Problems and issues to be addressed

National Road Safety Workshop
Road safety study, Bulgaria

Sofia, 10 December 2007

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# Structure of causes for the poor road safety situation in Bulgaria

- **Lack of a focus on results measurements**
  - Road safety performance targets
  - Road accidents costs
  - Responsibility and coordination of road safety performance
  - Data and statistics

- **Interventions on safety standards and compliance are weak or non-existent**
  - Design, planning and operation of roads
  - Vehicle standards and rules
  - Standards and rules for road users
  - Police enforcement
  - Other compliance interventions - campaigns and education
  - Emergency services

- **Implementation arrangements are fragmented and ill-coordinated**
  - Agencies and stakeholder responsibilities
  - Road safety research
  - Monitoring and evaluation
  - Funding of road safety programmes
Lack of a focus on results

Road safety performance targets

- There are targets at national level to comply with EU - but little chance to achieve them
- No disaggregation of targets by sector or intervention

Road accident costs

- No local research on economic costs of accidents
- Little awareness of huge economic losses to the country
Lack of a focus on results

Responsibility and coordination of road safety performance:

• A National Road Safety Commission responsible for coordinating and managing road safety has been established, however it has insufficient:
  – Funds
  – staff
  – authority
• Implementation of strategy by stakeholders poor and sporadic
• Little or no monitoring of performance measurement
Lack of a focus on results

Data and statistics

- An accident database exist with basic data which allow for monitoring of performance, but:
- Analyses capability is weak as software mainly allows for administrative tables
- Input is of varied quality – e.g. on location
- Database has only to limited extent been used as analytical tool for accident analysis
- No free dissemination of data to e.g. road authorities
- Data seem uncoordinated with health authorities – fatalities definition and registration?
- Data not being used by other stakeholders or for monitoring
Interventions on safety standards and compliance are weak or non-existent

Design, planning and operation of roads

- No road safety audit system - thus weak accident prevention
- Black-spots identified every year, but only minor or no improvements - thus accident reduction is limited
- Existing traffic engineering and safety standards need updating and improvement
- Introduction of low cost safety engineering techniques needed
- Existing roads neither self-explanatory nor forgiving
- Road standards need updating
Interventions on safety standards and compliance are weak or non-existent

Vehicle standards and rules

- Vehicle standards and vehicle testing generally according to EU-Aquis - but maybe possible to avoid regular inspection?
- Lack of data system coordinated with police database - would allow:
  - Control of calling vehicles for tests
  - Control of performance of inspection locations - e.g. percentages passing
  - Number of Traffic Inspectors insufficient
Interventions on safety standards and compliance are weak or non-existent

Standards and rules for road users

- Actual behavior of road users bad
- Traffic regulations need review - e.g. on child restraint system, passenger seatbelts, speed limits, young drivers, etc.
- Unqualified drivers may obtain driver license?
- Waste of resources in connections with examining for driving tests
- Commercial transport checks seem sufficient
Interventions on safety standards and compliance are weak or non-existent

Police enforcement

- There is a lack of confidence in the Traffic Police as it may be possible to avoid payment of fines and this presents a problem.
- Clear written strategy for the Traffic Police work lacking
- No stipulated goals for the Traffic Police work.
- Ineffective use of nearly half of the working hours of the Traffic Police due to insignificant traffic accidents.
- The rationing of petrol prevents effective police work and proactive efforts and affects the motivation of the police officers.
- More and better police equipment in the form of modern and precise equipment
- Apparently out of date analogue radio system with insufficient coverage and no possibility for data transmission.
- Improved education of the Traffic Police so that expert help is only required at very serious traffic accidents
Interventions on safety standards and compliance are weak or non-existent

Education

- Efforts are made in some parts of the country to teach children safe traffic conduct but,
  - a single national strategy, including target setting for the traffic education of school children, should be drawn up.
- The education should be adjusted pedagogically to the older pupils
- Cooperation with the schools on children’s’ safe traffic training and relation to the Police not yet in place
- Tentatively school crossing patrols should be re-introduced, including:
  - parents support
  - yearly award for each member of the crossing patrols
  - traffic police support
Interventions on safety standards and compliance are weak or non-existent

Campaigns

• Several authorities and organizations work with information and campaign activities, but
  – a lead responsible and coordinating authority is lacking, working out a national strategy setting targets for professional campaign activities.

• There is no coherence or coordination between the campaigns,
  – MoT or other actors, and a follow-up effort of the police has not been included in the plans.

• Before launching the campaigns, the ideas should be presented to focus groups in order to secure the full impact

• Campaigns must always be followed by a strict police effort with a narrow tolerance margin, in order to obtain the effective synergic effect.
Interventions on safety standards and compliance are weak or non-existent

Emergency services

- Some ambulances are old and have high mileages, which may result in fewer ambulances in operation.
- The response time need to be reduced, should not exceed 15-20 minutes
  - E.g. placing ambulances in strategically places, where experience prove, that serious rush hour accidents happen
  - Ambulances in Sofia located different places
- Ambulance drivers should be trained to treat minor injuries
Implementation arrangements are fragmented and ill-coordinated

Agencies and stakeholder responsibilities

- Responsibilities are generally well defined but RSC needs
  - more funds, staff and
  - the authority to follow up as implementation arrangements are very weak.

- Roads authorities need to be given statutory obligation to improve road safety on their networks and to report annually on what they have done to improve safety.

Road safety research

- Little or no road safety research being undertaken at present
  - although there are 2 institutes who are capable of doing such research.
Implementation arrangements are fragmented and ill-coordinated

Monitoring and evaluation

- Very little monitoring and evaluation being done:
  - insufficient permanent staff in RSC Secretariat
  - no research being undertaken
  - few interventions are implemented - even those that are do not have casualty reduction performance targets
  - so evaluation of effects is difficult.
Implementation arrangements are fragmented and ill-coordinated

Funding of road safety programmes

• Totally inadequate arrangements for funding safety activities thus:
  – very little of the national safety strategy is being implemented in practice.
• Significant improvement needed in funding arrangements
• Recognition that expenditure in road safety is an investment and not a cost.
Problems and issues to be addressed in Bulgaria

- This was presentation of the main problems
- Questions?
- Next suggestions on how to reduce problems

Thank you for your attention

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