



## Editorial

Dear reader

This seventh edition of the ROSEBUD newsletter will mirror results and conclusions of the 3<sup>rd</sup> ROSEBUD conference, which took place on March 18th, 2005 in Vienna. Further, you will read about the start of WP5, the intentions of this final work package, the products of WP5 and the whole project.



The selection of "typical road safety measures" - the "WP4 cases" - has already been reported in the 6th newsletter. Later, two of these cases were selected to be topic of the Vienna conference. One of the cases was chosen to test the procedure for the conference. "Measures against collisions with trees" were successfully assessed by Philippe Lejeune and his team at the CETE SO. At the WP4 workshop (in the beautiful environment of Bordeaux) the results were presented to local/regional decision makers.

Together with the "Section Control" case (see newsletter 5) we had two very interesting topics to discuss with a wide forum consisting of 65 participants from 19 different countries (including 4 of the new Member States and 2 non-EU member countries) at the Vienna conference.

Read more about the Vienna Conference, about "testing the tools" within ROSEBUD WP4 in this paper. Finally, I hope to meet many of you at the final ROSEBUD conference on September 6<sup>th</sup> at Bast in Cologne, and to discuss more about road safety and efficiency assessment there!

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# ROSEBUD

**ROad Safety and Environmental Benefit-Cost and Cost-Effectiveness Analysis for Use in Decision-Making**

## The 3<sup>rd</sup> ROSEBUD Conference

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ROSEBUD's Work Package 4 represents the most practical part of the whole project. WP4 was to test the application of efficiency assessment with a specific focus on the results of the previous work packages. In 18 examples (called "cases") experience in conducting CBA and CEA was collected. The WP4 work group carried out these studies and tried to identify, where the main problems are, and which of the problems could be solved by using inputs from the previous work packages. But what is EA worth without recipients, what is it worth without those to which the work is dedicated to, those who make decisions on road safety measures or other decisions with a close relation to road safety?

This is, why "testing the tools" (the short title of WP4) or "experiencing improved methods" (the title of the 3<sup>rd</sup> conference) was only one part of the WP4 tasks. The other one was to develop and test, how EA results can be forwarded to those making the decisions.

For that purpose, Victoria Gitelman and Shalom Hakkert from the Transportation Research Institute (TRI), Technion in Israel developed the "Short Training Course on Efficiency Assessment.

This presentation of the methodology of EA is one of the core parts of ROSEBUD WP4's achievements. The results of most of the WP4 case studies were presented to relevant decisions makers to collect their impressions on the use of EA for improving road safety policies. The "Short Training Course" was used for preparing these presentations.

Previous experiences from the presentation of EA studies and results have shown, that frequently, EA is recognised as a complex method, which is very difficult to understand. The recipients sometimes seemed to experience EA as a sort of "black box", where you insert an awful lot of data on the one side and a single result comes out at the other end, a priority list or a single number, the cost-benefit ratio. The general approach was, that normally people respect rules the better, the more they are informed about reasons and background. In our case, it is the rules of assessing efficiency of road safety measures.

Not very surprisingly, one of the most important experiences in WP4 was that the need for information on EA method is very diverse, depending on previous experiences of the recipients, their educational background and personal interests. It was also recognised that the level of decision making (local/regional/national or even interna-



Dr. Guenther Breyer (right), Head of the Road Safety Division of the Austrian Federal Ministry of Transportation, Innovation and Technology and Dr. Othmar Thann, General Manager of the Austrian Road Safety Board opening the Conference

tional) has a strong relation to quality and quantity of information on EA decision makers require. The "Short Training Course" tries to find a compromise. It offers the very basic information on the different methods, supported by two examples. But it may also be used as a frame to present much more detailed information.



The audience of the 3<sup>rd</sup> ROSEBUD conference was composed of many regular customers of ROSEBUD events and a significant number of people who had their first contact with the specific topic of the ROSEBUD thematic network. The "Short Training Course" was obviously received as an excellent input to find a common language in the discussions afterwards. Concerning the feedback during the conference and other WP4 activities as well as comments from EA experts, the "Short Training Course" will be part of the final ROSEBUD products.

Marko Nokkala (VTT, in the middle) chaired the panel discussion with (from left) George Yannis (NTUA), Guenther Breyer (Austrian Federal Ministry of Transportation, Innovation and Technology), Jean Chapelon (DSCR) and Shalom Hakkert (Technion)

## ROSEBUD WP4 - conference in Vienna II

### Disillusions and facts about efficiency assessment



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As one of the most prominent proponents of efficiency assessment I asked Rune Elvik to be the keynote speaker of the 3<sup>rd</sup> Rosebud conference. I asked him for a pointed statement on problems - and maybe some of his personal experiences - in the relation between road

safety and EA. He chose "Efficiency assessment can help bring better results in road safety policy" for the title of his presentation. I had expected a call-sign behind this, but what we heard in the first twenty minutes of Elvik's speech was not very encouraging. What we need to achieve better results in road safety policy has to be efficient, fair, ethical and democratic. EA is directed at efficiency only, was one of his first statements. Efficient solutions do not necessarily result in a fair distribution of transport risks, and, by the way, what would we regard as such a "fair distribution"? Furthermore, one of the basic principles of efficiency assessment is to price human life and health, which is rejected by the "Vision Zero", many ethicists and may even sound like an alien idea for the public.

But on the other hand, zero risk in road traffic is utopian, and some people

even would not want it. Human value systems are very complex and the budgets for realisation of safety measures in general, particularly road safety measures are limited. So, Elvik stressed the need for prioritising, which also means to make trade-offs against other human values and policy objectives. These priorities should be made systematically, they should be updated regularly and be part of road safety programmes. Cost benefit analysis is the most sophisticated approach for this task.

In Sweden and Norway, the current road safety policy had been assessed against the total potential of accident reduction. Only 11% of the Norwegian and 15% of Swedish fatalities in road accidents will be prohibited if current policy is continued. In both countries there is a share of about 40 to 45% of the fatalities which cannot be avoided due to external and cost constraints. But 49% of the Norwegian (38% of the Swedish) fatalities are currently not protected due to constraints deriving from inefficient policy priorities.

"Indeed, it has been said that democracy is the worst form of government except all those other forms that have been tried from time to time." stated

Winston Churchill in a speech in the House of Commons on November 11, 1947. What we know after Rune's speech is: Efficiency assessment has its shortcomings but it is the best available tool if we want to be successful in our work against death and injury on our roads.



The breaks between the sessions were used for intensive discussions.



Rune Elvik (TOI, right) giving the keynote presentation; Klaus Machata (KfV, left) chaired the morning session



The work package 5 of ROSEBUD started in

January 2005. WP5 is carried out by BAST, KuSS, University of Cologne, TRL, CDV and DITS. The final products of ROSEBUD will be published at the end of WP5. The handbook of assessed road safety measures is planned to inform about international experiences with cost-benefit analyses (CBA) and cost-effectiveness analyses (CEA) of road safety measures and the results derived by the application of these tools. Furthermore, a framework for efficiency assessment based on the results of WP3 will be published as a self-standing publication, too. As another product, a demonstration course introducing the application of efficiency assessment tools will be offered. These three products will be introduced to the public during the final ROSEBUD-conference on September 6th, 2005 at BAST.

RiPCORD-iSEREST is a research project founded by the European Commission and also co-ordinated by BAST.

The objective of RiPCORD-iSEREST is to provide scientific support to the European transport policy to reach the 2010 Transport Road Safety Target by establishing best practice tools and guidelines for road infrastructure safety.

Road infrastructure related safety measures offer a large potential that could be exploited for a significant reduction of road accidents and their consequences. Considering that most casualties occur on single carriageway rural roads, RiPCORD-iSEREST will focus on road infrastructure measures for this type of roads.

Researchers and practitioners in the member states of the European Union have made great efforts to improve traffic safety. Many of these approaches have already led to a significant reduction in fatalities.

RiPCORD-iSEREST aims to collect and to evaluate these approaches in order to make them accessible throughout Europe and to develop tools, which could be used to improve traffic safety.

RiPCORD-iSEREST now comes up with an own Newsletter. We provided all members of the user reference group with this first newsletter and the RiPCORD-iSEREST team at BAST will be glad to provide you with further information about the working process and the results of this ambitious project.

If you need more information you'll find it at [www.ripcord-iserest.com](http://www.ripcord-iserest.com) or please contact the Project-team at BAST (mailto: [ripcord@bast.de](mailto:ripcord@bast.de))

A preview of the RiPCORD-iSEREST newsletter. The top header features the RiPCORD logo and the title "Road Infrastructure Safety Prevention - Core-Research and Development for Road Safety in Europe". Below the header, there is an "Editorial" section with a photo of R. Weber and a signature. The main content includes sections on "Increasing Safety and Reliability of secondary roads for a sustainable Medium Transport", "RiPCORD-iSEREST" (describing the project's goals and objectives), "Road Safety Impact Assessment" (discussing the development of assessment tools and models), and "Road Safety Impact Assessment" (discussing the comparison of different models and tools). At the bottom, there is a photo of the RiPCORD-iSEREST team at a kick-off meeting at BAST.

Road Safety and Environmental Benefit-Cost and Cost-Effectiveness Analysis for Use in Decision-Making

# Final ROSEBUD conference

„Learning from ROSEBUD“

September 6th, 2005

10:00 am – 04:30 pm

The participation is free, but registration until August 22<sup>nd</sup>, 2005 is recommended

To register, please send a mail or email to one of the contact person (including your name, institution, address, phone and email)

#### Venue:

BAST – Federal Highway Research Institute  
Brüderstraße 53, 51427 Bergisch Gladbach (Germany)

#### Contact:

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## Conferences:

September 6th, 2005	<b>Final ROSEBUD Conference</b> „Learning from ROSEBUD” in Bergisch Gladbach, D; <b>Contact:</b> BAST, Karl-Josef Höhnscheid, <b>phone:</b> +49/2204 43 415, <b>email:</b> hoenscheid@bast.de
September 7 <sup>th</sup> /8 <sup>th</sup> , 2005	<b>1<sup>st</sup> FERSI Conference</b> „Scientific Road Safety Research Conference” in Bergisch Gladbach, D, <b>Contact:</b> BAST, Karl-Josef Höhnscheid, <b>phone:</b> +49/2204 43 415, <b>email:</b> hoenscheid@bast.de
October 5 <sup>th</sup> -7 <sup>th</sup> , 2005	<b>Road Safety on Four Continents</b> in Warsaw, Poland Conference secretariat: VTI; Att. Kent Gustafson <b>phone:</b> +46 13 20 43 19, <b>email:</b> RS4C@vti.se, <b>Internet:</b> www.vti.se/RS4C
Nov 30 <sup>th</sup> - Dez 3 <sup>rd</sup> , 2005-	<b>Fourth International Festival for Road Safety Campaigns</b> in Tunis Tunisia <b>Contact:</b> La Prévention Routière Internationale at info@lapri.org <b>Internet:</b> www.lapri.org or www.tunisia2005.org
June 12 <sup>th</sup> - 15 <sup>th</sup> , 2006	<b>European Road Transport Research Conference</b> in Göteborg, SE <b>Internet:</b> www.traconference.com.

## Introducing the ROSEBUD partners (ed. 7):



VTI, the *Swedish National Road and Transport Research Institute*, is a national research institute organised under the Ministry of Industry, Employment and Communications.

VTI performs advanced applied research and development of high quality aiming to contribute to the national transport policy objective for sustainable development. The principal duty is to carry on research and development concerning infrastructure, traffic and transport. The R&D shall also include general analyses of the impact of the transport sector on the environment and energy use. The research shall contribute to enhancing knowledge and skills within the transport sector aiming to fulfilment of the six sub-goals of the national transport policy objective: an accessible transport system, high transport quality, safe transport, a sound environment, favourable regional development and gender equality.

VTI performs research commissions in a multi-disciplinary organisation. Each year, VTI performs research commissions for about 200 different clients. The *Swedish National Road Administration* is the principal client. Extensive research and development are also conducted for *The Swedish Agency for Innovation Systems* (Vinnova) and to an increasing extent for the EU. Other clients include the *National Institute for Communications Analysis* (SIKA), *Banverket* (the Swedish National Rail Administration), the *Civil Aviation Administration*, the *Swedish Environmental Protection Agency*, road contractors and the automotive industry.



The *Technical Research Centre of Finland* (VTT) is an impartial expert organisation that carries out technical and technoeconomic research and development work.

In total, VTT has ca 3000 employees and covers all domains in technology by its research and development activities. *VTT Building and Transport* with its 530 employees is one of VTT's eight research institutes. *Transport and Logistics* is one of the seven Research Areas at *VTT Building and Transport*. *Transport and Logistics* has 70 employees. However, transport researchers also have at their disposal the expertise of all other VTT research areas, such as information systems engineering, industrial and manufacturing technologies, maritime technology and many other areas of technology.

*VTT Building and Transport* has expertise in following areas of transport research: intelligent transport systems (ITS) or transport telematics, behavioural safety studies and safety effects of countermeasures, safety evaluation of transport telematics, transport systems development and analysis, transport systems management and operation, transport policy research, logistic system research, including industrial production management, multimodal transport systems research, economic, environmental, social and other impacts of transport systems, transport research methods and transport information and management systems, new technologies, artificial intelligence, neural networks.

The main clients of VTT in the area of transport research are ministries, road, rail and aviation authorities, cities, private companies and international organisations. VTT has particularly wide range of experience in the field of transport policy and the development of assessment methodologies.

Activities include scientific work and practical applications both in domestic and in international projects.

## Partners in the ROSEBUD Network:

**BAST** – Federal Highway Research Institute, Germany

**TØI** – Institute of Transport Economics, Norway

**SWOV** – Institute for Road Safety Research, Netherlands

**KuSS** – Austrian Board for Safety and Prevention, Austria

**UoC** – University of Cologne, Germany

**Technion** – Transportation Research Institute, Israel

**KTI** – Institute for Transport Sciences Ltd., Hungary

**CDV** – Transport Research Centre, Czech Republic

**VTT** – Technical Research Centre of Finland, Finland

**TRL** – Transport Research Laboratory, United Kingdom

**VTI** – Swedish Road and Transport Research Institute, Sweden

**CETE** – Centre d'Etudes Techniques de l'Équipement du Sud Ouest, France

**DITS** – Dipartimento Idraulica Trasporti e Strade Roma, Italy

**NTUA** – National Technical University of Athens, Greece

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