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**Economic Commission for Europe****Inland Transport Committee****Eighty-second session**

Geneva, 25–28 February 2020

Item 4 (h) of the provisional agenda

**Strategic questions of a horizontal policy  
or regulatory nature: Road safety****The Road Safety System Assessment Process****Note by the secretariat**

National Road Safety System Assessments (RSSA) are assessments of a country's progress and needs in improving its road safety management and performance, as measured by the numbers of road users that are being killed or seriously injured over time. Their purpose is to assist countries to:

- Identify the status, progress and gaps in road safety
- Improve their Road Safety Management
- Promote continuous coordination and cooperation among stakeholders in mainstreaming the use of the safety system concept and progress consistent with the overall objectives of 2030 Agenda for Sustainable Development and the Sustainable Development Goals
- Prioritize tasks

The Committee may wish to **consider and, possibly, adopt** the RSSA process and approach contained in this document, as a tool that will complement member States and the efforts of contracting parties to enhance their national road safety systems, thus further strengthening the Committee's contribution to ongoing efforts to improve road safety performance globally.

**I. What is a Road Safety System Assessment**

1. A Road Safety System Assessment (RSSA or Assessment) is an assessment of a country's progress and needs in improving its road safety management and performance, as measured by the numbers of road users that are being killed or seriously injured over time. RSSA is based on the comprehensive analysis of the existence and functioning of a country's road safety system including institutions, legislation, enforcement, education, policies, infrastructures and links to the international regulatory support (United Nations road safety

conventions). The conceptual framework for the analysis and assessment is provided by the Global Framework Plan of Action for Road Safety (GFPA).

### **The Purpose**

2. The purpose of the assessment is to assist countries to:
  - Identify the status, progress and gaps in road safety
  - Improve their road safety management by establishing baseline conditions and making concrete recommendations for better institutional and policy implementation and performance
  - To promote continuous coordination and cooperation among stakeholders in mainstreaming the use of the safety system concept and progress consistent with the overall objectives of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals
  - Prioritize tasks that will make it possible to curb the road safety crisis, and channel national efforts and financial resources to high-impact investments that are based on reliable, structured and consistent analysis and recommendations

## **II. The Assessment Process and its Outputs and Outcomes**

3. As a voluntary exercise, the Assessment is undertaken at the request of the country itself.
4. It starts with an agreement on the structure of the report between ECE and/or relevant Regional Commissions on the one hand and high officials of the transport authority in the candidate country on the other.
5. The Assessment Team is made up of international and, on a need basis, national experts. The Assessment Team is flexible to meet the needs of the reviewed country. This team meets with national experts to discuss the problems encountered in their national road safety system, in line with the Global Framework Plan of Action for Road Safety (GFPA). The team's final report contains recommendations for further improvement.
6. Peer review of the report in order to increase the robustness and political significance of its analysis and recommendations is to be undertaken.
7. The RSSA process consists of five stages:
  - (a) Preparatory mission
  - (b) Assessment mission and draft report
  - (c) Peer Review and Report Adoption
  - (d) Publication
  - (e) Implementation phase, including capacity development.

### **A. Preparatory Mission**

8. The process begins when a country requests the relevant organization to undertake a review. The decision to proceed with a specific country is taken by the relevant organization.
9. During a preparatory mission to the country, the secretariat consults with the country to be reviewed on the structure of the assessment. The secretariat subsequently assembles an Assessment Team, which typically includes Government experts (international in-kind support) as well as expert staff of ECE and other Regional Commissions, and other related international organizations and agencies with specific expertise, e.g. World Health Organization (on post-crash care pillar), World Bank, International Road Federation, International Alliance for Responsible Drinking, Fédération Internationale de l'Automobile, academia.

## **B. Assessment Mission and Draft Report**

10. Once preparation is completed, the Assessment Team travels to the country under review and meets with representatives of the national and local government, non-governmental organizations (NGOs) and the private sector. The focus of discussion is on the evaluation of road safety performance, in line with the road safety system assessment outline, and the check-list and questionnaire that are to be derived from it. Participation of country experts in the review teams also bring invaluable experience.

11. At the end of the assessment mission, the Assessment Team prepares a series of chapters that are edited and compiled into a draft RSSA report. Chapters contain both descriptive text and a series of recommendations on ways to improve problem areas.

12. The final draft is submitted for Peer Review and adoption (see next phase).

## **C. Peer Review and Report Adoption**

13. The draft RSSA Report undergoes a peer review at this stage. During this review, discussions focus on some of the major policy issues that have arisen during RSSA with particular attention to conclusions and recommendations and their implementation, including through support through the Fund.

14. Experts from the reviewed country (national experts) are invited to participate in this meeting. At the end of this review, the report is to be adopted by the reviewed country, to increase national ownership and sustained follow-up actions.

15. At the conclusion of the Peer Review and following the adoption of the report, it will then be finalized and submitted for publication.

## **D. Publication and Launch**

16. Publication of the completed report is the last step of the assessment process. Updated facts and figures may be requested from the reviewed country. The secretariat incorporates these changes, together with possible changes in line with the conclusions of the Peer Review. The reports are aimed first at decision makers, but are also directed to all road safety stakeholders in the country under review and in other interested countries.

17. Upon request of the reviewed country, a launch is organized to present the findings of the report to the governmental authorities, international community, NGOs and other stakeholders. The launch event is usually well attended by media. The event allows the national road safety stakeholders to draw attention to most pressing road safety issues highlighted by the road safety system assessment.

## **E. Implementation and Capacity Development**

18. Following the publication of the report, follow-up actions, that may have been already identified during the assessment phase, are initiated by the reviewed country, with the support of the secretariat. The support may take the form of capacity development activities and, if suitable, United Nations Road Safety Fund interventions.

19. To close the implementation cycle, the reviewed country may report back to the relevant transport committee of the respective Regional Commission and to the governing bodies of UNRSF about progress in implementing RSSA recommendations.

## **Annex**

### **Road Safety System Assessment**

#### **Report Outline\***

##### **I. Executive summary**

Contains main conclusions and recommendations for decisions makers.

##### **II. Main report**

###### **A. Introductory chapter: Road Safety Trends in the Country and Key Characteristics**

###### **B. Chapter 1: Road Safety Management Performance Assessment**

###### (a) Management action

- Strengths
- Weaknesses
- Missing elements

###### (b) Monitoring action

- Strengths
- Weaknesses
- Missing elements

###### (c) Gaps assessment against GFPA, conclusions and recommendations

###### **C. Chapter 2: Safer Road User Performance Assessment**

###### (a) Legal framework on traffic rules for drivers of vehicles

- Strengths
- Weaknesses
- Missing elements

###### (b) Compliance and Enforcement by police and inspectors

- Strengths
- Weaknesses
- Missing elements

###### (c) Driver's training and education of road users

- Strengths
- Weaknesses

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\* aligned with/benchmarked against the Global Framework Plan of Action for Road Safety – GFPA.

- Missing elements
- (d) Supportive technology enhancing and enforcing safe user behaviour
  - Strengths
  - Weaknesses
  - Missing elements
- (e) International Regulatory Support
  - Strengths
  - Weaknesses
  - Missing elements
- (f) Gaps assessment against GFPFA, conclusions and recommendations

#### **D. Chapter 3: Safer Vehicles Performance Assessment**

- (a) Legal Framework: rules and standards for admission of vehicles to traffic
  - Strengths
  - Weaknesses
  - Missing elements
- (b) Enforcement:
  - Strengths
  - Weaknesses
  - Missing elements
- (c) Education/training
  - Strengths
  - Weaknesses
  - Missing elements
- (d) Technology
  - Strengths
  - Weaknesses
  - Missing elements
- (e) International Regulatory Support
  - Strengths
  - Weaknesses
  - Missing elements
- (f) Gaps assessment against GFPFA, conclusions and recommendations

#### **E. Chapter 4: Safer Roads Performance Assessment**

- (a) Legal framework: Standards for design, construction, maintenance and signage of roads
  - Strengths
  - Weaknesses
  - Missing elements

- (b) Enforcement
  - Strengths
  - Weaknesses
  - Missing elements
- (c) Education and training
  - Strengths
  - Weaknesses
  - Missing elements
- (d) Technology
  - Strengths
  - Weaknesses
  - Missing elements
- (e) International Regulatory Support
  - Strengths
  - Weaknesses
  - Missing elements
- (f) Gaps assessment against GFPA, conclusions and recommendations

## **F. Chapter 5: Post-crash Care Performance Assessment**

- (a) Legal framework for post-crash response
  - Strengths
  - Weaknesses
  - Missing elements
- (b) Insurance framework
  - Strengths
  - Weaknesses
  - Missing elements
- (c) Enforcement and oversight of rescue services
  - Strengths
  - Weaknesses
  - Missing elements
- (d) Education and training
  - Strengths
  - Weaknesses
  - Missing elements
- (e) Technology
  - Strengths
  - Weaknesses
  - Missing elements

- (f) International Regulatory Support
  - Strengths
  - Weaknesses
  - Missing elements
- (g) Gaps assessment against GFPFA, conclusions and recommendations

## **G. Chapter 6: Conclusions and Road Safety Action Plan**

### **III. Annexes**

**Annex I:** Country snapshot and trends

**Annex II:** Key National Road Safety Performance Indicators

**Annex III:** List of relevant national road safety documents

**Annex IV:** Assessment of road safety policy scenarios using SafeFITS<sup>1</sup>

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<sup>1</sup> Safe Future Inland Transport Systems (SafeFITS): Analysis supported by the SafeFITS application, depending on availability of indicators.