Achieving “Vision Zero” in the Balkans
Seven Decades of Global Services

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Road Safety Contributions

“Vision Zero” agenda

Technical Knowledge
• Certified Training
• Professional Accreditation
• Study tours
• Industry innovations

Consensus Building
• Global network of road safety practitioners
• Regional & International forums
• Own Advocacy Resources
• “Vision Zero” Conferences

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Acknowledging also the lessons learned from the Decade of Action for Road Safety 2011–2020, such as the need to promote an integrated approach to road safety such as a safe system approach and Vision Zero, pursue long-term and sustainable safety solutions, and strengthen national intersectoral collaboration, including engagement with non-governmental organizations and civil society and academia, as well as businesses and industry, which contribute to and influence the social and economic development of countries.

Reiterates its invitation to Member States and the international community to intensify national, regional and international collaboration, with a view to meeting the ambitious road safety-related targets in the 2030 Agenda for Sustainable Development.

Proclaims the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030

UN General Assembly Resolution on Road Safety, August 2020
Invest in building capacity: the principles of the safe system are universal, but their application must be adapted to national contexts and conditions to ensure system designs that are not only forgiving of human error but are also equitable and responsive to local needs & knowledge gaps.
Work at all levels of government: while national governments have an important role in setting priorities and establishing an overarching policy framework, many of the required policies, actions and emerging safety of life threats relate to the local level.
Engage non-state actors, in particular through the power of public procurement. When a government deals with a provider of goods and services, and road safety is an integral part of the contract, the burden of investment & enforcement is delegated to the provider:

- Specifications – for vehicle safety levels
- Skills & training – for occupational drivers & riders
- Safety performance monitoring – as a contract KPI
- Standards – established for fleet risk management (ISO 39001)
Lessons Learned (4/5)

Incorporate innovations in technology & processing powers:
Develop a culture of Planning, Monitoring & Evaluation.

Conduct national/local research about the burden and risks of road traffic deaths and injuries

An assessment of progress during and following implementation should include measures of outcomes (crashes, injuries, deaths), outputs (indicators of implementation, actions that have been taken), as well as documentation of lessons learned

Set achievable targets: annual 7-8% reductions starting in 2021 will result in a 50% reduction

Key role for the regional safety observatories
June 1-2, 2022 in Sofia, Bulgaria  
In partnership with BG Government  
Regional focus  
• Corridor based approaches (Struma highway crash)  
• Emerging threats (vulnerable road users)  
Main objectives:  
• Strengthen knowledge sharing mechanisms  
• Promote industry innovation  
• Ensure Design & Management Guidelines are aligned with Safe System principles  
• Develop National Infrastructure Safety Strategies  

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Thank you for your attention

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