that no person should be killed or seriously injured on Australia's roads. As a step towards this long-term vision, the strategy presents a 10-year plan to reduce the annual numbers of both deaths and serious injuries on Australian roads by at least 30 per cent. The strategy outlines broad directions for the future of Australian road safety, planned initiatives for the first three years and a range of options for further consideration as the strategy progresses. The initiatives and options are set out in four key areas—Safe Roads, Safe Speeds, Safe Vehicles and Safe People.

New South Wales (Australia)

The Lead Agency for the state of NSW is the NSW Centre for Road Safety. The description provided herein is of leadership and management arrangements as they existed up until 2011, and revised arrangements are also described below. The Centre for Road Safety was a semi-independent part of the Roads & Traffic Authority (the roads agency for NSW, which was also responsible for licensing and vehicle registration). The Centre for Road Safety had direct access to the Minister for Roads on all road safety policy, strategy and program matters. The head of the Centre for Road Safety was at the same level as Chief Executive Officers of many NSW public sector departments and agencies, and was also a director of the NSW Roads and Traffic Authority.

The Centre for Road Safety had around 120 staff and a budget of A\$240m per annum, as well as having sign-off influence over works with much larger budgets (such as major projects – i.e. new roads building).

The structure of the Centre for Road Safety is shown in Figure 1 while Figure 2 shows the complex set of inter-relationships with committees, the Minister, and delivery arms of the RTA (Roads and Traffic Authority) as well as other areas of government required to deliver road safety. As Figure 1 show the Centre was structured around the content of road safety delivery - roads, vehicles, speeds and people. (This was the final structure in 2011, which added safe speeds as a separate area. It had previously been incorporated into safe people.)

Following a review of the entire transport portfolio in NSW, the Centre for Road Safety was reduced in size (mainly through having CRASHLAB removed) and moved to Transport for NSW. CRASHLAB remains in the Roads and Traffic Authority (now Roads and Maritime Services). The structure of the Centre was also revised to be based on process rather than content expertise.

Figure 1: Structure of the NSW Centre for Road Safety

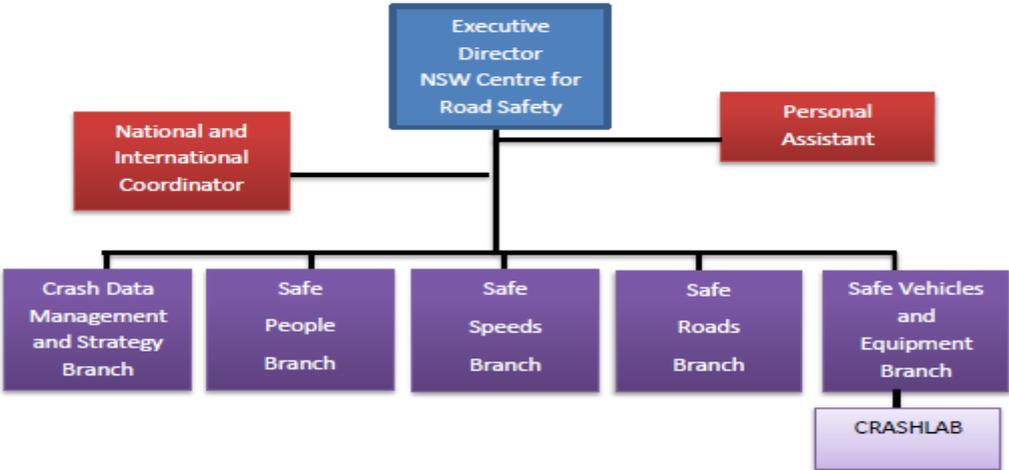
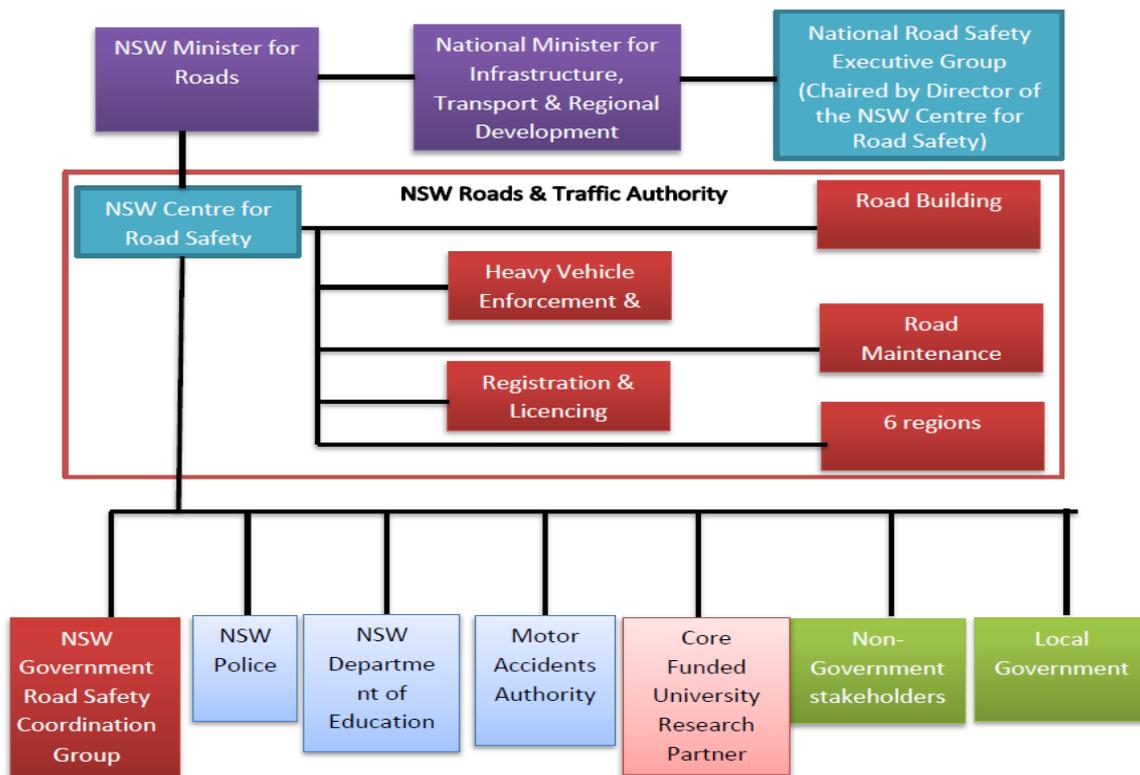


Figure 2: Structure of the relationships between the NSW Centre for Road Safety and Partner road safety delivery agencies of Government, and key management committees and groups



Useful websites and references

Department of Infrastructure and Regional Development - Federal	https://www.infrastructure.gov.au/
Bureau of Infrastructure, Transport and Regional Economics - Federal	https://www.bitre.gov.au/
NSW Centre for Road Safety - State of New South Wales	http://roadsafety.transport.nsw.gov.au/
Department of Transport - State of Western Australia	http://www.transport.wa.gov.au/
Department of Planning, Transport and Infrastructure - State of South Australia	http://www.dpti.sa.gov.au/
Department of Transport and Main Roads - State of Queensland	http://www.tmr.qld.gov.au/
Department of Transport - State of Northern Territory	http://www.transport.nt.gov.au/

Contact

Soames.job@gmail.com

Sweden

Swedish Transport Administration (Transportstyrelsen) is supposedly the NLA, but in fact is a large agency with multiple responsibilities including planning, development and operations of the national rail and road infrastructure. The Administration headed by a Director General belongs to the Ministry of Enterprise, Energy and Communications and therefore reports to the Minister. The Swedish Transport Administration is guided by the Vision Zero and covers all the core areas of road safety. It is responsible for the planning, building and operation of roads and railroads, development of long term plans for all modes of transport, research within the fields of mobility, environment and traffic safety. The Administration has direct control over the delivery of road design guidelines, road maintenance policy and speed cameras. However enforcement is managed by Police with the consultations with the Administration.

Blackspot programs and education are not undertaken by any agency and there is very little public promotion and advertising of road safety messages. Speed limit setting involves many stakeholders on no one agency has absolute control over it. The absence of blackspot programs does not reflect a lack of road engineering for road safety—quite the opposite. Sweden has been so successful with road safety engineering of roads that blackspots are not readily identifiable. Sweden adopts a safe systems approach to road engineering and thus treats locations based on risk even if no serious crashes are evident.

The Swedish Transport Agency (Trafikverket), not the Swedish Transport Administration, is responsible for the road related laws for Sweden and regulations within air, sea, rail road and road traffic, holds vehicle and driver licence registers, and conducts analyses of road crashes. Within the Agency, the Road Traffic Department formulates regulations and supervises road transport.

Both the Swedish Transport Administration and Swedish Transport Agency are responsible to work towards the transport policy goals set up by the parliament. The Group for National Road Safety Co-operation (GNS) co-ordinates co-operation between the Swedish Transport Administration and Swedish Transport Agency, the local authorities, the police and the authority for occupational health and safety. The Group includes representatives of the National Society for Road Safety (NTF) and some partners from the private sector. Transport Analysis (Trafikanalys) provides advice on transport policy based on reviews, analyses and evaluation of proposed and implemented measures at the request of the Government, and is therefore also involved in road safety for Sweden. Thus, road safety is overseen by many bodies including the Swedish Transport Administration.

It should be noted that these current arrangements are a significant shift from the clearer singular NLA which existed some years ago when Sweden was making larger gains in road safety. The authors explicitly asked for the staff numbers but were told it was not possible to provide that information because road safety staff are now split over the large Swedish

Transport Administration which consists of approximately 6500 staff. While many consider the safety dimension of their everyday operations, only a minority works for purely road safety. However, the staff number purely in road safety before the split is estimated to be over 150.

National road safety strategy does not exist in Sweden. The main approach is to establish safety factors to work with, put targets on these and have other actors monitor progress. Thus, the choice of factors and methods by which they are addressed constitute road safety action plans. The government establishes the road safety targets and the national group for co-operation in managing the work.

Given there is not a pure road safety agency, a road safety budget could not be provided. No estimate was provided despite the push from the World Bank team for an estimate. Specific sources of public revenues are not earmarked for road safety use either.

Useful websites and references

Swedish Transport Administration	http://www.trafikverket.se/en/startpage/
Swedish Transport Agency	http://www.transportstyrelsen.se/en/
Transport Analysis	http://www.trafa.se/en/

Contact

anders.lie@trafikverket.se

Finland

According to the WHO Global Status Report on road safety in 2013 the NLA for Finland is the Ministry of Transport and Communications. The responses to our recent survey from the Finnish Transport Agency and the Finnish Transport Safety Agency also indicate that the Ministry is the NLA. The Ministry is responsible for drafting legislation on road safety with a goal to halve the number of fatalities and reduce serious injuries by a quarter by 2020. The Ministry is funded within the national budget and partially funded to implement the National Road Safety Strategy. However, the road safety role is shared within the Ministry between the Finnish Transport Agency, Finnish Transport Safety Agency and Liikenneturva (Traffic Safety). The establishment of the former two Agencies were supported by their respective Acts. We are hoping to receive more information from the Ministry itself and if we do we will provide a revision on this section.

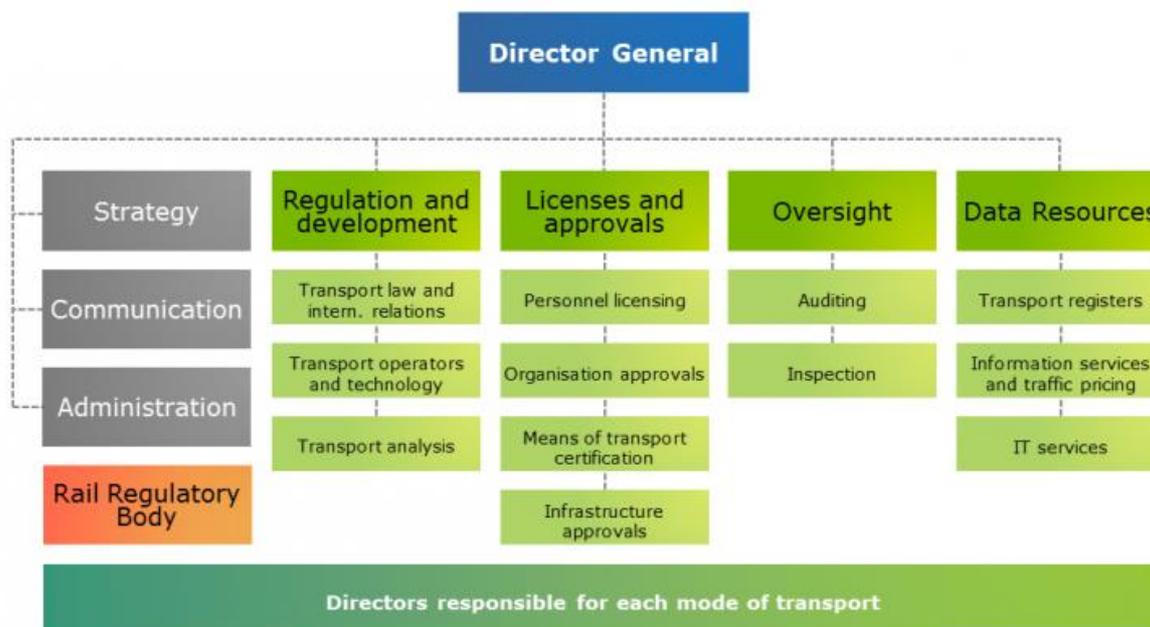
The Finnish Transport Agency (Liikennevirasto: FTA) takes part in the preparation of road related laws, but the Ministry of Transport and Communications is responsible for them. FTA has direct control over road design guidelines and road maintenance policy. FTA is responsible for road design, construction and management, and for road and traffic signs. They also plan, design, maintain and construct the rail networks as well as the waterways. The Transport Agency also directs the road maintenance operations of the regional centres for economic development, transport and the environment.

FTA reports to the Minister of Transport and Local Government and is headed by a Director General with around 650 staff (see Figure 3). However, the proportion of road safety work by these staff is difficult to estimate. Some of the FTA budget is handed over to other agencies for road safety as required by law or regulation, by formal contract or in collaboration (e.g. with Police in traffic enforcement).

Figure 3: Structure of the Finnish Transport Agency



The Finnish Transport Safety Agency (Trafi) is responsible for vehicle registrations, supervision of driving schools and driver licensing as well as road and traffic safety campaigns. They are also responsible for maritime, aviation and railways. Trafi does not have a budget specifically assigned to road safety. Trafi reports to the Minister of Transport and Communication and is headed by a General Director with 530 staff (see Figure 4).

Figure 4: Structure of the Finnish Transport Safety Agency (Trafi)

Liikenneturva advocates for road safety and contributes to road safety education and driver training. Blackspot programs do not seem to exist in Finland. The road safety strategy (only available in Finnish) was written by all road safety partners convened and approved by the Ministry. The delivery of the strategy is promoted to be done in cooperation between the road safety partners.

The spread of responsibility over three areas within Transport is an unhelpful model. However, Finland is performing well in road safety (death rate reported by WHO at 5.1 per 100,000 people for 2010) and so this model appears to work for Finland. Nonetheless, part of Finland's success may arise for other reasons: little through traffic compared with most countries of Europe, high average income, excellent road safety research and advocacy from Universities which are recognised leaders in road safety research internationally.

Useful websites and references

Ministry of Transport and Communications on road safety	http://www.lvm.fi/en/road_safety
Finnish Transport Agency	http://portal.liikennevirasto.fi/sivu/www/e/fta
Finnish Transport Safety Agency	http://www.trafi.fi/en/road

Contact

paivi.nuutinen@fta.fi

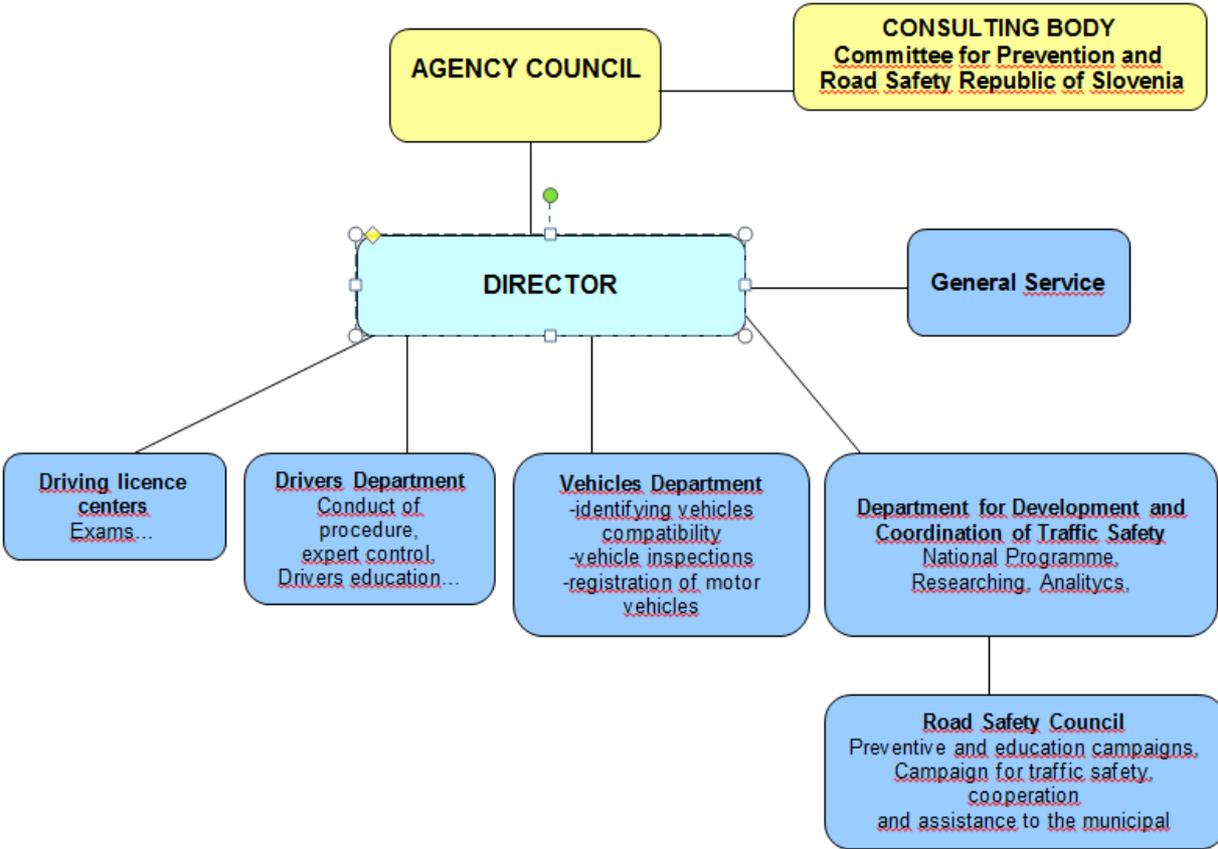
raimo.tapio@fta.fi

Slovenia

The Slovenian Traffic Safety Agency founded by the Republic of Slovenia is a public independent legal entity, which has rights, obligations and competencies specified in the Act of Road Safety. Road safety is their sole responsibility and the Agency is responsible for the road related laws of Slovenia.

The Agency is headed by a Director with 105 staff and reports to the Minister of Infrastructure. The organisational chart for the Agency is shown in Figure 5. The Slovenian Traffic Safety Agency and the Ministry of Infrastructure are responsible for the delivery of the National Road Safety Strategy⁵, which was written by the Agency and approved by the National Assembly. The Strategy contains national targets and the Agency’s primary aim is to reduce the number of road fatalities.

Figure 5: Structure of the Slovenia Traffic Safety Agency



⁵ http://www.avp-rs.si/images/dokumenti/SARK/nacionalni_program/nacionalni_program_2013_2022.pdf

The Agency is financed from the national government budget and other income, and the implementation of the National Road Safety Strategy is partially funded. The road safety budget is 17,063,005 €. No other sources of public revenues are earmarked for use in road safety. The Court of Auditors supervises legality, effective and efficient use of Agency's resources. Some of the Agency's road safety budget is handed over to other agencies to spend on road safety by formal contract. Other Ministries (e.g. Ministry of Interior, Ministry of Health) also have their own budget for road safety.

The Agency proposes policy actions and measures, implements the programs and policies, signs documents and contracts and ensures compliance with the law relevant to its activities. The Agency monitors road safety in accordance with the Implementation of Directive 2008/96/EC and the Public Roads Act. It also controls road infrastructure safety in all phases of the planning, operation and maintenance. The Agency is responsible for driver licensing, vehicle registration and driver training and education in schools and municipal councils. It develops, implements, and directly delivers road safety communication campaigns targeting speeding, drink driving, safety belt use, pedestrian safety, motorcycle safety, cyclist safety as well as railroad crossing safety. It also implements rehabilitation programmes for drivers convicted of speeding, drink and drug driving offences. Further, it provides awards for prevention and education efforts for road safety. Education is provided by another agency to guidelines set by the Agency.

Road design guidelines are delivered by another organisation with the Agency controlling the work by funding it. Road maintenance policy, blackspot programs and speed limit setting are delivered by another organisation in consultation with the Agency. However, police enforcement and speed cameras are delivered by another organisation and the Agency has not influence. Therefore, the Agency covers safer roads, safer vehicles, safer people but not safer speeds.

The Agency has the right to use government database on licensing, registration, driving records and personal information and conducts road safety research. It has road death data analytical capacity in accordance with the Implementation of Directive 2008/96/EC and the Slovenian Road Traffic Safety Act and Public Roads Act.

All the above programs of work are conducted in cooperation with research institutions, training and educational organizations, business associations, government bodies, councils. The Agency also works in collaboration with local communities and NGOs and other civic society organizations in the field of road safety and may co-finance their activities.

This is a broadly sound model of core functions and strong influence by the NLA.

Useful websites and references

Slovenian Traffic Safety Agency	http://www.avp-rs.si/en/slovenian-traffic-safety-agency
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Contact

Ljubo.Zajc@gov.si

info.avp@avp-rs.si

Czech Republic

BESIP (Bezpečnost silničního provozu)⁶, which is part of the Ministry of Transport, appears to be the main road safety organization in Czech Republic. The Ministry is responsible for all transportation matters. However, this supposed lead agency really only has direct control over public promotion and advertising of road safety messages, as well as approval control of other activities (see below). These include coordination of national road safety campaigns and education for children and young adults. Another department at the Ministry, not BESIP, is responsible for the road related laws for Czech Republic.

Police enforcement, speed limit setting and education are each delivered by another agency but with approval control by BESIP. Blackspot programs are delivered by another agency in consultation with BESIP. Road design guidelines and road maintenance policy are delivered by another agency and BESIP has no control. The police or cities have control over speed cameras.

The other key player appears to be the Government Council⁷ of the Road Traffic Safety (comprising representatives of parliament, ministries, civil associations, professional organizations and the private sector). Based on its functions this Council is judged to not be a real lead agency. Usually a Council is a group of people who meet sometimes to make decisions. They are an executive group, who do not meet as their full time work, but infrequently (e.g. once a month, once a week or quarterly). Such a group cannot perform the functions of a NLA because key functions of a NLA require many staff (public servants or civil servants) working full time. The NLA must co-ordinate road safety efforts, which involves negotiating with partners, arranging contracts for delivery or MOUs, arranging collaborations, paying for works, actually delivering works, managing funds on a regular basis, analysing crash data and monitoring outcomes.

BESIP consists of five staff members with 14 field workers in the 14 regions of Czech Republic headed by the Head of Road Safety Department who reports to the Minister and Deputy Minister. BESIP is a stand-alone department of the Ministry and does not have an organisational chart. The Head of the BESIP is one of six managers subordinated to the Director of the Department of Aviation, Outer Space and Transport Agendas. There are six directors subordinated to the Minister (other departments include Departments of Legislation,

⁶ <http://www.ibesip.cz/>

⁷ In Poland the NRSC should not be thought of as the Lead Agency. The Secretariat, which has full time staff working on road safety, can be a lead agency (with more staff and powers to perform the functions).

Minister's Office, of EU Funds and Strategy, of Transport, and of Infrastructure). The crash data in the Czech Republic are collected by the traffic police in 86 districts and transferred to the Police headquarters. It is not clear whether the crash data is centrally managed by the BESIP.

BESIP is responsible for the delivery of the National Safety Strategy for 2011-2020, written by the Centre of transport research (CDV: Centrum dopravního výzkumu) and approved by the Ministry of Transport and Government Road Safety Council⁸. It set the following targets: decrease the mortality rate (deaths/100 000 population) to the EU-27 average (i.e. by about 60%); and the decrease by 40% the number of persons seriously injured in comparison to the 2010 level.

The budget for road safety in 2014 was 16 million Czech Crowns (approximately 584,000 €) and is approximately 15.5 million Czech Crowns (approximately 566,000 €) in 2015. Around 80 million Czech Crowns (approximately 3 million €) of special funding are earmarked for road safety projects. All this road safety budget is directly spent by BESIP.

Thus, overall, the lead agency, BESIP, is only able to control or clearly influence a proportion of the key road safety activities of the Czech Republic, has inadequate staff numbers in head office to undertake the basic functions of a lead agency, is not clearly able to analyse crash data to monitor outcomes and choose actions on an evidence basis, and is inadequately funded.

Useful websites and references

CDV, Transport Research Centre	www.cdv.cz
Ministry of Transport	www.mdcz.cz
Police of the Czech Republic	www.policie.cz
Road safety observatory	http://www.czrsso.cz
In-depth accidents analysis	http://hadn.cdvinfo.cz
Road traffic infrastructure improvement	http://veobez.cdvinfo.cz
Cyclostrategy (cycle transport development)	http://www.cyklostrategie.cz

Contact

jan.tecl@cdv.cz

posta@mdcz.cz

martin.farar@mdcz.cz

France

The Ecology Department who reported to the Prime Minister solely managed road safety until 2010. The French NLA was amended in 2010 and the current supposed NLA which sits under the Ministry of Home Affairs does not have the previously held responsibilities and functions.

⁸ <http://www.ibesip.cz/data/web/soubory/nsbsp/national-road-safety-strategy-en-short-version.pdf>

Road safety roles and responsibilities are now spread between multiple organisations in France.

The Interministerial Delegation for Road Safety (délégation interministérielle à la sécurité routière: DISR), reporting to the Ministry of Home Affairs and the Prime Minister is now the supposed NLA for road safety in France. It is responsible for applying the decisions of the Interministerial Committee for Road Safety (Comité interministérielle de la sécurité routière: CISR). The CISR is a decision-making body chaired by the Minister of Home Affairs who carries out actions on behalf of public authorities: its mission is to define the government's road safety policy and to ensure that it is implemented. DISR receives support from the “Road Safety and Traffic Department” (Délégation de la Sécurité et de la Circulation Routière: DSCR) within the Ministry of Home Affairs. DSCR is responsible for driver training, local road safety, road safety enforcement, the general communication policy and writing new rules in the highways code. DISR also has the support of the National Interministerial Road Safety Observatory (Observatoire national interministériel de la sécurité routière: ONISR), which reports directly to DISR. The observatory is in charge of centralizing and analyzing the data gathered by the various ministries involved in road safety and then distributing the results. The “Directorate for Transport Infrastructure” (direction des infrastructures de transport: DTI) located in the Ministry of Ecology, Sustainable development and Energy is responsible for the road related laws of France. Ministry of Ecology manages safer roads and vehicles while the Ministry of Home Affairs (DISR) manages safer people and safer speeds.

Road design guidelines and road maintenance policy used to be delivered by the NLA until 2010 but they are now controlled by the DTI. Blackspot programs used to be delivered by the NLA until 1990 but the program is now stopped. Police enforcement is controlled by the Police. Speed cameras, public promotion and advertising of road safety messages and driver training and testing are delivered by the DSCR. Speed limits are set by local authorities and the Ministry of Education controls road safety education.

DISR is responsible for the delivery of the National road safety strategy⁹ written by the DISR and approved by the CISR. DISR is headed by the Chief Executive Officer with 150 staff and the DSCR is headed by a Director. DISR has a budget of 130 million € dedicated to road safety. Other public revenues are available for different road safety functions:

- 600 million € for automated enforcement
- 1050 million € for enforcement by the Police force
- 200 million € for new radars and maintenance
- 30 million € for driver licensing
- 220 million € for financing transport infrastructure
- 30 million € for new electronic enforcement system
- 700 million € for local safety policy
- 470 million € into the general budget

⁹ <http://www.securite-routiere.gouv.fr/la-securite-routiere/les-actualites/bernard-cazeneuve-presente-le-bilan-provisoire-de-l-accidentalite-2014-et-son-plan-de-lutte-contre-l-insecurite-routiere>

Some of the road safety budget is handed over to other agencies according to the Law (parliamentary) or regulation (governmental or ministerial).

This model is significantly fragmented, with the lead agency work being focused on behavior change, while other agencies are the holder and analyst of the crash data, responsible for road law, and in charge of road engineering treatments.

Useful websites and references

Road safety Website	http://www.securite-routiere.gouv.fr
Road safety in France in 2012	http://www.securite-routiere.gouv.fr/content/download/29563/271205/file/Bilan%20(2012)%20La%20sécurité%20routière.pdf
IFSTTAR - The French institute of science and technology for transport, development and networks	http://www.ifsttar.fr/
CEREMA – The French research centre on risks, environment, mobility and planning (previously SETRA, CERTU, CETMEF and CETE)	http://www.cerema.fr/

Contact

onisr.dscr@interieur.gouv

joel.valmain@interieur.gouv.fr

Christian.Machu@interieur.gouv.fr

Italy

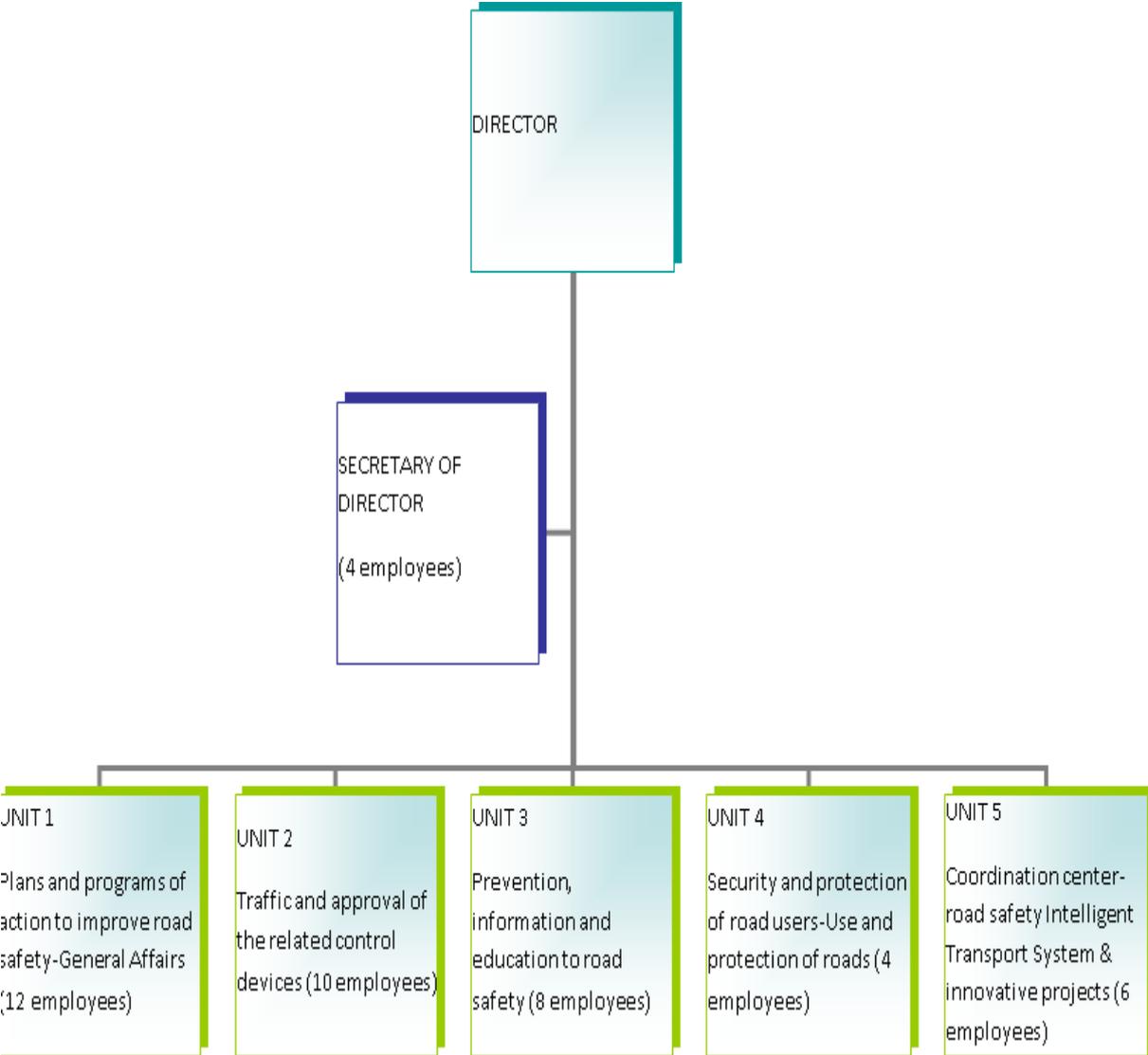
The Directorate General for Road Safety (Direzione Generale Sicurezza Stradale)¹⁰ which is a branch of and reports to the Ministry of Transport and Infrastructure is the NLA for Italy. The Directorate has 44 employees headed by a Director (see Figure 6).

The Directorate for Road Safety consists of five units: Plans and intervention programs for the improvement of road safety; Traffic and approval of the associated controllers and control; Prevention, information and education of road safety; Security and protection of road users, use and protection of roads; Mobile information, CCISS (Operational Centres) and innovative projects. Each unit has a specific assignment including: provision of money to local public authorities to deliver projects, activities and works related to road safety; assist in the making and interpreting of traffic laws, authorizations and limitations to traffic; provide opinions related to road signs and any other traffic and safety matter; road safety campaign; deal with appeals on road safety; provide traffic information.

The Directorate is responsible for the road related laws for Italy. The Directorate manages safer vehicles, safer people, safer speeds, and any subject related to road safety but not safer roads. Road design guidelines and speed limit setting are delivered by another Directorate General—for road and motorways infrastructural safety—but in consultation with the Directorate General for Road Safety. The Directorate General for road and motorways infrastructural safety however is responsible for the improvement of road infrastructure and has control over the road maintenance policy and blackspot programs.

¹⁰ <http://www.mit.gov.it/mit/site.php?p=cm&o=vd&id=214>

Figure 6: Structure of the Directorate General for Road Safety



The Directorate General for Road Safety has direct control over speed cameras and public promotion and advertising of road safety messages. However, police enforcement and road safety education are delivered by another agency to standards or guidelines set by the Directorate. National Police, Carabinieri and Local Police are responsible for the enforcement of traffic law and collection of crash data. While data collection is centrally organized for the National Police and Carabinieri, it is not for the Local Police, which may have different crash investigation procedures. All police forces are obliged to send the crash data to the Italian National Statistical Institute (ISTAT), which is responsible for validating road safety data at the national level. Therefore, crash data do not seem to be managed by the Directorate General for Road Safety.

The Directorate wrote the road safety strategy¹¹ which was approved by the Minister of Transport. The Directorate as well as the Ministry of Interior and Regions and Municipalities are responsible for the delivery of the strategy and meeting the targets. The Directorate is responsible for the formulation of national road safety plans and the development of the road safety program¹². Periodically (at least twice a year) the Ministry of Transport and Infrastructure convenes a technical committee, composed of representatives of regional governments responsible for road safety, to monitor the implementation of the Plan and discuss other road safety related matters.

The road safety budget is estimated to be 10 million € and 33.6 million € (20.6 million € from 2016) for Regions and Municipalities. Government provides revenue of 43 million € (30 million € from 2016) for use by the Directorate and Regions of Municipalities at their own disposals. Some of the road safety budget is handed over to Regions and Municipalities to spend on road safety. The Directorate has control over that spending via the law or regulation and arrangements by formal contract. Some form of approval or endorsement is required by the Directorate on the use of road safety related budgets of other agencies, ministries or institutions.

Useful websites and references

Ministry of Infrastructure and Transport	www.infrastrutturetrasporti.it/
National Institute of Statistics	www.istat.it
Automobile Club of Italy	www.aci.it
Centre for Transport Logistics of the University La Sapienza	www.ctl.uniroma1.it
Austostrade per l'Italia	http://www.autostrade.it
AISCAT	www.aiscat.it
ISS National Health Institute	ww.iss.it

Contact

dg.sicurezzastradale@mit.gov.it
davideshingo.usami@uniroma1.it
l.pennisi@aci.it

Spain

The Traffic General Directorate (DGT), which belongs to the Ministry of the Interior¹³ and reports to its Minister, is the closest agency to a NLA in Spain. DGT is an autonomous body with full legal and acting capacity. DGT manages all inter-urban roads nationally except the Basque Country, Catalonia and Navarre. These regions have their own Traffic bodies (“Servei

¹¹ <http://www.mit.gov.it/mit/site.php?p=cm&o=vd&id=3090> then click on “PNSS Orizzonte 2020”

¹² IRTAD 2014 Annual Report © OECD/ITF 2014Italy – 291

¹³ IRTAD 2014 Annual Report © OECD/ITF 2014

Català de Trànsit” and “Dirección de Tráfico del Gobierno Vasco”) which are responsible for road safety in non-urban areas/roads within their respective regions. The City Halls are local traffic authorities who are responsible for road safety in urban areas and urban roads. All these bodies collaborate with each other in Spain.

Blackspot programs, police enforcement, speed cameras, speed limit setting, education and public promotion and advertising of road safety messages are directly delivered by the DGT. DGT develops road safety plans and policies in coordination with other relevant ministries or public bodies, manages the Traffic Division of the Civil Guard (the police in charge of traffic control and traffic law enforcement), and controls traffic and law enforcement on all interurban roads. It also centralizes road traffic statistics and co-ordinate crash investigations.

However, road design guidelines and road maintenance policy are delivered by the Ministry of Public Works and DGT has no influence. Furthermore, the areas of responsibility include more than road safety management and leadership—issuing and renewing driving licenses and vehicle authorizations, regulating and licensing private driving training institutes, and supervision of the Roadworthiness Inspection System for vehicles.

DGT is responsible for the delivery of the Spanish Road Safety Strategy 2011-2020¹⁴ which was written and approved by the DGT. The strategy covers all the core areas of road safety except explicit safer speeds (which most likely is seen as part of safety road use), as well as non-road safety areas.

The DGT is headed by a Director General with 5000 civil servants and 10,000 traffic police officers. The organizational chart for the head office in Madrid is available in Figure 7.

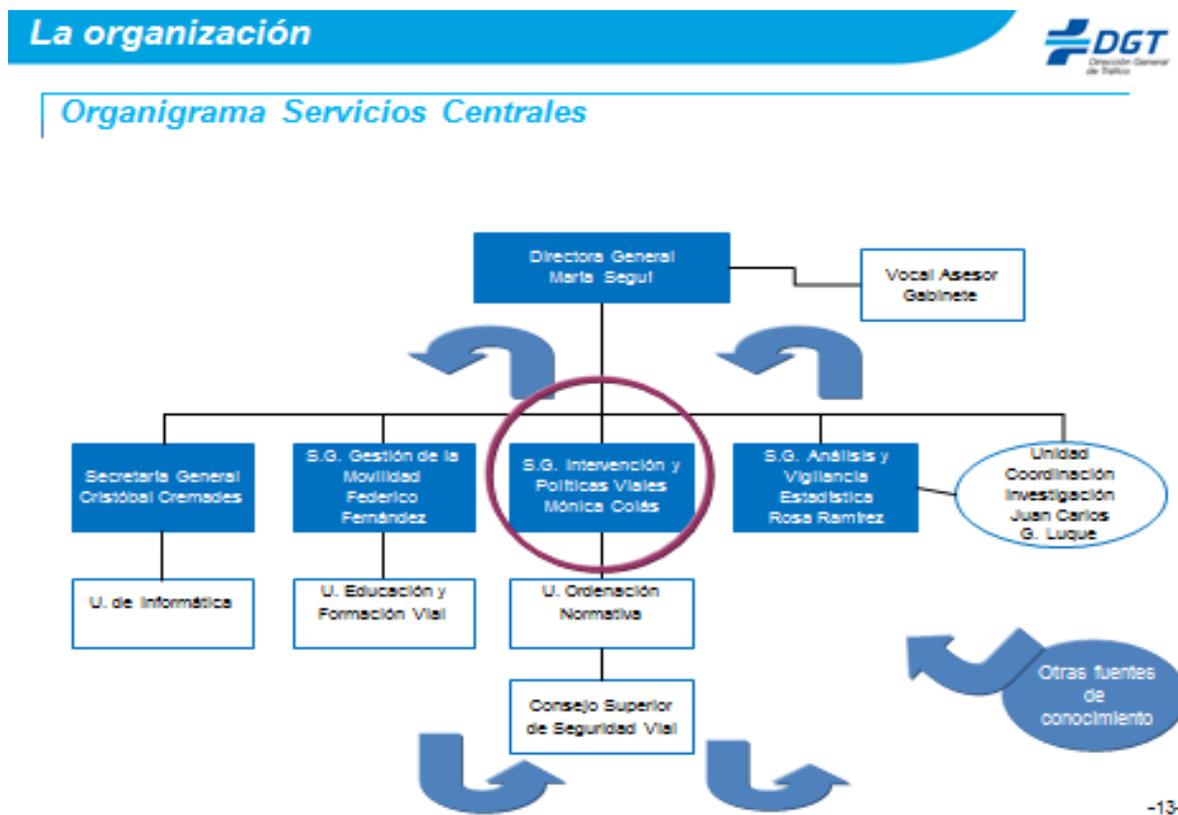
The DGT has an annual budget consisted of income generated through the various fees and taxes for services rendered by the DGT and also the fines from driving violations. In 2014 the overall budget was approximately 847 million €. About 460 million € of their income was generated from the service fees and about 384 million € from fines.

The services provided by DGT include: issuing registration certificates, obtaining driving licenses, authorisations and operation of private driving schools, centres recognition, certifications, extension of validity of permits etc. The rates for each of these services are set in specific legislation on fees. With regard to fines collected, legal provisions require that "the amount of economic sanctions obtained for violations of the Law on Traffic, Motor Vehicle Traffic and Road Safety, [...], will go entirely to the financing of activities and services in road safety, prevention of accidents and assistance to victims ". That is, by law, the amount collected as traffic fines at a national level (by DGT) shall be entirely earmarked to finance activities and services in the field of road safety, traffic accident prevention and victim assistance. The remainder is put into the general budget.

¹⁴ http://www.dgt.es/Galerias/seguridad-vial/politicas-viales/estrategicos-2011-2020/doc/estrategico_2020_006.pdf

However, road safety activities are funded from a separate budget expenditure line, named “132B program” and this comes on top of actions undertaken by other government agencies, such as through investments on public roads. The fundamental and permanent objectives of the program are to reduce the number of casualties and accidents, ensure mobility through proper traffic management and provide management of all procedures associated with traffic management. In 2014, the road safety budget was about 711 million €.

Figure 7: Structure of the Traffic General Directorate (DGT)



Useful websites and references

General Traffic Directorate	www.dgt.es
Research studies	http://www.dgt.es/portal/es/seguridad_vial/estudios_informes
National Road Safety Strategy	http://www.dgt.es/was6/portal/contenidos/documentos/seguridad_vial/planes_seg_vial/estrategico_seg_vial/estrategico_2020_006.pdf
Motorcycle safety plan	http://www.dgt.es/was6/portal/contenidos/documentos/seguridad_vial/planes_seg_vial/sectoriales/plan_sectorial006.pdf
Safety Plan – Urban areas	http://www.dgt.es/portal/es/seguridad_vial/planes_seg_vial/tipo_seg_vial

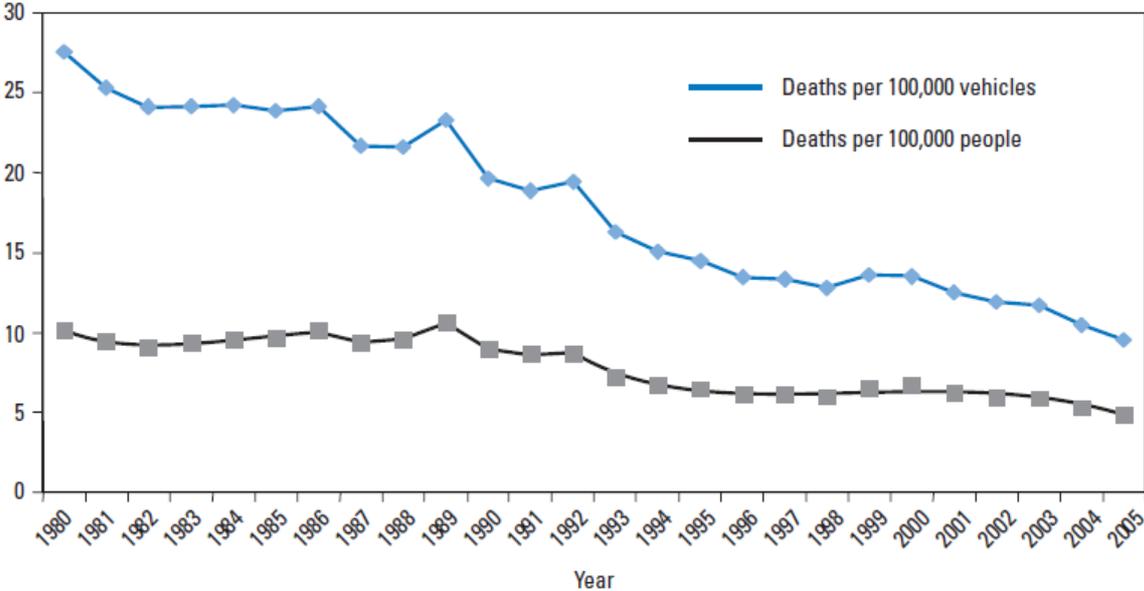
Contact

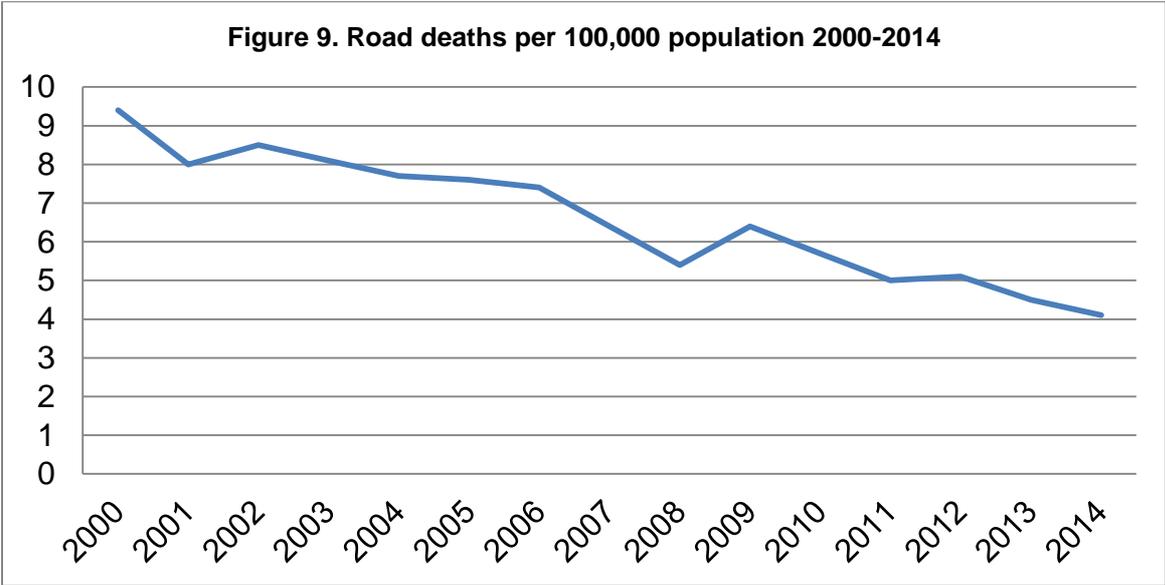
[analisis.estadistica@dgt.es](mailto: analisis.estadistica@dgt.es)
[secretaria.directora@dgt.es](mailto: secretaria.directora@dgt.es)

ROAD SAFETY GAINS FROM NLAs

After several years for the NLA to have some effects, a decreasing trend in the years before and after the creation of NLA can be an indicator of improved management of road safety in the country/state (assuming there was no similar organisation undertaking the NLA role prior to the current agency). For example, in Sweden and NSW there has been an apparent decrease in death rates following the creation of LAs in 1993 and 2006 respectively (Figures 8 & 9). That is, experiences in NSW and Sweden strongly suggest the road safety gains made from having a road safety lead agency in the country/state.

Figure 8: Road deaths per 100,000 vehicles and population 1980-2005





SUMMARY OF NLA COUNTRY CASE STUDIES

The country case analysis shows that NLAs in different countries perform different levels of the core functions. The countries were rated as not at all (0), to some extent (1), or fully (2) on the core functions of NLAs and this is summarised in Table 1. The ratings were provided by the country contacts who completed the survey except Finland and Australia (NSW), for which ratings were made by the authors based on their existing knowledge and other published and internal (provided by the SNRSC) resources.

Gaps typically arise in the areas of the most challenging political interference. Governments typically determine funding on a year to year basis and thus the NLA cannot guarantee sustainability. Governments also tend to determine the nature of relationships they desire with non-government agencies and research institutions. Other factors such as a negative comment in the media by a researcher can affect funding.

In NSW there is an excellent crash database and linkages to other data but not a full observatory.

Table 1. Key characteristics of NLAs in case countries
(0 = not at all, 1= to some extent, 2 = fully and ? = blank response and/or insufficient information to make a judgement)

	Australia (NSW)	Sweden	Finland	Slovenia	Czech	France	Italy	Spain
Appraising current road safety performance through high-level strategic review	2	2	1	2	1	2	1	2
Adopting a far-reaching road safety vision for the longer-term	2	2	2	2	1	2	2	2
Analyzing what could be achieved in the medium term	2	2	1	2	1	2	1	2
Setting quantitative targets by mutual consent across the road safety partnership	1	2	?	2	2	2	2	2
Establishing mechanisms to ensure partner and stakeholder accountability for results	1	1	1	2	0	2	1	2
Horizontal coordination across central government	2	1	1	2	1	2	1	2
Vertical coordination from central to regional and local levels of government	1	2	1	2	1	2	1	2
Specific delivery partnerships between government, non-government, community and business at the central, regional, and local levels	1	2	1	1	1	2	1	2
Parliamentary relations at central, regional and local levels	1	1	1	2	2	1	1	2
Reviewing the scope of the legislative framework;	2	1	1	2	1	2	1	2
Developing and updating legislation needed for the road safety strategy	2	1	1	1	1	2	1	2
Consolidating legislation	2	1	1	2	1	2	1	2
Securing legislative resources for road safety	1	1	1	2	2	2	0	2
Ensuring sustainable funding sources	1	1	1	0	1	2	0	2
Establishing procedures to guide the allocation of resources across safety programs	2	1	1	1	1	2	2	2
Promotion of a far-reaching road safety vision or goal	2	2	1	2	0	2	2	2
Championing and promotion at high level	2	2	1	1	1	2	?	2
Multi-sectoral promotion of effective interventions and shared responsibility	1	2	1	2	0	1	1	2
Leading by example with in-house road safety policies	1	1	1	2	1	2	1	2

Developing and supporting safety rating programs and the publication of their results	1	2	?	1	1	2	1	2
Carrying out national/state advertising	2	0	2	2	1	2	2	2
Encouraging promotion at the local level	2	1	1	2	1	2	1	1
Establishing and supporting data systems to set and monitor final and intermediate outcome and output targets	2	2	1	2	2	2	1	1
Maintain a road safety observatory (either directly or in a funded partnership agreement) allowing complete and immediate data access	1	1	1	1	2	2	1	1
Produce regular public report on crash trends	2	1	1	2	2	1	1	2
Transparent review of the national/state road safety strategy and its performance	2	1	?	2	2	2	1	2
Making any necessary adjustments to achieve the desired results	1	1	1	2	1	1	2	2
Developing capacity for multi-disciplinary research and knowledge transfer	2	2	2	1	1	1	1	2
Creating a national/state road safety research strategy and annual program	2	1	1	2	1	1	0	2
Securing sources of sustainable funding for road safety research	1	1	1	0	1	1	0	2
Training and professional exchange	2	1	1	2	0	1	1	2
Establishing good practice guidelines	1	1	1	2	1	1	1	2
Setting up demonstration projects	2	1	1	2	1	1	1	2

CONCLUDING REMARKS

Based on the country cases good practice and international guidelines for NLA consist of the following institutional management functions:

- Results focus;
- Coordination;
- Legislation;
- Funding and resource allocation;
- Promotion;
- Data management, Monitoring and evaluation;
- Research and development and knowledge transfer.

Results focus: summary of NLA role

1. Appraising current road safety performance through high-level strategic review;

2. Adopting a far-reaching road safety vision for the longer-term ;
3. Analyzing what could be achieved in the medium term;
4. Setting quantitative targets by mutual consent across the road safety partnership;
5. Establishing mechanisms to ensure partner and stakeholder accountability for results.

Coordination: summary of NLA role

1. Horizontal coordination across central government;
2. Vertical coordination from central to regional and local levels of government;
3. Specific delivery partnerships between government, non-government, community and business at the central, regional, and local levels;
4. Parliamentary relations at central, regional and local levels.

Legislation: summary of NLA role

1. Reviewing the scope of the legislative framework;
2. Developing and updating legislation needed for the road safety strategy;
3. Consolidating legislation;
4. Securing legislative resources for road safety.

Funding and resource allocation: summary of NLA role

1. Ensuring sustainable funding sources;
2. Establishing procedures to guide the allocation of resources across safety programs.

Promotion: summary of NLA role

1. Promotion of a far-reaching road safety vision or goal;
2. Championing and promotion at high level;
3. Multi-sectoral promotion of effective interventions and shared responsibility;
4. Leading by example with in-house road safety policies;
5. Developing and supporting safety rating programs and the publication of their results;
6. Carrying out national advertising;
7. Encouraging promotion at the local level.

Data Management, Monitoring and evaluation: summary of NLA role

1. Establishing and supporting data systems to set and monitor final and intermediate outcome and output targets;
2. Maintain a road safety observatory (either directly or in a funded partnership agreement) allowing complete and immediate data access;
3. Produce regular public report on crash trends;
4. Transparent review of the national road safety strategy and its performance;
5. Making any necessary adjustments to achieve the desired results.

Research and development and knowledge transfer: summary of NLA role

1. Developing capacity for multi-disciplinary research and knowledge transfer;
2. Creating a national road safety research strategy and annual program;
3. Securing sources of sustainable funding for road safety research;
4. Training and professional exchange;
5. Establishing good practice guidelines;

6. Setting up demonstration projects.

This review identifies that there are many paths up the mountain: success can be achieved through different models, provided the model suits the social, cultural, management, and administrative processes and strengths of the country and the government. For example, the distributed approach adopted in recent years in Sweden may suit the uniquely common good focus of Sweden's social values and the point of success already reached. However, this is unlikely to suit other countries, especially those which have not already reached Sweden's level of success. In addition, recent data suggest also that this distributed responsibility approach may not be working well in Sweden, where road safety progress has slowed.

The international examples described herein vary significantly in terms of the extent to which they are able to perform the above functions required for effective road safety management. Limiting factors identified include:

- Insufficient budget;
- Insufficient staff;
- Insufficient access to and analysis of crash data in the lead agency;
- Insufficient power to control key actions (though this is difficult to judge and not generally revealed by lead agencies);
- Fragmented roles, with the lead agency only having control of an inadequate subset of the key actions required to deliver road safety.

APPENDIX 1 - Survey sent to country contacts

Road safety lead agency survey

We have selected your agency for this survey of only a few agencies because it has been identified as a good model for Poland.

We greatly appreciate if you could please fill in the survey below, as much as possible and to the best of your knowledge. We realize these questions are not simple and you may have to seek information from others within your agency to answer them, but we just want to get the best possible understanding of how road safety lead agencies operate in other countries so that Poland can learn from and model on your experiences.

Thank you in advance for your cooperation and taking the time to answer these sets of questions.

<ul style="list-style-type: none"> • Name of Lead Agency for road safety:
<ul style="list-style-type: none"> • Level of Government: <ul style="list-style-type: none"> <input type="checkbox"/> National <input type="checkbox"/> State: specify here _____ <input type="checkbox"/> Province: specify here _____
<ul style="list-style-type: none"> • Responsibilities of the lead agency - please select one: <ul style="list-style-type: none"> <input type="checkbox"/> Road safety only <input type="checkbox"/> Road safety and others: please specify others _____
<ul style="list-style-type: none"> • Independence (part of another agency or not) - please select one: <ul style="list-style-type: none"> <input type="checkbox"/> Independent <input type="checkbox"/> Part of another agency: <ul style="list-style-type: none"> Please specify here name of the larger agency _____ Please specify here primary functions of the larger agency _____ <input type="checkbox"/> Other: specify here _____

- Agency responsible for the road related laws of the country/independent state - please select one:
 - Lead Agency for Road Safety
 - Other: specify here _____

- Management areas of the lead agency for road safety include - please select all that apply:
 - Safer roads
 - Safer vehicles
 - Safer people
 - Safer speeds
 - Other: specify here _____

- Total number of staff employed currently in the lead agency (if exact is unknown best estimate please) =

- Organisational structure of the lead agency including staff number where known

Please describe, or please send us a copy if an organisational chart is available.

- Reporting mechanism
The lead agency reports to (please select one):
 - Minister: specify here _____
 - Prime Minister
 - Other: specify here _____

- Level of seniority of the head of the Lead Agency - please select one:
 - Chief Executive Officer
 - Director
 - General Manager
 - Other: specify here _____

Please note pay scale information if available:

<ul style="list-style-type: none">• Road safety strategy exists - please select one:<ul style="list-style-type: none"><input type="checkbox"/> YES (Please provide details below)<ul style="list-style-type: none">• Who (what organisation) wrote it? • Who (what organisation) approved or signed it? • Who (what organisation) is responsible and accountable for delivering the strategy and meeting the targets? • Web link to the strategy <input type="checkbox"/> NO
<ul style="list-style-type: none">• Budget for <u>road safety</u> specifically (NOT including budgets for road maintenance and investments (new road building) and other non-road safety functions) Annual amount (best estimate please) =
<ul style="list-style-type: none">• Are there any specific sources of public revenues earmarked for use for road safety?<ul style="list-style-type: none"><input type="checkbox"/> YES (Please provide details below)<ul style="list-style-type: none">• Please specify the sources: • Annual amount (best estimate please) = • Use of the funds (please select one):<ul style="list-style-type: none"><input type="checkbox"/> At the disposal of the Lead Agency<input type="checkbox"/> Put into general budget<input type="checkbox"/> Other: please specify here _____ <input type="checkbox"/> NO
<ul style="list-style-type: none">• Budget expenditure - please select one:<ul style="list-style-type: none"><input type="checkbox"/> All spent directly by the lead agency on road safety <input type="checkbox"/> Some is handed over to other agencies to spend on road safety—What mechanisms of control over that spending does the Lead Agency have? Please select all that apply:

Law (parliamentary) or regulation (governmental or ministerial)
 Arrangements by formal contract
 MOU
 Performance measures taken by the lead agency on outputs
 Other: specify here _____

Some form of approval or endorsement is needed by lead agency on the use of road safety related budgets of other agencies/ministries/institutions—Please specify what institutions need to consult their road safety budget with lead agency _____

Other: specify here _____

Controls the Lead Agency (LA) has over functions—Please tick in the box for the level of control that best applies.

Functions	Types of control by the Lead Agency (LA)						
	Directly delivered by the LA	Delivered by another agency with the LA controlling the work by funding it	Delivered by another agency to standards or guidelines set by the LA	Delivered by another agency with sign-off or approval control by the LA	Delivered by another agency with the consultations with the LA	Delivered by another agency. LA has no influence.	Other - please specify in box
Road design guidelines							
Road maintenance policy							
Black spot programs							
Police enforcement							
Speed cameras							
Speed limit setting							
Education/schools							
Public promotion & advertising of road safety messages							
Other:							

specify here							
<ul style="list-style-type: none"> Please rate how much of the following functions the lead agency performs in relation to road safety by choosing one of the three ratings that best describes the lead agency: 0 (not at all), 1 (to some extent), 2 (fully). 							
Functions							Rating 0=not at all 1=to some extent 2=fully
Appraising current road safety performance through high-level strategic review							
Adopting a far-reaching road safety vision for the longer-term							
Analyzing what could be achieved in the medium term							
Setting quantitative targets by mutual consent across the road safety partnership							
Establishing mechanisms to ensure partner and stakeholder accountability for results							
Horizontal coordination across central government							
Vertical coordination from central to regional and local levels of government							
Specific delivery partnerships between government, non-government, community and business at the central, regional, and local levels							
Parliamentary relations at central, regional and local levels							
Reviewing the scope of the legislative framework;							
Developing and updating legislation needed for the road safety strategy							
Consolidating legislation							
Securing legislative resources for road safety							
Ensuring sustainable funding sources							
Establishing procedures to guide the allocation of resources across safety programs							
Promotion of a far-reaching road safety vision or goal							
Championing and promotion at high level							
Multi-sectoral promotion of effective interventions and shared responsibility							
Leading by example with in-house road safety policies							
Developing and supporting safety rating programs and the publication of their results							
Carrying out national/state advertising							
Encouraging promotion at the local level							
Establishing and supporting data systems to set and monitor final and intermediate outcome and output targets							
Maintain a road safety observatory (either directly or in a funded partnership agreement) allowing complete and immediate data access							
Produce regular public report on crash trends							
Transparent review of the national/state road safety strategy and its performance							
Making any necessary adjustments to achieve the desired results							
Developing capacity for multi-disciplinary research and knowledge transfer							
Creating a national/state road safety research strategy and annual program							

Securing sources of sustainable funding for road safety research	
Training and professional exchange	
Establishing good practice guidelines	
Setting up demonstration projects	

That is the end of the survey.

Big thank you for your cooperation and taking the time to complete the survey.

APPENDIX 2 – General information on Germany

The Federal Ministry of Transport is responsible for transport policy and road safety at the national level¹⁵. It develops the national road safety strategy, including the national road safety action programme, and sets national targets. The monitoring of the targets is also carried out at the national level.

However, each of the 16 states has its own Ministry of Transport and police forces. These ministries can also formulate road safety programmes on their own, and are usually responsible for improvements in road infrastructure on their territories. The state level police (Bundesländer) are responsible for the enforcement of traffic laws and collection of crash data. The crash data are then consolidated at the federal level. The relative levels of control and power to manage road safety between Federal and State level ministries is not clear.

German Road Safety Council (Deutscher Verkehrssicherheitsrat – DVR), reporting to the Federal Ministry of Transport and Digital Infrastructure, also exists at the national level and claims to be the lead agency of road safety¹⁶. However, it is a council and is not in practice able to hold the power and responsibility of a lead agency.

The Federal Ministry of Transport launched the Road Safety Strategy in 2011, setting targets for 2020 and comprising numerous road safety measures addressing road users, vehicles and the road infrastructure. However, it does not seem to cover explicitly another core area of road safety - safer speeds. Nonetheless, this area is often subsumed as an element of safer users. The principal aim of the planned program is to enable safe, ecologically sensitive and sustainable mobility for all road users in Germany.

Useful websites and references

Federal Ministry of Transport, Building and Urban Affairs	http://www.bmvi.de/DE/Home/home_node.html
Road safety program 2011-2020	http://www.unece.org/fileadmin/DAM/trans/doc/2012/wp1/NatDev-2012_road-safety-programme-2011.pdf
Federal Highway Research Institute (BAST)	http://www.bast.de/EN/Home/home_node.html
Research reports	http://www.bast.de/EN/Publications/Reports/Reports_node.html
Electronic BAST-archive	http://bast.opus.hbz-nrw.de/
German Federal Statistical Office	https://www.destatis.de/EN/Homepage.html
Accident statistic reports	https://www.destatis.de/DE/ZahlenFakten/Wirtschaftsbereiche/TransportVerkehr/Verkehrsunfaelle/Verkehrsunfaelle.html
Federal Motor Transport Authority	http://www.kba.de/cn_031/nn_124384/sid_E642E6F5F90A73B75E2D7018A7CCFC48/nsc_true/EN/Home_en/homepage_node.html?_nn=true
German Road Safety Council e.V.	http://www.dvr.de/
National cycling plan	http://www.nationaler-radverkehrsplan.de/en/eu-bund-laender/bund/
German In-Depth Accident Study (GIDAS)	http://www.bast.de/EN/FB-F/Subjects/e-gidas/e-info-gidas.html

Contact

schoenebeck@bast.de

¹⁵ IRTAD Report 2014 <http://www.internationaltransportforum.org/pub/pdf/14IrtadReport.pdf>

¹⁶ <http://www.dvr.de/>

CKellner@dvr.de