

LOST... IN IMPLEMENTATION:

OVERCOMING BARRIERS TO INTERNATIONAL COLLABORATION AND TRANSFERABILITY

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of Crash Modification Factors (CMFs)**

OVERVIEW

- Implementation as a learning process
- Political Agenda
- Cost-Effectiveness
- Developing Countries



POLITICAL AGENDA 1

- Electoral considerations: drivers are also voters !
- The role of ideology (liberty, rights, private life, safety...)
- Cognitive dimensions of the public decision making



POLITICAL AGENDA 2: THE QUESTION OF GOVERNANCE

- Conflicting political objectives (public safety, terrorism, economic and social crises...)
- Coordination among governmental agencies and bureaus: a key for success!
- The importance of the political commitment
- The public acceptability and the community support



COST EFFECTIVENESS 1

- From «physical » effect (CMF) to the monetary realm
- Cost and Budget considerations
- Costs and Prices: how to deal with the question of choice (type of projects, size of the program...)
- A hierarchy among CMF?



COST EFFECTIVENESS (2)

- Costs and benefits:
 - how to define them?
 - time horizons
 - Who wins and who bear the costs?
- The rejection of CMF is possible?

L'Etat va encaisser 1,29 milliard d'euros d'amendes en 2011 et prévoit 500 radars supplémentaires



DEVELOPPING COUNTRIES (1) POLICY PROBLEMS

- The extent of problem?
- Lack of capital (budget, technology, skills)?
- Richer is safer?
- Availability of data ?
- Need of expertise ?



South African roads

Watch out!

JOHANNESBURG

South Africa's dreadful drivers are under scrutiny

SOME of the world's most dangerous roads are South African. Last month an average of 43 people a day (in a population of 50m) were killed in traffic accidents, about the same as the previous December, despite an unprecedented police crackdown on errant motorists in the run-up to the peak summer holiday season. The government hopes to cut the total annual road-death toll by half by 2015, using the grim tally of 16,000 in 2007 as its benchmark. Despite the planned introduction of stricter traffic laws, it will be pushed to meet its target.

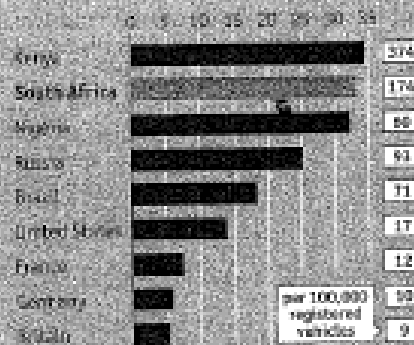
Though it still has less than one registered vehicle for every five inhabitants, Africa's most advanced country recorded 33 road deaths per 100,000 inhabitants in 2007, according to the World Health Organisation. That was double the fatality rate in America, with almost one vehicle for every two inhabitants, and six times the rate in Britain, with about one vehicle for every five inhabitants. All three countries have similar road safety laws. Indeed, the drink-driving limit is stricter in South Africa than in Britain or America. But South Africans tend to ignore the law in the expectation that they either will avoid detection or can bribe their way out of trouble.

The government is keen to change

such attitudes. In the past three months it has cracked down on road-safety villains, stopping and checking about 4.5m drivers at random. More than 2m fines were issued, 26,000 dud vehicles taken off the roads, and more than 7,000 motorists arrested for drunk-driving and other offences—many times the normal rate. Recent research by South Africa's Medical Research Council showed that 62% of pedestrians and 59% of drivers killed in traffic accidents were over the legal alcohol limit.

Shut your eyes and pray

Estimated road-traffic deaths, 2007
Per 100,000 population



Source: WHO, Global Status Report on Road Safety

DEVELOPPING COUNTRIES (2) INSTITUTIONAL PROBLEMS

- Political legitimacy of government: what are the implications?
- Governance dimension and implementation?
- Geography and climate: constraints/advantages ?
- Habits and customs (the rule of Law?, the ...)
- Other priorities (poverty, economic development, health...): what are the most important ONES?
- Western bias? One-



o Thanks a lot for your attention
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