



WBRSO 3-year (2021-2024) Work Plan

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Outline

- The Challenge
- The Principles
- (Proposed) Work Plan 2021-2024
- How to proceed
- Some broader issues
- Summary

The Challenge

Improving road safety data:
Developing a Western Balkans Road Safety Observatory
(WBRSO)

15 June 2021

| | |
|---|----|
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The Principles

An Observatory is much more than a database. Or even a collection of databases. It is (or should be) a tool for the benefit of all Regional Partners, all Western Balkans societies, in the common effort to improve road safety. And it needs to be, above all, a network of people – authorities, practitioners and communities. In that respect, the basis for the Observatory is already existing: in the Transport Community and other formal organisations bringing together the Western Balkans; and in the informal and often broader (but sometimes also narrower) existing networks of road safety-related professionals – road managers, health system / intervening agencies, police, any overarching lead agencies, other professional and road user associations, as well as IFI's and other donors.

An important asset of the WBRSO is to provide a platform to regularly exchange on road safety issues. In this section, a plan of work for three years (2021-2024) is presented with the expectations and strategies to improve data in the region. In addition, we propose to conduct a survey among members to gather their expectations from the Observatory. We anticipate minor adjustments of this plan as the next Decade for Action Plan is published in the fall of 2021.

| Observatory Element | Description | Recommendation | Timeline |
|---|---|---|---|
| General Assembly | Body of government officials representing Regional Partners. Additional observers without voting rights are possible. | n/a | Agreement on the size and composition by September 2021 and nominations by December 2021 |
| Technical Secretariat | Responsible for delivery on the work planned approved by the General Assembly | Transport Community Permanent Secretariat | Confirmation by General Assembly by September 2021 |
| Regional-Partner Road Safety Data coordinators | | One data coordinator per Regional Partner (appointed by notification from the Regional Partner to the Technical Secretariat | First appointments by December 2021, together with the General Assembly |
| Lead authorities | The main interlocutors from each Regional Partner's side | n/a | To be confirmed for each Regional Partner by September 2021 |
| Agreement on minimum database content, data format and quality criteria | | Recommendation by Technical Secretariat and Data Coordinators, to be endorsed by the General Assembly | Endorsement by June 2022 |
| Preparation and population of database | | Use of off-the-shelf software; hosted by Technical Secretariat; prepared using technical assistance and supervised by Data Coordinators | Structure endorsement by December 2022; delivery by March 2023 using data covering through end 2022 |
| Publication of results through Observatory website | | Using technical assistance; hosted by Technical Secretariat; under aegis of General Assembly | Website design endorsement by March 2023; airing by June 2023 |
| Observatory development: Analyses and training recommendations | | | Development plan to be proposed by September 2023 and endorsed by December 2023 |

Table 14. Regional Observatory's recommended structure/elements and proposed corresponding timing

(Proposed) Work Plan 2021-2024



O. Having a
presence in the
World



1. Improving data
collection



2. Safety
performance
indicators



3. Deciding on a
common database



4. Research

For each area/concept...proposed structure

(Optional) Justification

Then, concrete steps, timeframe and resources needed.

- Example, table 16

| Action | Leaders | Timeframe0707 | Resources Needed |
|---|---|---------------|---|
| Assessment on previously reported data | Lead Regional Partners' Data Coordinators | Fall 2021 | Data have already been compiled. Need to be read and internalised |
| Agree on dashboard data quality control | " and global network of RSOs | December 2021 | |

1. Improving data collection

1.1 Crash data
(police data)

1.2 Vital
registration data

1.3 Improvements
on and linkage to
hospital-based
data

1.4 Vehicle
registration data

1.5 Road inventory

1.6 Driver
registration

1.7 Exposure data

| Action | Leaders | Timeframe0707 | Resources Needed |
|---|---|---------------|---|
| Assessment on previously reported data | Lead Regional Partners' Data Coordinators | Fall 2021 | Data have already been compiled. Need to be read and internalised |
| Agree on dashboard data quality control | and global network of RSOs | December 2021 | |

Table 16.

1. Improving data collection (ct'd)

1.1 Crash data (police data)

| Regional Partner | Accident-, vehicle-, and person- related data |
|------------------------|---|
| Albania | 19 out of 28 |
| Bosnia and Herzegovina | 7 out of 28 |
| Kosovo | 14 out of 28 |
| North Macedonia | 16 out of 28 |
| Montenegro | 26 out of 28 |
| Serbia | 23 out of 28 |

Table 10. MiniCADaS' variables availability by Regional Partner

Possible activities include:

- Promote the adoption of common software platforms, e.g... WB's DRIVER, if relevant.
- A protocol for collection of data needs to be developed, hopefully with online upload to minimise workload and data entry errors.
- Integration of already existing regional partners audits must be done (see review of reviews).
- Twinning projects have already happened in the past – experience from those countries should be solicited and if positive, additional twinning with high income countries for a tailored coaching on the implementation of the recommendations of the audit.
- Regular training of police officers (in possible co-operation with GRSP or EUROPOL). This means training police officers in regional offices.

| Action | Leaders | Timeframe | Resources Required |
|--|---------|---------------|--|
| Ensure all countries get information of previously conducted reviews | | December 2021 | |
| Review of crash data protocols to ensure collection of MiniCADaS variables | | Jan-June 2022 | Original crash reports across all police bodies MiniCadas listing Possibility to link police database with other databases to avoid original data entry if the import of existing data is available |
| Twinning to follow –up on recommendations | | | |
| Training police officers in regional offices | | | GRSP |

Table 17.

1.2. Vital registration data

| Regional Partners | Previously | | | Currently | | | |
|------------------------|---------------------------------|-----------------------------|--|---------------|--------------------|---------------|--------------------|
| | 2016 deaths reported WHO (2018) | WHO deaths estimated (2018) | WHO assessment vital registration system | 2019 reported | 2019 WHO estimated | 2020 reported | 2020 WHO estimated |
| Albania | 269 | 399 | Without (4) | 227 | 337 | 181 | N/A |
| Bosnia and Herzegovina | 318 | 552 | Without (4) | 261 | 446 | 244 | N/A |
| North Macedonia | 148 | 134 | Good (1) | 132 | 107 | 125 | N/A |
| Kosovo | | -- | | 113 | | 81 | N/A |
| Montenegro | 65 | 67 | Good (1) | 47 | 48 | 48 | N/A |
| Serbia | 607 | 649 | Good (1) | 534 | 656 | 492 | |
| Total | 1407 | 1801 | | 1314 | 1594 | 1171 | N/A |

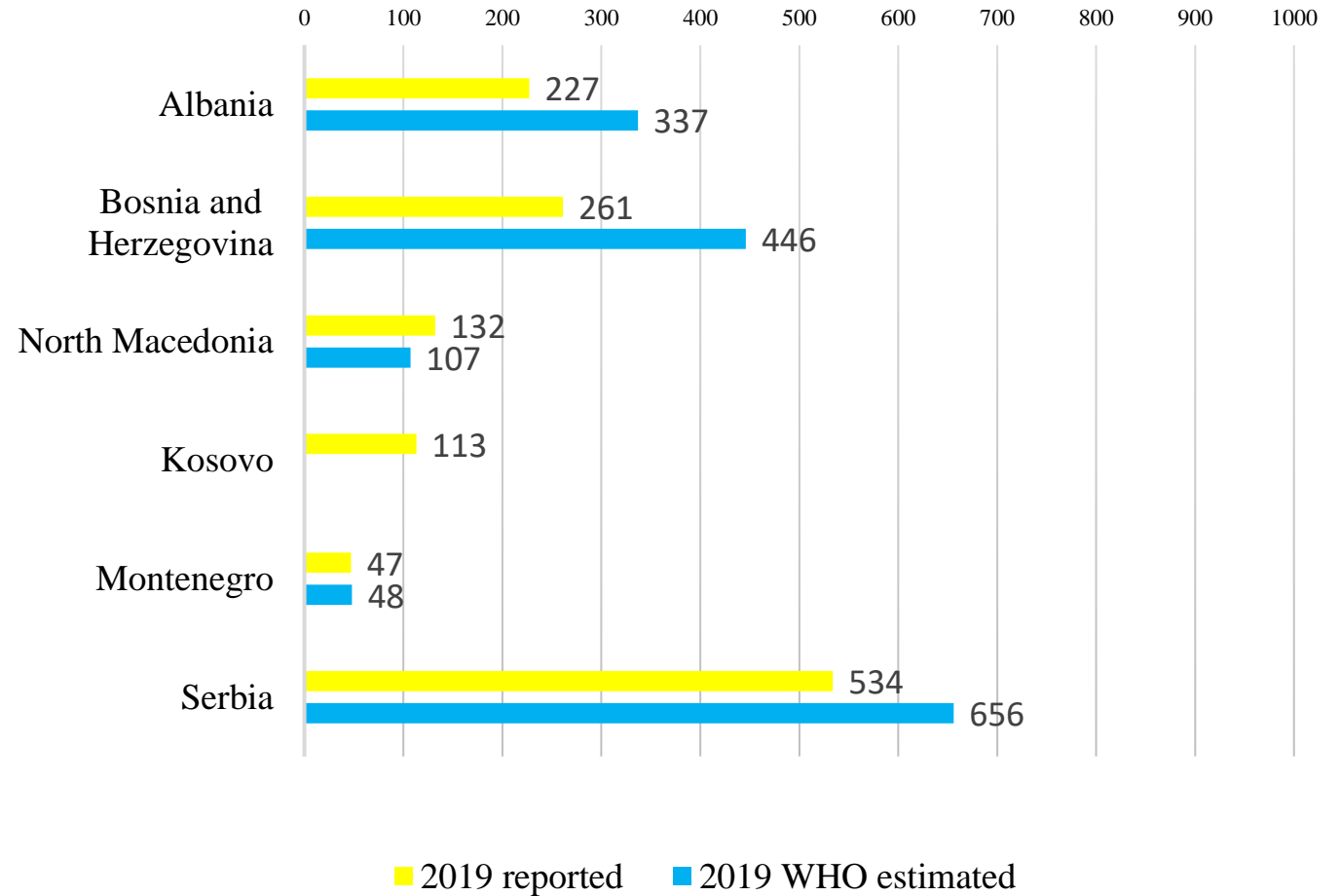
- Series of WHO workshops for all countries.
- Developing linkages of vital statistics data to road safety/transport data
- Specific work plan with WHO in Albania and Bosnia and Herzegovina, Kosovo needs assessment.
- Training/Capacity building on International Classifications of Diseases-ICD10/11- especially of death coding and certification.

| Action | Leaders | Timeframe | Resources Required |
|---|---|---------------|---------------------|
| WHO workshop on innovative vital registration systems | WHO/Civil Registration/MoH/ Leader in each RP | November 2021 | None – at WHO costs |
| Kosovo requires legal modification to adapt definition of road death | Kosovo authorities | 2022 | |
| WHO multicounty workshop on vital registration improvements | WHO/Civil Registration/MoH/ Leader in each RP | Spring 2022 | |
| Linkages of vital statistics data to road safety/transport data | WHO/Civil Registration/MoH/ Leader in each RP | | |
| Training/Capacity building on International Classifications of Diseases | WHO/Civil Registration/MoH/ Leader in each RP | | |

Table 18.

Differences in
fatalities
reported
by RPs and WHO
estimation

**Differences in fatalities reported, by Regional Partner – Year
2019**



1.3 Improvements on and linkage to hospital-based data

| Regional Partner | Reported non-fatal crash injuries (2007) | Ratio fatal: non-fatal injury (2007) | Ratio fatal: non-fatal (2019) | Ratio fatal: crash (20019) |
|------------------------|--|--------------------------------------|-------------------------------|----------------------------|
| Albania | 1,344 | 1:3.5 | 1,817 | 1:8 |
| Bosnia and Herzegovina | 11,647 | 1:27.2 | 3,093 | 1:26 |
| North Macedonia | 6,133 | 1:43.8 | 3,124 | 1:28 |
| Kosovo | N/A | N/A | N/A | N/A |
| Montenegro | 2,796 | 1:22.9 | 2,754 | 1:58 |
| Serbia | 22,201 | 1:23.07 | 20,417 | 1:38 |

Table 8. Fatal to non-fatal ratios, by Regional Partner

In addition, we know that road injuries are one of top 10 leading causes of death and disability for Albania and Montenegro. Unknown ranking for Kosovo

| Action | Leaders | Timeframe | Resources Required |
|--|---|-----------|--------------------|
| Undertake survey on current practice for hospital injury data management | WHO/MoH/ Leader in each Regional Partner/ | | |
| Identify good practices | WHO/MoH/ Leader in each Regional Partner | | |
| Develop recommendation country by country | WHO/MoH/ Leader in each Regional Partner | | |
| Evaluating how best to secure MAIS3+ counts | In partnership with EU and AAAM | | |

Table 19.

| Action | Leaders | Timeframe | Resources Required |
|--|---------|-----------|--------------------|
| Evaluate state of existing vehicle registrars. Develop recommendation country by country (work for a consultant) | | | |
| Identify and agree the minimum data sets relating to vehicle to be collected | | | |
| Standardise the definitions of each data element to be collected | | | |
| Adoption of the minimum data elements as relates to the vehicle type. | | | |

Table 20.

- Other possibilities:
 - Including Vehicle Technical Inspection information
 - Collaborating with EU on vehicle information sharing
 - Organizing UNECE-led workshops for several of the regional partners to subscribe to the 3 vehicle-specific most relevant UN conventions (1957, 1997 and 1998 as per table 21).

1.4 Vehicle registration data

This relates to the minimum data relating to the road where the crash occurred to be collected, e.g., Road Type, Road functional class, Road obstacles, Road surface conditions, Junctions etc.

- A detailed survey on existing inventories.
- Identify good practices; standardize definitions.
- Develop recommendations country by country.
- Identify and agree on the minimum data to be collected.
- Identify and check the network reviews that already exist e.g. IRAP
- Identify and check the school road reviews that exist e.g. S4RS

| Action | Leaders | Timeframe | Resources Required |
|---|---------|-----------|--------------------|
| Detailed survey on existing inventories | | | |
| Identify good practices. | | | |
| Develop recommendations country by country | | | |
| Identify and agree the minimum data sets relating to road to be collected | | | Nil |
| Standardise the definitions of each data element to be collected | | | Nil |
| Adoption of the minimum data elements as relates to the road | | | Nil |

Table 22

In relation to infrastructure, this is the place where to raise the value of signing and endorsing the most-relevant road safety UN convention relevant here, the 1968 Convention on Road Signs and signals which has been signed, acceded and ratified by Albania, Bosnia and Herzegovina, North Macedonia, Montenegro and Serbia and Herzegovina. It only remains to be ratified by Kosovo, when it becomes possible.

1.5 Road inventory

1.6 Driver
registration

1.7 Exposure
data....

(summing up)

1.

Improving
data
collection

| |
|---|
| Vital registration quality |
| Difference between country reports and WHO estimates of road deaths |
| AIS3+ non-fatal injury counts available for the whole of the population |
| Time lag to AIS3+ data availability |
| MiniCADAS matching |
| % (fatal) crashes with geolocation |
| % road network with speed monitored |
| Population representative surveys to measure safety belt use in all vehicle positions exist |
| Population representative surveys to measure helmet use among P2W and cyclist exist |
| % drivers in crashes tested for BAC |
| % public roads assessed for safety |
| Number of UN performance indicators collected |
| % population coverage of electronic crash database |
| % coverage of vehicle fleet (including P2W) in electronic database |
| % public road extension geolocalised |

2. Safety performance indicators

| EU proposed indicator | Definitions |
|-----------------------|---|
| Speed | Percentage of vehicles travelling within the speed limit. |
| Safety belt | Percentage of vehicle occupants using the safety belt or child restraint system correctly |
| Protective equipment | Percentage of riders of powered two wheelers and cycles wearing a protective helmet |
| Alcohol | Percentage of drivers driving within the legal limit for blood alcohol content (BAC) |
| Distraction | Percentage of drivers NOT using a handheld mobile device |
| Post-crash care | Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the scene of the collision of the emergency services |

| Action | Leaders | Timeframe | Resources Required |
|---|----------------|-----------|-------------------------------|
| Attitudinal and self-reported behaviours, participation in ESRA 3 (2022) | VIAS Institute | 2022 | 10 000 € per regional partner |
| Integrate methodological KPI findings from baseline survey (June 2021) into EU recommendations on this subject | VIAS and NDCs | Fall 2021 | |
| Initiate data collection for the 6 EU identified KPIs namely: -speed limits -safety belt and child restraints -helmet use -distraction -alcohol -post crash –time to care | Regional gov. | 2021 | |
| Identify road safety performance indicators which specific to risk factors in particular region/country | | 2024 | Nil |

Table 24

3. Deciding on a common database for road crashes and other relevant data

- Aggregated vs disaggregated data collection
 - Spring 2021 data collection was aggregated
 - MiniCADAS must eventually be disaggregated
 - Other data can remain aggregated
- WBRSO as intermediary between regional governments and other international platforms (e.g., EU CARE, WHO global status reports, etc)
- Online vs offline data entry at different data entry moments
 - Adoption of WHO online data entry platform
- Quality check assurances

4. Research

- Research to drive better road safety decision making outcomes....
 - For example, costs of crashes, recidivisms of infractors, impact of black spot removal,...

0. Having a presence in the World

Among these cross-cutting activities, a suggestion is made to:

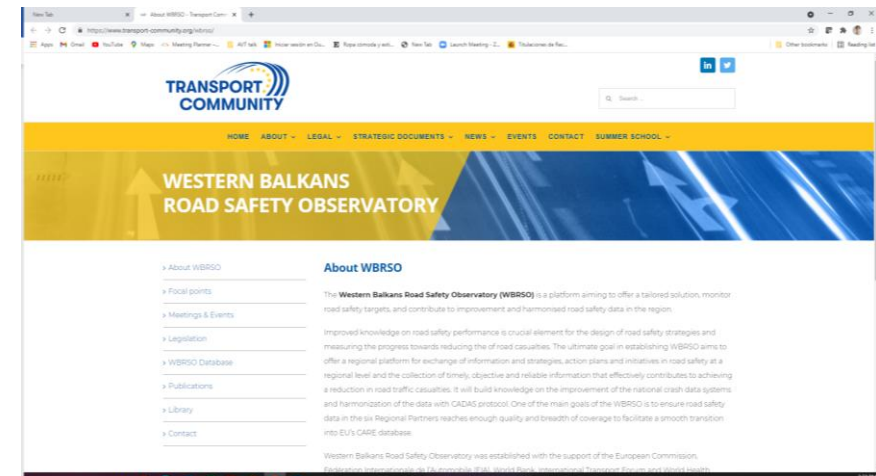
- Organise a social media group to exchange (Facebook, WhatsApp, etc.)
- Create a website to share the information with members and the outside world (e.g., media networks)
 - Survey members on what they want on the website.
 - Survey likely users on what they want on the website (e.g., media, NGOs, parliamentarians)
- Maintain a list of members and up-to-date contact details.
- Agree on goals and targets regarding the completeness and quality of data collected.

An example on how to think about these possible tasks follows:

| Action | Leaders | Timeframe | Resources Required | Source of funding |
|---|---------|-------------------------------|--------------------|-------------------|
| Annual meeting at data co-ordinator level (Technical level – late in the year to review data of the previous year) | TC | At least yearly | | |
| Development and maintenance of a website | TC | First trimester | | |
| Social media tool | | ASAP and on a permanent basis | Low cost | |
| List of members | | ASAP and on permanent basis | No cost | |
| Newsletter A periodic newsletter that monitors progress of each Regional Partner; Disseminating of what observatory is doing? | | Maximum twice a year | 5 workdays | |

Table 15. Suggestion on the possible promotion tasks

<https://www.transport-community.org/wbrso/>



How to proceed?

(1) understand who is involved

Appendix II. Proposed Terms of Reference for regional data coordinators

Terms of reference

Mandate

The Road Safety Observatory Group (RSOG) is an extended format of the Technical Committee on Road Safety¹² including the appointed contact points from Police, Health and Education Sector. It provides a community perspective on road safety issues based in a multi sectorial collaboration. The aim will be that all road safety actors to work together in the Road Safety Observatory work plan as well as in the measures of the Road Safety Action Plan towards their implementation in view of reducing the number of fatalities and serious injuries.

Appointed members are expected to participate in two yearly meetings on a regular basis to raise awareness related to road safety to residents and business.

Work Plan

| Regional Partner | Lead's name | Transport Sector | Health Sector | Police Sector | WHO focal point |
|--|-------------|------------------|---------------|---------------|-----------------|
| Albania | | X | X | X | X |
| Bosnia and Herzegovina | | X | | | X |
| • Republika Srpska | | X | X | X | |
| • Federation of Bosnia and Herzegovina | | - | - | X | |
| • Brčko District | | - | - | X | |
| North Macedonia | | X | X | X | X |
| Kosovo | | X | X | X | |
| Montenegro | | X | X | X | X |
| Serbia | | X | X | X | X |

Table 5. Regional Partners contributing to the WBRSO

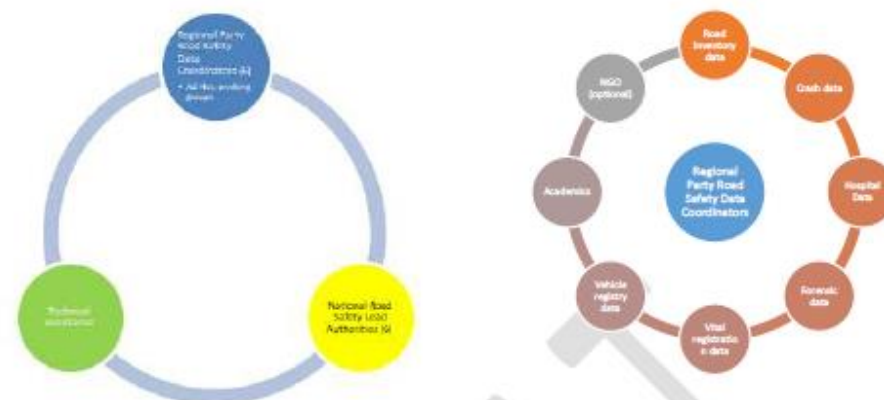


Figure 3. Suggested composition of WB RSO with its temporary mandate, the regional road safety data observatories, and their relationship.

...(2) Understand what is involved

- Setting clear objectives
- Setting clear methods (even complementary ones, when possible)
- Delegate and supervise
- Participate in discussions

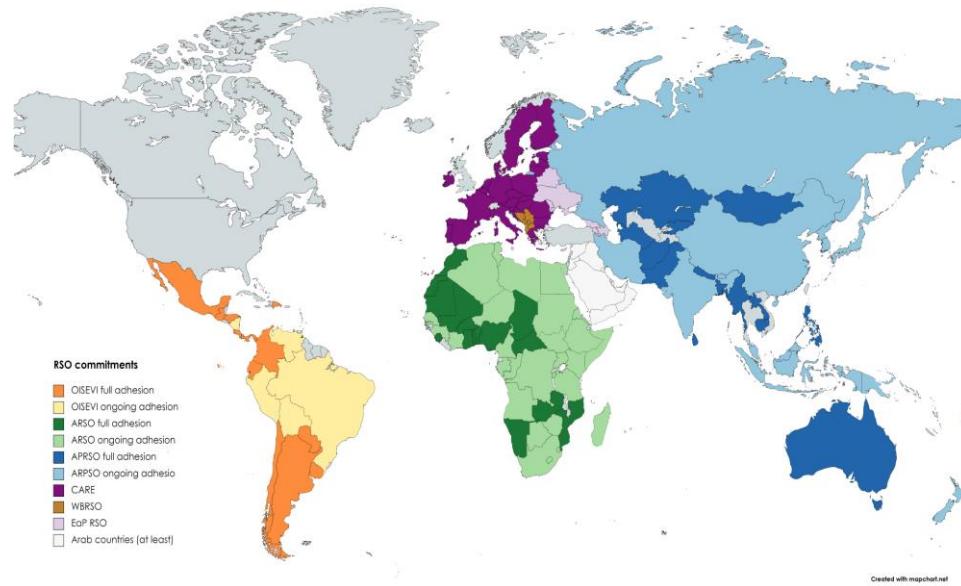
... (3)embrace
WP and
calendar 😊

- Things may not happen according to plan, but they will happen because the plan allows for alternative moves and synergistic opportunities

Creating a comprehensive calendar. For example..

| Month | Task |
|------------------|---|
| Jul 2021 | WBRSO for general public website launched |
| Sep 2021 | WBRSO General Assembly, formal designation all roles, including data coordinators |
| Nov 9 (TBC) 2021 | 1st working meeting of data coordinators. |
| Dec 2021 | Assessment and internatilization previous data assessments done in the región Agreement on data dashboard and Year 1 work plan |
| Jan 2022 | WHO-led workshops on fatality counts discrepancies |
| Jun 2022 | Completion of crash data review to ensure MiniCADAs collection |
| ... | |
| | Working WBRSO website for data queries operational |
| ... | |
| December 2023 | Assessment in progress on dashboard |

Some broader WBRSO issues



- Integration into network of regional road safety observatories
- Involvement of several International organizations
- WBRSO Technical Secretariat support

In summary, next steps

Agreement on broad WP

Agreement on concrete year 1 WP (July 2021-June 2022)

Development of country-level action plan

Participation in WBRSO working meetings and broad RSOs Nov 30-Dec 2 meeting

Next round of data collection scheduled for mid 2022, online platform means

Thanks!

Comments and questions welcomed (next point in agenda)

For more comments and questions, please contact Liljana Çela