



Government of Montenegro

Ministry of the Interior

THE PROGRAM FOR IMPROVING THE SAFETY OF ROAD TRAFFIC FOR THE PERIOD 2020-2022 WITH AN ACTION PLAN FOR THE PERIOD 2020-2022

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Abbreviations – meaning

TA – Traffic accidents

WHO – World Health Organization

CADAS (Common Accident Data Set) protocol – The Protocol which foresees that the transformation of data is performed on a national level in accordance with the pre-defined procedures, after which such data is sent to the European Commission.

MTM – Ministry of transport and maritime affairs

MoI – Ministry of the Interior

MIF – Medical Insurance Fund

PD – Police Directorate

ME – Ministry of education

MH – Ministry of health

HI – Health Institution

TD – Traffic Directorate

ASI - Agency for the supervision of insurance

IEMA – Institute for emergency medical assistance

MONSTAT – Statistical office of Montenegro

EBRD – European Bank for Reconstruction and Development

WHO HQ – World Health Organization Headquarters

NGO – Non-Governmental Organisation

1. Introduction

Road traffic as a part of the comprehensive traffic system represents a significant part of development of a modern society and it is the most common way of both mass and individual transport, thanks to the advantages which it has in comparison to other ways of transport.

Safety in road traffic is one of the key basic elements of the quality of life and the traffic system. Each traffic participant and each user of transport services should be entitled to the transport which fulfils his/her needs and expectations.

Basic measurable indicators of the state of safety of road traffic are the numbers of traffic accidents and the number of victims (persons killed in an accident and persons with injuries) in traffic accidents.

Consequences of traffic accidents have a significant effect on the security of citizens and the economy of the state in all countries. Therefore, increasing safety of the participants in road traffic has become one of the most important policies of each country. Traffic safety is not only a national problem, but it has the characteristics of a global policy in many ways, due to the intensive connection of countries with modern traffic roads.

Many different factors add on to the occurrence of traffic accidents and its consequences, and the most important factors which influence the safety of the road traffic are: human being, vehicle, road and the surrounding.

Human being is the most significant factor of the safety of the traffic. The ability, attitude, knowledge and the behaviour of the human being have a special influence to the active and passive safety of traffic. Children, youth and adults, by performing their regular activities and by being active traffic participants are exposed to a numerous challenges regarding their security and special attention needs to be paid to their education and the development of traffic culture. Due to the significance of the education of traffic participants, the development of the traffic culture, in both, the formal and the informal system of education is a subject of the special attention of state authorities in charge of the safety of the road traffic.

Due to the dynamic development of the automotive industry and the rapid increase of the number of vehicles and the density of traffic, the safety of all participants in traffic is significantly disturbed. It is of great importance that the technically correct vehicles are participating in traffic, so the state authorities provide special attention to the control of stations where the technical characteristics of vehicles are checked.

From the point of view of traffic safety, different risks exist regarding traffic accidents on different roads. The traffic regime, the structure of the traffic participants, road speed, structure and the frequency of traffic conflicts are determined by the category of the road, the route, average number of connecting roads, the condition of the material covering the road and the obstacles by the road. Based on the data of the causes of traffic accidents in Montenegro, the influence of the road on the occurrence of traffic accidents with fatalities is insignificant. For the purpose of a precise insight of the influence of the road to the occurrence of traffic accidents it is necessary to improve the procedure and the quality of collecting and updating data on the causes of traffic accidents and the factors which add up to the occurrence of traffic accidents in the future period.

The increase of the number of motor vehicles and their technological development is not followed by an appropriate development of the road traffic network. This discrepancy brings on to the increase in the number of traffic accidents.

It has been shown in practice that the surrounding, especially having in mind the unfavourable weather conditions, negative influence of parents to the children participating in traffic, the economic condition of individuals, the presence of passengers and similar issues have a significant influence to the safety of the traffic.

Improvement of safety of the road traffic is a very complex challenge on the national level, but also on the regional and global levels as well. The solution of this very complex issue is in a multisector, multisystem and multi-disciplinary approach with engagement of all segments of the society.

Road safety is of paramount importance to Montenegro. In this regard, it is necessary to make additional efforts to establish a greater level of road safety culture. In addition, road safety is also important from the point of view of fulfilling the negotiation obligations with the EU under Chapter 14 "Transport Policy".

Montenegro's EU Accession Program 2019-2020, under Chapter 14 "Transport Policy" in the Road Transport section, provides for the obligation to adopt a Road Safety Improvement Strategy (2020-2024) with the Action Plan for 2020.

In order to adequately address this area, we have observed the state in the strategic framework of Montenegro, by trying to obey the principle of economic and rational planning (article 12 of the Regulation on the manner and the procedure of creating, harmonizing and monitoring of the conduction of strategic documents). Since the Strategy for the development of traffic for the period 2019-2035 already exists in the planning system, which sets the framework for the safety of road traffic in an overall sense, we have opted to address through the program the detailed and concrete measures and activities for this area, having in mind the specific competence of the Ministry of the Interior and the Police Directorate, as a strategic document with a term of three years which places an accent on the implementation in the shortest possible term.¹

Due to the great significance of the issue of traffic safety, the Ministry of the Interior of Montenegro has attempted to create a program for improving the safety in road traffic for the period 2020-2022 with an action plan for the period 2020-2022, (Hereinafter referred to as: the Program) as one of the strategic and top priority areas of conducting of the policy of the Government of Montenegro through different segments.

The Program is a document that defines activities for improving road safety in all segments, and is directly related to the Transport Development Strategy 2019-2035 in the part of improving the legal framework, whose adoption foresees the application of European standards through the part related to the improvement of road infrastructure as and through campaigning to raise awareness among participants about safe traffic behavior.

¹ The Program as a strategic document has the following obligatory chapters:

1 | Introduction

2 | Description of the conditions which require solutions

3 | Operative goals and the accompanying achievement indicators

4 | Activities for conducting of operative goals

5 | Description of the activities of competent authorities and the bodies for following the conduction of the program

6 | Manner of reporting and evaluation

7 | Information for the public on goals and the expected effects of the program in accordance with the Communication strategy of the Government of Montenegro.

The Program is harmonized with the Regulation on the manner and the procedure of creating, harmonizing and monitoring of the conduction of strategic documents of the Government of Montenegro and the accompanying Methodology of developing policies, creating and monitoring the conduction of strategic documents.

Relevant representatives of the Ministry of Internal Affairs, Police Directorate, Ministry of Health, Ministry of Transport and Maritime Affairs, Ministry of Education, Traffic Directorate, local self-government units, representatives of NGOs, Chambers of Commerce, Insurance Supervision Agency, Carrier Associations participated in the development of this strategic document , which means that road safety is planned as a horizontal aspect and that all relevant actors work together in a coordinated and efficient manner.

1.1. The system of managing the safety of traffic

1.1.1. Institutional framework

The tasks of the state administration are conducted by the ministries and other authorities in accordance with the Law on the state administration ("Official gazette of Montenegro", number 78/18) and the Regulation on the organization and the manner of work of the state authorities ("Official gazette of Montenegro ", number 87/18 and 2/19), as well as by the local self-governing bodies, institutions and legal entities, as public authorizations when such tasks have been handed over, i.e. assigned to them.

The state authorities and institutions which plan, manage, harmonize and perform measures and activities from their competence participate in the system of safety of road traffic and these are especially:

Ministry of the Interior which, among others, conducts administrative tasks which regard to: analytic monitoring of the state and strategic planning in the areas of safety of traffic on the roads; instructive acting for conducting of strategies and policies in this area; supervision over the lawfulness and integrity of the work of the police, procedures, competence and efficiency of performing police tasks; record of vehicles and drivers; production, turnover and transport of explosive materials; turnover, transport and storage of flammable liquids and gases; transport of inflammable dangerous liquids and gases, transport of explosives; establishing the regime of border traffic with the neighbouring countries.

Ministry of transport and maritime affairs which among others, conducts administrative tasks which regard to: road traffic, safety and security of road traffic; the correctness of the roads is performed by the state inspection for roads, which is within the competence of the Ministry of transport and maritime affairs;

Ministry of education which among others, conducts administrative tasks which regard to: creating, establishing and the development of the educative and pedagogic system in which the subjects covering the segments of safety of traffic are implemented; the conditions for establishing, work and licensing of institutions in the field of education, and especially in the field of work of driving schools; preparing of drafts of regulations in the field of education;

Ministry of health which among others, conducts administrative tasks which regard to strategic planning of the system of health protection and the system of health insurance, and especially in the area of providing services of emergency medical assistance to the participants of traffic accidents and the procedure of issuing medical assurances to drivers, as well as through the permanent work on the education of the staff with the goal of achieving the efficient response of the relevant health medical departments with the aim of reducing the resulting consequences in traffic accidents. The Institute for emergency medical services, emergency centres and the relevant departments in general and special hospitals and the Clinical centre of Montenegro in that case have a key role, to ensure efficient medical protection, by providing the basic package of emergency medical assistance and hospital medical protection with the aim of reducing the consequences of traffic accidents, saving lives, reducing the disability and the length of hospitalization, post-traumatic recovery and improving the quality and years of life. The injuries occurring in traffic accidents, apart from causing the loss of a large number of human lives, disabilities and suffering, also present a huge burden for the state budget and the individual.

Also, the role of the health sector is to, apart from providing the adequate medical protection to the affected persons, ensure:

- The data on injuries in accordance with the standards of reporting to the relevant institutions on the national and the international level;
- Recognizing and acting upon priority and target groups recognized as relevant for the safety in traffic, by conducting efficient measures and activities;
- Conducting preventive activities, evaluation and monitoring of conducted measures and activities;
- Ensuring the setting up of the system of services, which enables calculation of total primary and secondary costs which the health system of Montenegro generates through providing medical protection to the citizens which are being treated or are in the phase of rehabilitation from the consequences caused by traffic accidents.

Police Directorate which among others, conducts tasks with regard to; protection of the security of citizens and the freedoms and rights established by the Constitution; protection of assets; prevention of exercising and revealing of criminal offences; locating the actors of criminal offences and misdemeanours and delivering them to competent authorities; preserving public peace and order; securing of public gatherings of citizens with a high security risk; securing of certain persons, objects and areas; inspection supervision and control of

security in traffic; supervision and control of security of traffic on the roads, checking the fulfilment of conditions for the work of stations for technical inspections of vehicles and tasks of control of lawfulness of stations for technical inspections of vehicles, border control; ensuring conditions for exercising the withholding of persons and other tasks in accordance with the law, such as the creation of analyses, elaborates, studies and monitoring of specific security issues.

Traffic administration which among others, conducts administrative tasks which regard to: management, development, construction, reconstruction, maintenance and protection of state roads; technical inspection of roads through supervising construction, reconstruction and maintenance of roads; maintenance of roads within the competence of the Traffic administration.

Local self-governing units which among others, regulate the traffic within their competencies: determines the roads with the passage priority; determines one-way and two-way traffic roads; setting up horizontal, vertical and light signalization; setting up speed limits of vehicles; setting up pedestrian movement areas, bicycle and motorized bicycle areas, traction vehicles areas and areas for the passing of cattle; parking areas; pedestrian zones, secure directions for the movement of participants of the traffic and special technical measures for the safety of the pedestrians in the vicinity of educational, medical and other institutions, playgrounds and similar.

Insurance Supervision Agency supervises activities of insurance companies in Montenegro.

1.1.2. Legal framework of the safety of traffic

- Constitution of Montenegro ("Official gazette of Montenegro" number 1/2007 and 38/13);
- Law on the safety of traffic on the roads ("Official gazette of Montenegro" number 33/2012, 58/2014 and 14/2017);
- Law on roads ("Official gazette of Montenegro ", number 42/2004 and " Official gazette of Montenegro ", number 21/2009, 54/2009, 40/2010, 36/2011, 40/2011, 92/2017);
- Law on transport in road traffic ("Official gazette of Montenegro ", number 71/2017);
- Law on contracts on transport on road traffic ("Official gazette of Montenegro ", number 53/09 and „Official gazette of Montenegro“, number 36/13);
- Law on transport of dangerous materials „Official gazette of Montenegro ", number 33/2014 and 13/2018);
- Law on mandatory insurance in traffic ("Official gazette of Montenegro ", number 44/12);
- Law on education of adults ("Official gazette of Montenegro ", number 20/2011 and 47/2017);
- Law on working time and resting time within the working hours of mobile workers and recording devices in road traffic

("Official gazette of Montenegro ", number 75/2010, 40/2011 and 17/2019);

- Criminal rulebook of Montenegro ("Official gazette of Montenegro“, number 70/2003, 13/2004, 47/2006 and " Official gazette of Montenegro ", number 40/2008, 25/2010, 32/2011, 64/2011, 40/2013, 56/2013, 14/2015, 42/2015, 58/2015, 44/2017, 49/2018);
- Law on criminal procedure ("Official gazette of Montenegro ", number 57/2009, 49/2010, 47/2014, 2/2015, 35/2015, 58/2015 and 8/2018);
- Law on tax for using passenger motor vehicles, floating objects, aircrafts and flying devices ("Official gazette of Montenegro", number: 28/2004, 37/2004 and „Official gazette of Montenegro“, number 86/09);
- General law on education and upbringing ("Official gazette of Montenegro“, number 64/2002, 31/2005, 49/2007, and "Official gazette of Montenegro ", number 4/2008, 21/2009, 45/2010, 40/2011, 45/2011,36/2013, 39/2013, 44/2013, 47/2017);
- Law on misdemeanours („Official gazette of Montenegro“, number 1/2011, 6/2011, 39/2011, 32/2014, 43/2017 i 51/2017) and by the decisions of local self-governing units.

1.1.3. Strategic framework of the safety of traffic

The international strategic documents on which the Program is based:

In accordance with the **United Nations Action Plan, the Decade of Action 2011-2020²** has adopted the following documents relevant to improving road safety:

- **White Paper For Safe Roads in 2050³ (White Paper on Road Safety by 2050)** and with this document a long-term goal is planned - a zero death rate in traffic accidents by 2050;
- **Road Safety Priorities for the EU 2020-2030 Briefing for the European Parliamentary Elections⁴ TRAFFIC SAFETY** Priorities for the EU 2020-2030 European Parliamentary Election Briefing), which focuses, over a specified period, on the development of legislation and increasing the safety of the most vulnerable road users;

² Decade of Action 2011-2020

³ White Paper For Safe Roads in 2050

⁴ Road Safety Priorities for the EU 2020-2030 Briefing for the European Parliamentary Elections

- **Strategic Action Plan on Road Safety**⁵ (EU Strategic Action Plan for Transport Safety), which defines the plans of the current European Commission in the said field.

The National Strategy documents on which the Program is based:

- **Mid-term program of the work of the Government of Montenegro (2018-2020)**, which within **Priority 2: Montenegro- state of the rule of law and good management**, defines the goal – Strengthening the system of national security and defence and key obligation 10.3. – We are to improve the safety of road traffic through permanent controls, supervision, technical equipment and arising the awareness of participants in traffic, especially for the younger people;
- **National Strategy of sustainable development until 2030**, in the field of traffic, defines, that one of the priorities in the total development of the traffic system in Montenegro is improving the safety and security in all kinds of traffic with the aim of saving human lives and assets. That goal requires regular maintenance of the existing infrastructure, investing into new traffic capacities by obeying the standards of safety and security, strengthening of administrative capacities, control, supervision of traffic by applying measuring devices which are in line with the metrological provisions (such as radars and other measuring devices), as well as trainings and public campaigns;
- **Directions for the development of Montenegro for the period 2018-2021**, within the framework of **main goals for sustainable growth, traffic represents one of the main goals, which within its focus includes** increasing the safety of traffic.
The Program follows the goals from the following strategic documents and defines activities for their realization.

In addition to the following strategic documents, this program is connected with the other strategic documents:

- **Strategy of the development of traffic in Montenegro for the period 2019-2035**, which determines the state in the fields of transport, defines infrastructural, organizational and operative goals of development of the transport system, which are realized through determined and long-term implementation plans. This strategy in the whole sense sets up the framework for safety in traffic and treats this field in its significant part.

⁵ Strategic Action Plan on Road Safety

- **Strategy of improving the safety of road traffic for the period 2010-2019**, which was adopted by the Government of Montenegro in December 2009, with an intention to improve the state of safety in road traffic and the data on traffic accidents and its consequences for the past 10 years were used as a its baseline.

The Program represents the continuity of the Strategy of improving the security of road traffic for the period 2010-2019, with a number of activities which will add up to the development of a functional traffic system which needs to ensure the expected quality, with a constant reduction of the number of traffic accidents and the number of perished and injured road traffic participants.

The purpose of the Program is to get introduced with the state of safety of traffic and defining the desired state of traffic safety as well as the selection of management measures with which the existing state will move closer to the desired state.

This program defines the development and functioning of the system of safety of road traffic in Montenegro and it is the expression of its commitment to be a part of regional and global traffic safety systems. As a signatory of the Treaty on stabilization and joining the European Union between Montenegro and the EU, and by adopting the law on ratification of this treaty, Montenegro has confirmed its national commitment to undertake all necessary activities and measures for its integration into European, Euro-Atlantic and other international structures.

The Program has defined the activities required for achieving the set goals, the carriers of the activities, terms of realization, sources of funding the activities and the indicators of success of realization of activities.

Having in mind the fact that the quality of life of all citizens depends on the level of safety of traffic, additional engagement of all subjects is necessary, with an aim of creating conditions for safe operation of traffic, especially having in mind that the expiration of this calendar year (2019.) also forces the expiration of the period for the projected term of the acting Strategy of improving the safety of road traffic for the period 2010-2019.

1.2. Vision and mission of the Program

1.2.1. Vision of the Program

This program defines the implementation of the so-called "Safe Systematic Approach" derived from the best European practices that will create conditions for safe traffic flow and maximize the risks for all road users, especially bearing in mind the long-term objective of zero road mortality to road traffic in the EU 2050 ("Vision Zero" - a vision of a traffic system where no one was killed or seriously injured).

The safety System of road traffic needs to be developed in such a manner to:

- ensure safe, secure and efficient traffic;
- be ecologically acceptable and to minimize the harmful effects to the living environment;
- be harmonized with the standards of the European Union.

1.2.2. The Mission of the Program is to:

- Enable conditions for the sustainable development of traffic and society in which all citizens, especially groups and individuals who are considered at-risk groups, as traffic participants, will be part of safe transport, life and daily work;
- Establish an efficient system of safety of road traffic which will include all state authorities, bodies of the state administration and the local self-governing bodies;
- Widen the system of responsibility for traffic accidents with exclusively directly included participants in traffic accidents, to all subjects which could add up to the reducing of risk of traffic accidents and its consequences.

2. Description of the state which requires solutions from the competencies:

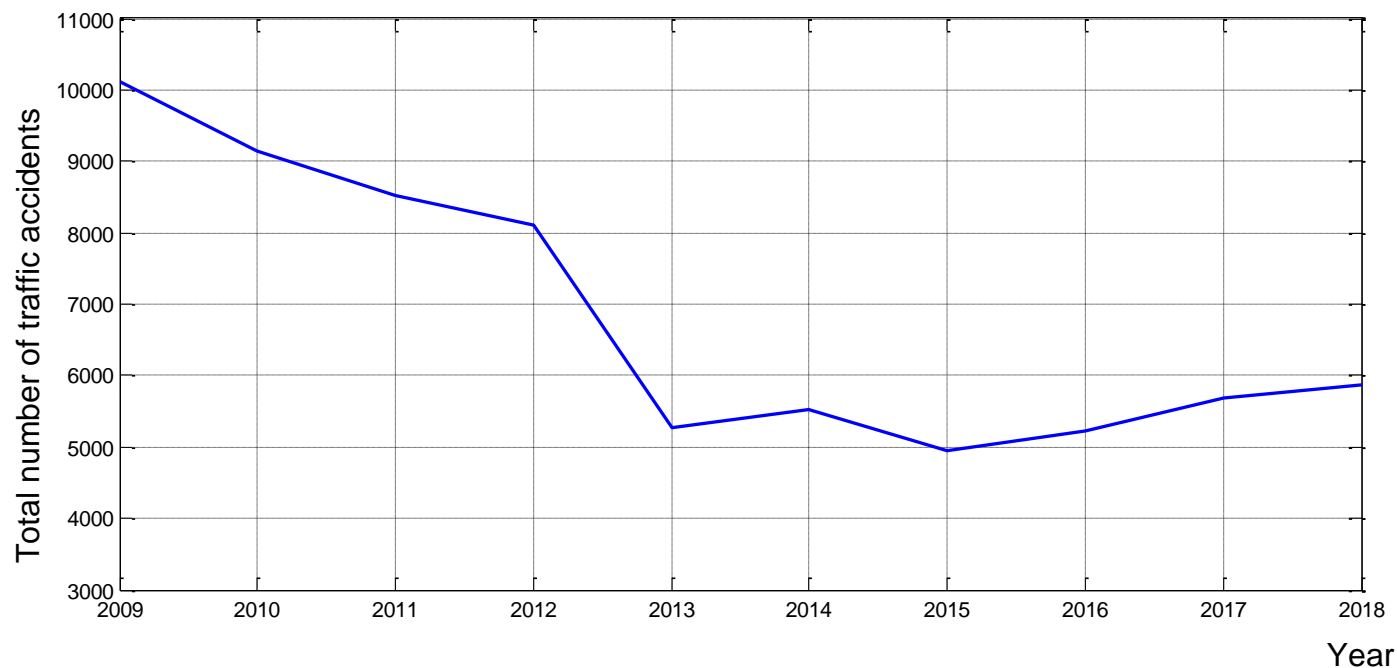
- **Ministry of the Interior and the Police Directorate, in regard to traffic accidents and their consequences based on analytic data;**
- Ministry of transport and maritime affairs, in regard to the roads and the road infrastructure, transport of passengers and goods and the homologation of motor vehicles;
- Ministry of education, in regard to the operations of driving schools and taking the driving examination;
- Ministry of health, in regard to issuing of medical assurances for drivers and for the driving instructors as well as the work of the Institution for the emergency medical assistance and medical institutions in the part of following of the procedure upon being informed of an occurrence of a traffic accident;
- Traffic Directorate, in regard to the roads and the road infrastructure;
- Local self-governing units, in regard to the construction, reconstruction and maintenance of local roads and the regulation of traffic.
- Insurance Supervision Agency supervises the work of insurance companies in Montenegro
- NGO "National Bureau of Insurers of Montenegro", which represents the interests of all insurance companies operating in the territory of Montenegro

2.1 Situation analysis

2.1.1 Traffic accidents and their consequences

The law on safety of traffic states that a traffic accident is an occurrence on the road in which at least one moving vehicle had participated and which caused fatalities or injuries for one or more persons, or the fatality had happened within 30 days from the consequences of the traffic accident or material damage has been caused.

Based on the comparative analysis of data on traffic accidents, their causes, consequences and other characteristics for the past 10 years (2009-2019), graph 1, it is clear that in the period from the year 2009, when 10.112 traffic accidents were recorded, there has been a constant decrease of the number of traffic accidents, until the start of 2014, since when there is a mild variation of the number of traffic accidents where the number is 4.944 traffic accidents, which was recorded in 2015, up to 5.872 traffic accidents, which was recorded during the previous year 2018. Also we can conclude that in the period from the beginning of 2015 until the end of 2018, there is a constant growth of traffic accidents from 4.944 (2015) to 5.872 (2018). By realizing the measures from the Action of plans which followed the Strategy of improving the safety of road traffic for the period 2010-2019, the level of safety of participants has been improved to a significant level, which is shown by statistical data and graphs within the text of this Program. A certain number of unrealized activities and measures from these documents has been included into this Program through an updated and modified form as a part of new activities and as a part of activities that are continuously realized.



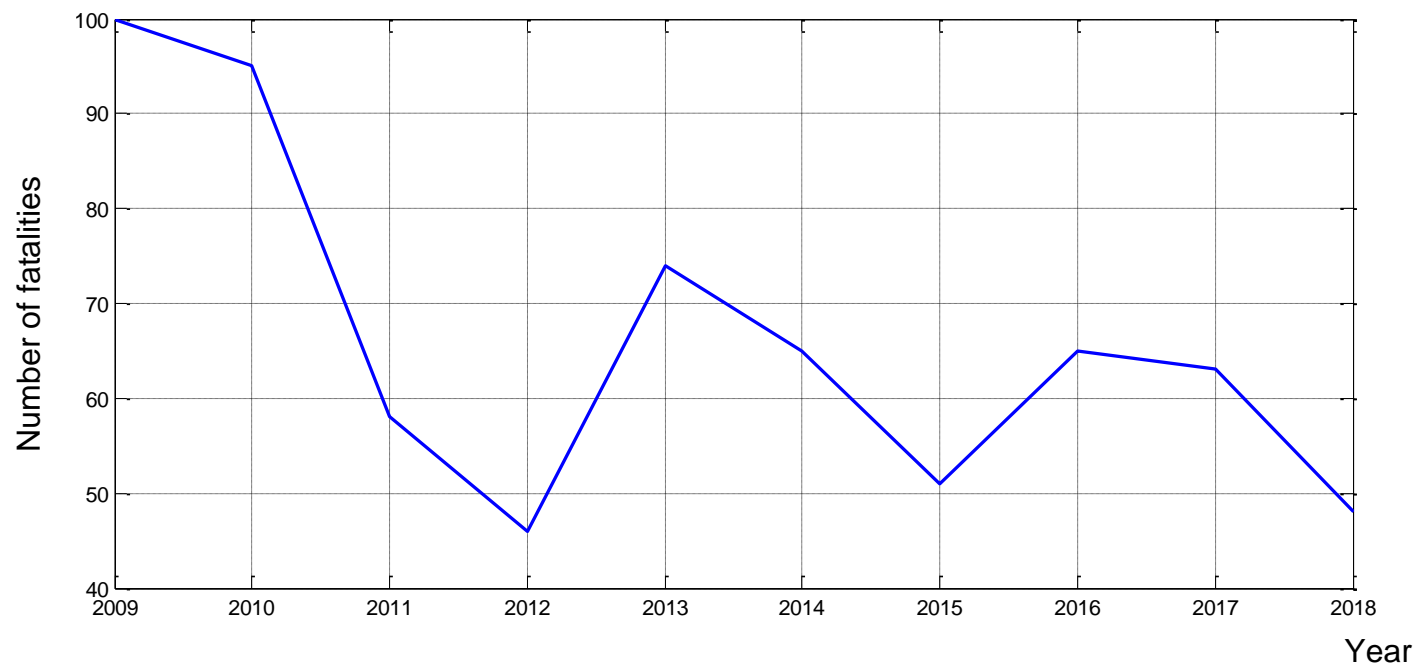
Graph 1.

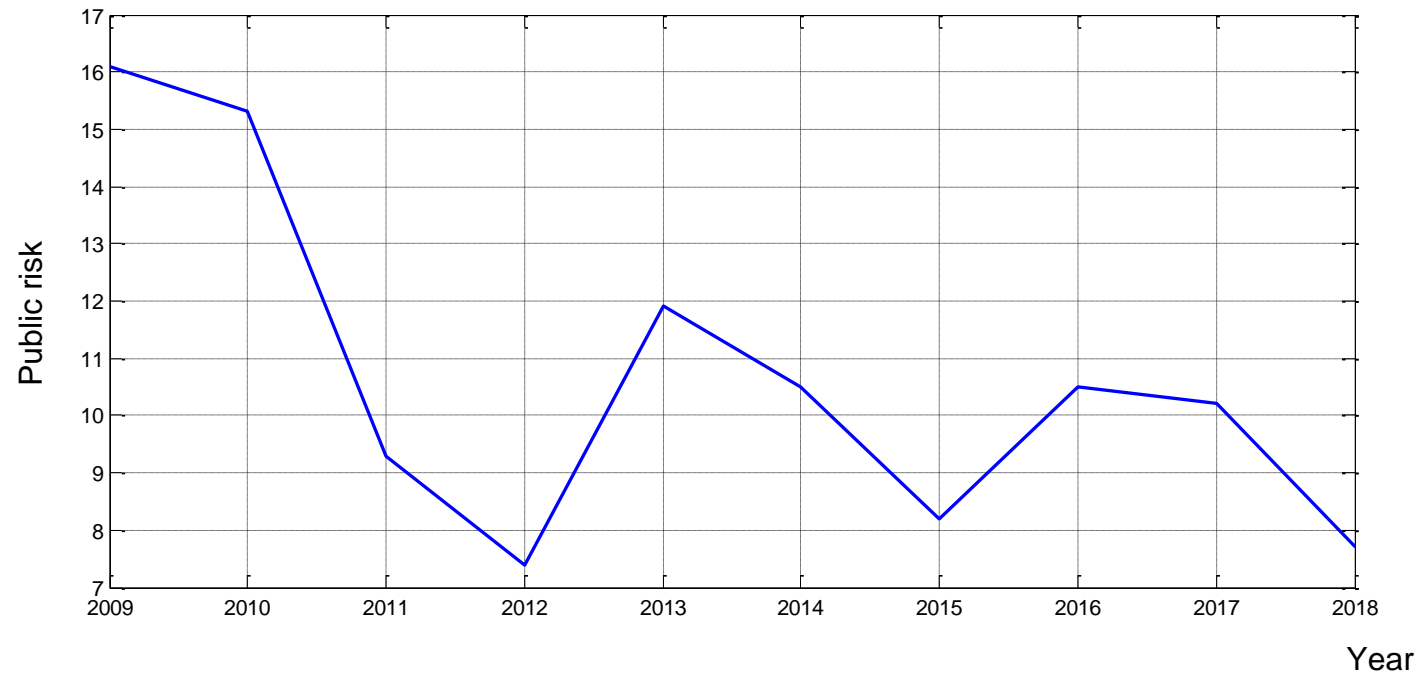
During 2012, with the entry into force of the existing Law on safety of traffic on the roads, a new feature was inputted, which is the possibility of filling out the European report on a traffic accident with a minor material damage, by the participants of a traffic accident, without the presence of the police which has influenced the decrease in the number of recorded traffic accidents with a minor material damage, by the Police.

By analysing the number of traffic accidents with fatalities it can be concluded that the number of traffic accidents with most severe consequences has been decreasing from the year 2009 until 2013, i.e. from 87 to 42 traffic accidents, which was recorded in 2012. Since the year 2013 the number of such traffic accidents is in the range from 45 up to 56 accidents.

A total of 665 participants in traffic have been killed in the period from 2009 to 2018. The greatest number of perished was recorded during the year 2009 when there were 100 fatalities and during the year 2010, when there were 95 fatalities. During the previous year 2018, there were 48 fatalities recorded on the roads of Montenegro. From the year 2012 until the year 2018 the number of fatalities in traffic accidents varies from 46 (2012) up to 74 (2013), when 18 people (foreign citizens) lost their lives in a single traffic accident. If we exclude the year 2013, the number of fatalities in traffic accidents in Montenegro is within the range of 46 to 65 people.

Graph 2 shows the number of fatalities in traffic accidents per 100.000 citizens (public risk) in Montenegro.





Graph 2.

When the injured persons are concerned, it can be concluded that a total of 21.763 participants in traffic have been injured in the last 10 years, out of which 17.629 participants had suffered minor body injuries, while 4.134 persons had suffered significant body injuries. The number of seriously injured persons was in a constant decline from the year 2009 (497) up to the year 2012 (321), while since 2013, the number of seriously injured persons varies from 350 (2014), up to 421 (2018). The fact which causes concern is that the number of seriously injured persons is constantly rising since 2014.

Statistical data on traffic accidents and their consequences for the 10 year period are shown on the table 1.

Table 1

Traffic accidents and their consequences	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	TOTAL
Total TA	5872	5678	5229	4944	5531	5264	8103	8519	9138	10112	68390
TA with material damage	4017	3847	3531	3390	4197	3998	6886	7068	7618	8394	52946
TA with victims	1855	1831	1698	1554	1334	1266	1217	1451	1520	1718	15444
TA with fatalities	24	37	27	27	36	28	21	33	54	52	339
TA with fatalities and injured persons	21	18	29	18	20	22	21	19	26	35	229
TA with injured persons	1810	1776	1642	1509	1278	1216	1175	1399	1440	1631	14876
Total number of fatalities	48	63	65	51	65	74	46	58	95	100	665
Drivers fatalities	24	26	29	23	24	19	16	26	35	40	262
Passengers fatalities	12	14	19	15	19	32	17	14	24	32	198
Bicycle riders fatalities	0	2	1	2	3	1	2	1	1	8	21
Motor bike riders fatalities	4	14	7	3	7	7	5	6	11	4	68
Pedestrians fatalities	8	7	9	8	12	15	6	11	24	16	116
Total number of injured persons	2563	2648	2358	2173	1835	1812	1722	2075	2099	2478	21763
Persons with minor injuries	2142	2183	1900	1766	1485	1452	1401	1668	1651	1981	17629
Persons with serious injuries	421	465	458	407	350	360	321	407	448	497	4134
Total number of performed police insights	5804	5467	5036	4776	5362	5031	7768	8194	8761	9638	65837
Total number of self-performed insights	5680	5301	4909	4666	5234	4917	7660	7990	8557	9339	64253
Total number of performed insights with the presence of the investigative Judge	124	166	127	110	128	114	108	204	204	299	1584

2.1.2 Road and road infrastructure, passenger and freight transport and type-approval of motor vehicles

The Ministry of transport and maritime affairs within its competence sets up, monitors and conducts activities which relate to the road infrastructure, passenger and goods transport and the homologation of motor vehicles apart from its activities regarding rail, air and water traffic. With an adequate reaction in the field of traffic safety, a controlled, adequate and acceptable state of traffic safety may be reached. Therefore, the suggestions for increasing the road traffic safety, within the competence of the Ministry for transport and maritime affairs will relate to the road infrastructure, transport of passengers and goods and the homologation of motor vehicles.

The law on working time and resting time within the working hours of mobile workers and recording devices in road traffic prescribes that the system of digital tachographs must be installed in Montenegro, i.e. the provisions of the law defines the rights and obligations of carriers and other legal entities which are of importance for the implementation of the system of digital tachographs. The law also prescribes the working rules of drivers upon which a unique appliance of social provisions is achieved in road traffic, which leads to a healthy competition between the companies which perform transport on the road traffic, social protection of the employees in the transport sector, as well as a significant increase of safety of road traffic. Based on the data of the European commission, 20% of traffic accidents in which commercial vehicles have participated were caused by the tiredness of the drivers; 50% of the drivers fall asleep during long distance driving; traffic accidents occur 10 times more in the night hours, (the critical period is between 02.00 and 05.00 hours); 63% of the drivers which were resting for 4 or more days out of their homes, fall asleep during driving. Therefore, further harmonization, i.e. implementation of the EU legislative into the national legal system will lead to a greater level of harmonization and from the aspect of safety, there is ground for establishing a system of control of working hours, resting time, control of analogue and digital tachographs etc.

Total length of roads in Montenegro is about 7.830 km, out of which 878.3km are main roads, 921.8km are regional roads, and the rest is the local roads.

Out of the total road network, around 5.430km are roads with a modern covering layer, around 1680km are roads with a stone covering layer and around 720km are dirt roads.

Furthermore, with the aim of conducting reform measures in regard to the road safety inspection (RSI) and the road safety audit (RSA), technical support of the European commission has been ensured for connecting West Balkans - ConnecTA.

In regard to conducting road safety inspection (RSI), ConnectA consultants have performed a road safety inspection in the period from 03.10.2017 to 07.10.2017 on the defined motorway Podgorica - Mioska. With the aim of improving safety of the traffic, based on the examination of the mentioned motorway, certain parts need to have improved horizontal and vertical signalization, the wearing layer of the road needs to be repaired, dangerous objects need to be removed, traffic lanes need to be widened, road visibility needs to be improved, technical standards of tunnels need to be improved and the safety of the junctions needs to be improved with an appropriate horizontal and vertical signalization.

In the part of conducting a road safety audit (RSA) in accordance with the EU Directive 2008/96 on the projects of the Comprehensive and the Main road network, the Connecta RSA team had performed an RSA on the projects on the motorway M-2 Kolašin (Crkvine) - Mojkovac - Bijelo polje (Ribarevine). With the aim of improving the traffic safety, based on the examination of the mentioned motorway the conclusions were brought that the technical standards need to be improved (reparation of sharp turns, connecting roads and junctions, removal of dangerous objects, improvement of horizontal and vertical signalization, maintenance of the median lane and other).

At the moment a project is being carried out: the estimate of the traffic safety on the roads i.e. recording of state roads and mapping the spots where traffic accidents have occurred. It is a project financed by IPA pre-accession funds where 1900km of the road network in Montenegro will be recorded by an iRAP procedure. As a result, the project will have, among others, the mapping and marking of risky sections, and the investment plans for 15 risky sections.

2.1.3 Driving schools work and driving test

The Ministry of education applies the Law on road traffic safety, in the part which relates to regulation of competence in the field of establishing, operating and taking examinations in driving schools. In addition to the mentioned law, the provisions of the general Law on education and upbringing of adults are also applied. Also, the bye-laws are also applied in the work of driving schools which closely define establishing, operating and taking driving exams in driving schools, where the adults are trained for gaining knowledge and skills for operating motor vehicles of different categories.

Education of candidates for becoming drivers is performed in a driving school which is licensed, whereas the license is issued by a state authority in charge of education affairs. Education of candidates for becoming drivers is also performed in professional schools in which regular education programs are conducted for the following occupations: road traffic technician and the driver of a motor vehicle. The law on safety of traffic, also, defines the competence of the Ministry of education for organizing exam commissions and driving exams. There are currently 13 commissions in Montenegro in charge of taking the driving exam in 23

municipalities. Each commission organizes 16 examinations per year, and there were 70 driving schools licensed education for different categories of motor vehicles in 2018. The total number of candidates which took the driving exam for all categories in Montenegro is 18.783, while the number of candidates which passed the driving exam is 11.903 or 63,37%.

Therefore, the priority task of the Ministry of education, in connection to this area, will be the improvement of the legal framework and the adoption of by-laws in order to improve the work of driving schools in the following period. With an aim of improving the quality of the driving exam, the Ministry of education has previously worked on creation of exams for the theoretical part of the driving exam, whose appliance is expected in the last quarter of 2019.

Apart from that, within the competence of Ministry of education is the re-licensing of driving schools. A large number of driving schools that currently perform education for motor vehicle drivers have been issued a license more than 5 years ago. In accordance to that, in the following period, after the adoption of the new Law on traffic safety, work will be conducted on the creation of a new Rulebook on closer conditions for establishing driving schools, which represents a baseline for re-licensing of the existing and the licensing of new driving schools. Ministry of education will conduct trainings, seminars and meetings with members of examination commissions in order for timely reporting on all changes which occur in the legal framework in regard to this area and to solve problems arising in the operations of examination commissions.

2.1.4 Medical certification system, checks, response time in traffic accidents

The scope of operations of the Ministry of health, among other issued, very much includes the issue of road traffic safety. Having in mind the report of the World Health Organization (WHO), an increasing trend has been recorded on a global level of fatalities and injured persons in traffic accidents, there were 1.35 million fatalities⁶ and 50 million of injured persons⁷. Traffic accidents are the most common cause of death of the population in the range from 5 to 29 years of age in the world. The researches show that the cause of the biggest number of traffic accidents on national and global levels are the human factor and the inappropriate speed. The WHO fact which states that a 5% decrease in speed may lead to a 30% decrease in traffic accidents with fatalities⁸, is amazing. Surely, the health of the drivers significantly leads to a safer traffic environment.

⁶WHO

⁷White Paper For Safe Roads in 2050 Achieving Zero Work-Related Road Deaths Contribution to the Action Plan for the Decade of Action for Road Safety 2011-2020, Road Safety Task force

⁸ WHO

In accordance with implementation of the global prevention of injuries and violence program, coordinated by the WHO and the Ministry of Health in cooperation with relevant ministries and institutions, Montenegro has drafted four reports on safety status on roads in Montenegro for 2008., 2009., 2010. and 2011., that are integral part of the Global Status Report on Road Safety, first officially published documents in the world in this area that combine information from different areas relevant for the traffic safety. Information are in relation to adopted strategic documents, regulations, efficiency of pre-hospital and hospital medical protection, statistics of the victims, injured persons, setting of the records and report systems, measures taken, programs and activities directed towards traffic safety.

A unique methodology of the World Health Organization was applied for the creation of Global reports, which supports research activities aimed at the analysis of the implemented strategic documents from the field of prevention of injuries and violence, further aimed to the identification of shortcomings in the implementation and the set-up of the legal framework with the goal of improving the situation and faster identification of required measures and activities and setting the system for its efficient conduction with the goal of reducing fatalities in traffic.

The United Nations in co-operation with governments, international organizations and foundations, universities and the NGO sector, undertake significant measures with the goal of enhancing the current situation and reducing the loss of fatalities, injured and persons with permanent disabilities resulting from traffic accidents. At the global level, an Action plan for the decade of action for improving traffic safety 2011-2020 has been developed as one of the measures for improving the safety on the roads, with a goal of reducing the loss on a global level.

Each country in accordance with its setting of the national framework should identify and react upon key risk factors of traffic behaviour such as speed, driving under the influence of alcohol or psycho-active substances, usage of helmets, seatbelts and children seats, usage of mobile phones during driving, technical conditions of the existing traffic infrastructure, technical characteristics of transport vehicles, adequate system of issuing medical assurances for drivers and driving licenses and the training system for the drivers.

The most efficient solution for the current state of the safety of road traffic in Montenegro, is the strengthening of the preventive measures which are largely within the competence of the health system, but its implementation is dependent on all other sectors, out of which we specifically stress out: the employers of professional drivers and drivers of all categories, strengthening of the systematic approach to the centralized system of issuing medical assurances for drivers, improving the control mechanism of the preventive measure of initiating control

medical examinations. Also the continuous education of the medical staff of the Institution for emergency medical assistance and medical institutions which provide work health services is necessary.

An efficient system of recording and reporting on relevant data and the calculation of total primary and secondary costs incurred by traffic accidents needs to be established. Co-operation on a national, regional and global level is key in the goal of a synchronized reaction and the achievement of better results.

The Institution for emergency medical assistance had taken care of 1483 injured persons from traffic accidents in the period from 01.01.2018 to 31.10.2018.

The response time in smaller organizational units in which the hospitals exist in regard to traffic accidents is 7 minutes and 27 seconds and in 91% of cases it is in line with the foreseen criteria for this indicator. Also on a smaller sample the response time out of city limits is 13 minutes and in 95% of cases it is within the foreseen time of 30 minutes.

Medical institutions which are authorized to issue medical assurances for drivers (17 medical institutions and 10 private medical institutions) are not interlinked on the national level. The unique price of issuing a medical assurance is also not determined, but a single price list exists for each medical institution and it has been approved by the Ministry of health.

Total number of issued medical assurances for the years 2016 and 2017 by stated categories is shown in table 2.

Table 2

Year	First time medical examination	Extension	Periodical medical examination	Requested control medical examination	OPINIONS ON CAPABILITY						Total number of issued medical assurances:
					Capable	Capable with the use of a specific helping device	Capable with the adaptation of the vehicle	Capable with a determined time frame	Temporary disability	Permanent disability	
2016	12476	13365	1249	715	20812	2151	11	733	58	59	28368
2017	10111	11523	1097	447	20849	1899	11	734	47	43	23741

3. Operative goals of the Program and the following achievement indicators

3. 1 Operative goal I: Reduce the number of fatalities in road accidents by 10% by the end of 2022, relative to data on the number of fatalities in 2018;.

Performance indicator: Reduced number of fatalities in traffic accidents

3. 2 Operative goal II: To reduce the number of persons with serious injuries sustained in road accidents by 5% by the end of 2022, compared to the data on the number of persons with serious injuries recorded during 2018.

Performance indicator: Reduced number of persons with serious injuries in road accidents

3.3. Key measures and description of the situation with key challenges:

Key Measure I: Improvement of the legal framework in the field of road safety, in order to comply with EU Directives through the adoption of by-laws.

Description of the situation with key challenges: It is necessary to improve the legal framework in the field of road safety, licensing and the manner of keeping the register of licenses for performing the activities of preparation of technical documentation of traffic signs and equipment, issuance of an emergency transport permit, criminal-security conditions for tunnels over 500m, cycling infrastructure, working hours and breaks during the working hours of mobile workers, recording equipment in road transport - tachographs and operation of vehicles for technical inspection of vehicles, control of technical safety of vehicles on the road, operation of driving schools and reporting according to the register of injuries.

Key Measure II: Improving content and quality of data in electronic records by upgrading existing solutions in this area

Description of the situation with key challenges: Better analytical monitoring of traffic accidents and their consequences, and according to the conclusions and proposals from the analyzes, better service setting (scheduling of patrols on the ground), in order to reduce the number of traffic accidents and mitigate the consequences of traffic accidents, better system control of issuing medical certificates for the purpose of issuing driving licenses, establishment of a central electronic register of injuries / traumatism, etc.

Key measure III: Raising the level of traffic safety through the implementation of the Stationary Radar Systems Project and the implementation of preventive activities

Description of situation with key challenges: Reduced number of traffic accidents on critical road sections where the highest number of traffic accidents is otherwise registered. A higher level of traffic safety is needed through raising the traffic culture and raising public awareness of the importance of traffic safety.

Key Measure IV: Raising the level of traffic safety through training, controls, testing and re-licensing of driving schools

Description of the situation with key challenges: Increase the number of controls during the day regarding checks on drivers' time by the Road Traffic Inspectorate and the Police Directorate, upgrade the knowledge of the Road Inspector and members of the Police Directorate, as well as mobile workers (drivers) in connection working hours and breaks during working hours of mobile workers and recording equipment in road transport - tachographs, relocate driving schools, etc.

Key measure V: Injuries prevention and improvement of health care services / services for road users.

Description of the situation with key challenges: It is necessary to improve the reporting system of IEMA and other health care institutions, to establish centralized reporting on issued medical certificates at the national level, to improve cooperation with the World Health Organization in the field of traffic safety.

Key Measure VI: Provision of a service system setup, which enables the calculation of the total primary and secondary costs generated by the health system of Montenegro during the provision of health care to the citizens being treated or are in the rehabilitation phase from the consequences caused by traffic accidents

Description of the situation with key challenges: The system of collecting statistics on primary and secondary costs resulting from traffic accidents needs to be improved.

Key Measure VII: Raising the level of road traffic safety under the Program for Reconstruction and Remediation of Critical Points and Reconstruction of Multiple Locations on Main and Regional Roads

Description of the situation with key challenges: It is necessary to increase the level of safety of all road users on reconstructed roads as well as at critical points and reduce the number of traffic accidents on critical road sections

4. Activities for implementing operative goals

Activities for implementing operative goals are described in detail within the Action plan for the implementation of this Program. All the activities envisaged in the Action Plan are derived from the Situation Analysis.

5. Description of the activities of competent authorities and the bodies for monitoring of implementation of the program

All bodies which are planned as the carriers of the activities which are defined by the Action plan will realize those activities on their own or in co-operation with other competent authorities which are in charge of certain areas, which are described in these activities.

The Program for improving the safety of road traffic for the period 2020 - 2022, defines the goals and activities required for achieving the set goals, activity carriers, realization terms, sources of funding for the activities and the achievement indicators of the realization of the activities. Having in mind the fact that, the quality of life of all citizens depends on the level of safety of the traffic, additional engagement of all subjects is necessary, with an aim of creating conditions for safe operations of traffic, especially having in mind that with the expiration of this calendar year (2019) also expires the term of the existing Strategy of improving the safety of road traffic (2010-2019).

6. Action plan

ACTION PLAN FOR IMPLEMENTATION OF THE PROGRAM OF IMPROVEMENT OF SAFETY OF ROAD TRAFFIC FOR PERIOD 2020-2022			
Operational goal I	Reduce the number of fatalities in road accidents by 10% by the end of 2022, compared to data on the number of fatalities during 2018;		
Performance indicator a)	Initial value	the target value in half the implementation of the strategic document	Target value at the end of implementing a strategic document
Reduced number of fatalities in traffic accidents	During 2018, 48 people were killed in traffic accidents	The number of fatalities in road accidents at the end of 2021 should not exceed 46, representing a decrease of 2 persons over the end of 2018.	The number of fatalities in road accidents at the end of 2022 should not exceed 43, representing a decrease of 5 from the end of 2018.
Operational goal II	Reduce the number of persons with severe bodily injuries sustained in traffic accidents by 5% by the end of 2022, compared to the number of persons with severe bodily injury recorded during 2018.		
Performance indicator a)	Initial value	the target value in half the implementation of the strategic document	Target value at the end of implementing a strategic document
Reduced number of persons with serious injuries in road accidents	During 2018, 421 persons with serious injuries were registered in traffic accidents	The number of persons with serious injuries in a road accident at the end of 2021 should not exceed 410, which is a decrease of 11 persons compared to the end of 2018.	The number of persons with serious bodily injury in traffic accidents should not exceed 400 at the end of 2022, representing a decrease of 21 persons over the end of 2018.

Key Measure I	Improvement of the legal framework in the field of road safety, in order to comply with EU Directives through the adoption of by-laws	
A description of the situation with key challenges	Initial value	Target value at the end of the implementation of the strategic document
<p>It is necessary to improve the legal framework in the area of:</p> <ul style="list-style-type: none"> - road safety, - issuing licenses and the manner of keeping the register of licenses for performing the activity of technical documentation of traffic signs and equipment, - issuance of an emergency transport license, - minimal-security conditions for tunnels over 500m -Bicycle infrastructure, - working hours and breaks during working hours of mobile workers and recording equipment in road transport - tachographs, -working stations for vehicle technical inspection, 	<ul style="list-style-type: none"> - Currently, there are no regulations in Montenegro regulating the safety of tunnels and bicycle infrastructure. - There are currently no authorized tachograph workshops on the territory of Montenegro. Since EU Regulation and Directives have changed, as well as the new smart tachograph system, it is necessary to make additional changes and amendments of the Rulebook on technical requirements and the Rulebook on tachograph workshops. -Unspecified number of technical inspection stations, as well as technical inspection of vehicles on the road. -The existing by-laws must be harmonized with the new Law on road traffic safety. -There is a Rulebook on the Traumatism Register, but amendments should be made to create normative prerequisites for the completion of the reporting application according to the Traumatism Register. 	<ul style="list-style-type: none"> -Unified- Created catalog and unique approach in designing and executing works on road objects. - Established system for authorizing workshops for tachographs - Improved road traffic safety by defining the manner and procedure of technical inspection of vehicles on the road, as well as regulated number of required stations for technical inspection of vehicles, which will affect the quality of performing technical inspection of vehicles and unfair competition

<p>-Control of the technical safety of vehicles on the road,</p> <p>-driving car schools and</p> <p>-reporting according to the register of injuries.</p>						
Activity which affects the realization of the Key measure I	Performance indicator	Competent institutions	Launching day	Planned completion date	Resources planned for implementing activities	Funding source
1. Drafting a new Rulebook on the manner and procedure for issuing licenses and manner for keeping registers of licenses for carrying out activities of drafting technical documentation for traffic signalization and equipment	Rulebook published in the Official Gazette	Ministry of Transport and Maritime Affairs	Q I 2020	Q II 2020	No resources needed	
2. Drafting a new Rulebook on the manner and procedure for issuing permits for extraordinary transport	Rulebook published in the Official Gazette	Ministry of Transport and Maritime Affairs	Q I 2020	Q II 2020	No resources needed	
3. Drafting a new Rulebook on the minimum-security conditions to be met by tunnels which exceeds 500m of length	Rulebook published in the Official Gazette	Ministry of Transport and Maritime Affairs	Q I 2020	Q II 2020	No resources needed	

4. Drafting a new Rulebook on cycling infrastructure	Rulebook published in the Official Gazette	Ministry of Transport and Maritime Affairs	Q I 2020	Q II 2020	No resources needed	
5. Drafting a new Rulebook on the conditions in terms of space, equipment and tools for the tachographs workshops	Rulebook published in the Official Gazette	Ministry of Transport and Maritime Affairs	Q I 2020	Q III 2020	No resources needed	
6. Drafting the Rulebook on technical and performance requirements for tachographs, tachograph sheets and memory cards	Rulebook published in the Official Gazette	Ministry of Transport and Maritime Affairs	Q I 2020	Q III 2020	No resources needed	
7. Drafting the Rulebook on Determining the Number of Stations Required for Vehicle Inspection	Rulebook published in the Official Gazette	Ministry of the Interior and Police Directorate	Q I 2020	Q II 2020	No resources needed	
8. Drafting the Rulebook on the Control of Vehicle Roadworthiness on the Road	Rulebook published in the Official Gazette	Ministry of the Interior and Police Directorate	Q II 2020	Q III 2020	No resources needed	
9. Drafting the Rulebook on Detailed Conditions for the Establishment of Driving schools in accordance with the new Law on Traffic Safety	Rulebook published in the Official Gazette	Ministry of Education	Q II 2020	Q IV 2020	No resources needed	
10. Amendments to the existing Regulation on Trauma Registry and Forms of Health Institutions for the purpose of more adequate reporting in accordance with the register of injuries/traumas	Rulebook for Trauma Registry has been amended Changes to forms have been made	-Ministry of Health -Institute of Public Health -Health institutions	Q I 2020	Q IV 2021	No resources needed	

Key measure II	Improving the content and quality of data in electronic records through upgrading existing solutions					
A description of the situation with key challenges	Initial value		Target value at the end of the implementation of the strategic document			
- Better analytical monitoring of traffic accidents and their consequences, and according to the conclusions and proposals from the analyzes, a better setup of the service (scheduling of patrols on the ground), in order to reduce the number of traffic accidents and mitigate the consequences of traffic accidents, better system of control of issuing medical certificates in the purpose of issuing driving licenses, the establishment of a central electronic register of injuries / traumatism, etc.	- The current set of data on traffic accidents (participants, injuries, vehicles, property damage, etc.) is not in line with international standards in this field, that is, the data processing methodology is not in line with the methodology used by Monstat or Eurostat. -There is no effective central electronic registry of traumatism at national level. -Informatics support for setting up the medical certification system is not satisfactory.		- Greater degree of compliance with European standards in this field and upgraded application "Traffic" and put into production - An effective central electronic registry of traumatism at national level established. - Improved infomatic support for the medical certification setting and a centralized electronic database of injury registers established at national level.			
Activity which affects the realization of the Key measure II	Performance indicator	Competent institutions	Launching day	Planned completion date	Resources planned for implementing activities	Funding source
1. Preparation of the Terms of Reference for harmonization of the	Created Project assignment	Technologies, Information	Q I 2020	Q II 2020	EUR 5.000	Budget of the

<p>minimum set of traffic accident data and their consequences with international standards in this field - CADAS Protocol.</p>		<p>Security and Technical Supervision Systems of the Ministry of the Interior Center for Information Security and Data Processing of Police Directorate</p>				<p>Ministry of the Interior</p>
<p>2. Implementation of the Terms of Reference for harmonization of the minimum set of traffic accident data</p>	<p>Updated and harmonized records of traffic accidents and their consequences with the CADAS Protocol.</p>	<p>Technologies, Information Security and Technical Supervision Systems of Ministry of the Interior Center for Information Security and Data Processing of Police Directorate</p>	<p>Q III 2020</p>	<p>Q IV 2020</p>	<p>EUR 5.000</p>	<p>Budget of the Ministry of the Interior</p>
<p>3. Establishment of an effective central electronic register of injuries / traumas, harmonized with record keeping and reporting from all three levels of health care</p>	<p>An efficient central electronic trauma register has been established at the national level</p>	<p>- Ministry of Health Cooperation with: - Institute of Public Health,</p>	<p>Q I 2020</p>	<p>Q IV 2022</p>	<p>EUR 20.000.000</p>	<p>Budget of the Ministry of Health</p>

		- Office for Emergency Medical Care, - Health institutions				
4. An electronically supported reporting system on conducted analyses on the consumption of alcohol and other narcotic assets from the health system according to the established national system of permanent collection of traffic accidents data	Automated reporting	Ministry of Health, Ministry of the Interior, Health Institutions	Q I 2021	Q IV 2022	EUR 25.000.00	Budget of the Ministry of Health
5. Establishment of IT support for the system of recording and issuing medical certificates, health checks, issued temporary incapacities, revision of already issued driver's licenses at the national level	IT support established for the system of recording and issuing medical certificates, health checks, temporary disability issued, revision of already issued driver's licenses at the national level	Ministry of Health, Ministry of the Interior, Police Directorate, Ministry of Education, Ministry of Public Administration, Fund for Health Insurance	Q I 2020	Q IV 2021	EUR 60.000.00	Budget of the Ministry of Health
Key measure III	Increasing the level of traffic safety through the implementation of the Stationary Radar Systems Project and the implementation of preventive activities					
A description of the situation with key challenges	Initial value	Target value at the end of the implementation of the strategic document				

<p>Reduced traffic accidents on critical road sections where the highest number of traffic accidents is otherwise registered.</p> <p>A higher level of traffic safety is needed through raising the traffic culture and raising public awareness of the importance of traffic safety.</p>	<p>Currently, there are no fixed radar systems installed in Montenegro.</p> <p>Relatively low level of traffic culture and citizens' awareness of the importance of road traffic safety in everyday life.</p>	<p>Stationary radar systems according to the project, the use of which will reduce the number of traffic accidents at critical sections of roads</p> <p>Road safety and traffic culture raised to a higher level comparable to developed European countries (measurable through various surveys and surveys).</p>				
<p>Activity which affects the realization of the Key measure III</p>	<p>Performance indicator</p>	<p>Competent institutions</p>	<p>Launching day</p>	<p>Planned completion date</p>	<p>Resources planned for implementing activities</p>	<p>Funding source</p>
<p>1. Announcement of tenders for implementation of the project concept of installing stationary radar systems</p>	<p>Tender announced</p>	<p>Ministry of the Interior and Police Directorate</p>	<p>Q I 2020</p>	<p>Q II 2020</p>	<p>EUR 100.000.00</p>	<p>Budget of Montenegro</p>
<p>2. Implementation of the tender for the carrying out the project concept of installing stationary radar systems</p>	<p>Installed stationary radar systems</p>	<p>Ministry of the Interior and Police Directorate</p>	<p>Q III 2020</p>	<p>Q III 2021</p>	<p>EUR 2.400.000.00</p>	<p>Budget of Montenegro</p>
<p>3. Drafting the Campaigns Plan and Media Performance for 2020</p>	<p>The Campaigns Plan and Media Performance for 2020 has been prepared</p>	<p>Police Directorate, Mol, ME, MTMA, MH, Community of municipalities</p>	<p>Q I 2020.</p>	<p>Q I 2020.</p>	<p>No resources needed</p>	

		In cooperation with NGO, relevant international organisations				
4. The implementation of the Campaigns Plan and Media Performance for 2020	The Campaigns Plan and Media Performance implemented	Police Directorate–Ministry of the Interior, NGO	Q I 2020	Q IV 2020	EUR 10.000.00	Budget of the Police Directorate
5. Drafting the Campaigns Plan and Media Performance for 2021	The Campaigns Plan and Media Performance prepared	Police Directorate, Mol, ME, MTMA, MH, Community of municipalities in cooperation with NGO, relevant international organizations	Q I 2021.	Q I 2021	No resources needed	
6. Implementation of the Campaigns Plan and Media Performance for 2021	The Campaigns Plan and Media Performance implemented	Police Directorate, Mol, ME, MTMA, MH, Community of municipalities in cooperation with NGO, relevant international organizations	Q I 2021	Q IV 2021	EUR 10.000.00	Budget of the Police Directorate

7. Drafting the Campaigns Plan and Media Performance for 2022	The Campaigns Plan and Media Performance prepared	Police Directorate, Mol, ME, MTMA, MH, Community of municipalities in cooperation with NGO, relevant international organizations	Q I 2022.	Q I 2022	No resources needed	
8. Implementation of the Campaigns Plan and Media Performance for 2022	The Campaigns Plan and Media Performance implemented	Police Directorate, Mol, ME, MTMA, MH, Community of municipalities in cooperation with NGO, relevant international organizations	Q I 2022	Q IV 2022	EUR 10.000.00	Budget of the Police Directorate
9. Campaign to raise awareness among mobile workers on the importance of using the prescribed driving time, daily and weekly rests.	3 campaigns implemented (2020, 2021 and 2022)	Ministry of Transport and Maritime Affairs and the Police Directorate	Q II 2020	Q II 2022	EUR 5.000.00	Budget of the MTMA
Key measure IV	Increasing the level of traffic safety through the implementation of trainings, controls, development of new tests and re-licensing of driving schools					

A description of the situation with key challenges	Initial value	Target value at the end of the implementation of the strategic document				
<p>It is necessary to increase the number of controls during the day regarding the controls of the driver's working time by the Road Traffic Inspectorate and the Police Directorate, upgrade the knowledge of road traffic inspectors and members of the Police Directorate, as well as mobile workers (drivers) regarding working hours and breaks during working hours of mobile workers and recording equipment in road transport - tachographs, relocate driving schools, etc.</p> <p>Improved knowledge of exam board members as well as attendees of seminars in the field of driving school work.</p>	<ul style="list-style-type: none"> - Insufficient number of controls during the day regarding controls of the driver's working time by the Road Traffic Inspectorate and the Police Directorate - Insufficient awareness of mobile workers in the use of working time - Driving schools are not relicensed for an extended period of time -It is necessary to further improve the knowledge of trainers in driving schools, driving instructors and members of exam boards in driving schools with new legal solutions and by-laws 	<p>A sufficient number of controls are achieved during the day, contributing to a better respect for working hours and, consequently, to improving road safety. Simplified procedure for issuing an emergency transport permit</p> <ul style="list-style-type: none"> - Upgraded knowledge of road inspectors and officers of the Police Directorate, as well as increased awareness among mobile workers of the importance of using the prescribed driving time of daily and weekly vacations that significantly affect road safety on the roads. - All driving schools licensed in the territory of Montenegro - Improved quality of work of driving schools and theoretical part of driving test. - Improved quality of driving school work and better training of candidates for driving test 				
Activity which affects the realization of the Key measure IV	Performance indicator	Competent institutions	Launching day	Planned completion date	Resources planned for implementing activities	Funding source

1. Training of road traffic inspectors for the control of tachographs or detection of manipulations on tachographs in enterprises	5 trainings completed 5 trainees in each training	Ministry of Transport and Maritime Affairs	Q III 2020	Q 2020	EUR 5.000	Donations
2. Joint training of road traffic inspectors and officers of the Police Directorate for tachographs control or detection of manipulations on tachographs on the roads	5 trainings completed 15 trainees in each training	Ministry of Transport and Maritime Affairs and Ministry of internal affairs	Q II 2020	Q II 2020	EUR 5.000	Donations
3. Education and training of medical staff for software work	15 trainings 60 health care employees trained	- Ministry of Health - Institute of Public Health, - Office for Emergency Medical Care, - Health institutions	Q I 2020	Q IV 2022	EUR 10.000.000	Budget of the Ministry of Health
4. Development of the plan of holding seminars for lecturers in driving schools, driving instructors and members of the examination commission in driving schools regarding the application of the Law on Traffic Safety and the new regulations in the area of work of driving schools for 2020	The plan prepared	Ministry of Education-Faculty of Mechanical Engineering, Centre for Education in Road Traffic	Q I 2020	Q I 2020	No resources needed	

5. Organization of seminars for lecturers, driving instructors and examination commission members in driving schools regarding the application of the Law on Traffic Safety and the new regulations in the area of work of driving schools for 2020	5 seminars delivered 60 participants at seminars	Ministry of Education - Faculty of Mechanical Engineering, Centre for Education in Road Traffic	Q II 2020	Q IV 2020	EUR 1.000.00	Budget of the Ministry of Education
6. Development of the plan of holding seminars for lecturers in driving schools, driving instructors and members of the examination commission in driving schools regarding the application of the Law on Traffic Safety and the new regulations in the area of work of driving schools for 2021	The plan prepared	Ministry of Education - Faculty of Mechanical Engineering, Centre for Education in Road Traffic	Q I 2021	Q I 2021	No resources needed	
7. Organization of seminars for lecturers, driving instructors and examination commission members in driving schools regarding the application of the Law on Traffic Safety and the new regulations in the area of work of driving schools for 2021	5 seminars delivered 60 participants at seminar	Ministry of Education - Faculty of Mechanical Engineering, Centre for Education in Road Traffic	Q II 2021	Q IV 2021	EUR 1.000.00	Budget of the Ministry of Education
8. Development of the plan of holding seminars for lecturers in driving schools, driving instructors and members of the examination	The plan prepared	Ministry of Education - Faculty of Mechanical	Q I 2022	Q I 2022	No resources needed	

commission in driving schools regarding the application of the Law on Traffic Safety and the new regulations in the area of work of driving schools for 2022		Engineering, Centre for Education in Road Traffic				
9. Organization of seminars for lecturers, driving instructors and examination commission members in driving schools regarding the application of the Law on Traffic Safety and the new regulations in the area of work of driving schools for 2022	5 seminars delivered 60 participants at seminar	Ministry of Education - Faculty of Mechanical Engineering, Centre for Education in Road Traffic	Q II 2022	Q IV 2022	EUR 1.000.00	Budget of the Ministry of Education
10. Development of the plan of holding meetings with members of the examination commission	The plan prepared	Ministry of Education	Q I 2020	Q I 2020	No resources needed	
11. Organization of meetings with members of the examination commission	5 seminars delivered 60 participants at seminar	Ministry of Education	Q II 2020	Q IV 2020	No resources needed	
12. Organization of meetings with members of the examination commission	5 meetings held 30 members of examination commission	Ministry of Education	Q II 2021	Q IV 2021	No resources needed	
13. Organization of meetings with members of the examination commission	5 meetings held 30 members of examination commission	Ministry of Education	Q II 2022	Q IV 2022	No resources needed	

14. Continuous controls on carriers in businesses and on roads	70% of controls are carried out on the premises of the carrier's company 30% of controls are performed on roads	Ministry of Transport and Maritime Affairs	Q I 2020	Q III 2020	No resources needed	
15. Implement joint inspections of the Road Traffic Inspectorate and the Police Directorate in the part related to the control of working hours of mobile workers during the excursion period, ie. in the months of May and September	Common controls implemented	Ministry of Transport and Maritime Affairs and Ministry of internal affairs	Q II and Q III 2020	Q I and Q III 2020	No resources needed	
16. Drafting new tests for taking the theoretical part of the driving exam	New tests for taking theoretical part of the driving exam have been made	Ministry of Education	Q I 2020	Q II 2020	EUR 2.000.00	Budget of the Ministry of Education
17. Carrying out a procedure for relicensing driving schools in accordance with the new Rulebook on the establishment and operation of a driving schools	The number of relicensed driving schools	Ministry of Education	Q II 2020	Q II 2021	EUR 5.000.00	Budget of the Ministry of Education
Key measure V	Injury prevention and improvement of health care system services / services for road users					

A description of the situation with key challenges	Initial value	Target value at the end of the implementation of the strategic document				
<p>-It is necessary to improve the reporting system of the Emergency Department and other health care institutions, to establish centralized reporting on issued medical certificates at the national level, enhance cooperation with the World Health Organization in the field of transport safety.</p>	<p>-Inadequate reporting according to the Injury / Traumatism Register.</p> <p>-Informatics support for setting up the medical certification system is not satisfactory.</p> <p>- Cooperation with the World Health Organization and other relevant international organizations and institutions in the field of traffic safety needs to be further enhanced.</p>	<p>- Established stable reporting system by set parameters and faster response of Emergency Medical Units to calls for traffic accidents.</p> <p>- Established a unified information system on issued medical certificates with a defined database at the national level.</p> <p>- Further enhanced cooperation with the World Health Organization</p>				
Activity which affects the realization of the Key measure V	Performance indicator	Competent institutions	Launching day	Planned completion date	Resources planned for implementing activities	Funding source
<p>1. Produce Overview of Reporting of the Office for Emergency Medical Care according to the defined parameters, the response time of emergency medical care in cases of traffic accidents in the entire territory of Montenegro and reporting according to the Register of injury / trauma</p>	<p>Summary Report on Response Time Response of Emergency Medical Aid to Traffic Accidents across the Montenegro Territory</p>	<p>Ministry of Health, Cooperation with: - Office for Emergency Medical Care, - Institute for Public Health</p>	<p>Q I 2020</p>	<p>Q IV 2022</p>	<p>EUR 20.000.00</p>	<p>Budget of the Ministry of Health</p>

			-Health institutions				
2. Reporting on traffic accidents at the national level in accordance with the sets of data defined by the relevant institutions according to MONSTAT	Set of traffic accidents reporting has been extended		Ministry of Health Cooperation with: - Institute of Public Health, -MONSTAT	Q I 2020	Q IV 2022	No resources needed	
3. Establish centralized reporting on issued medical affiliations at the national level by defined parameters in accordance with the system setting	A reporting system at national level established		Ministry of Health, Ministry of the Interior, Police Directorate, Ministry of Education, Fund for Health Insurance	Q II 2021	Q IV 2022	No resources needed	
4. Participating in the development of global road safety reports as well as global activities related to the improvement of security in road traffic, regional and international gatherings and conferences and participation in regional and international projects	Developed global reports in part of Montenegrin experiences through participation in regional and international gatherings and projects as well as global level activities	Ministry of Health, WHO	Q I 2020	Q IV 2022	EUR 10.000.00	Budget of the Ministry of Health Donations	

5. Medical staff training for working in the reporting system	7 trainings 70 trained participants	Office for Emergency Medical Care	Q I 2020	Q IV 2022	EUR 5.000.00	Budget of the Ministry of Health
6. Medical staff training for more effective response to traffic accidents	7 trainings 70 trained participants	Office for Emergency Medical Care	Q I 2020	Q IV 2022	EUR 20.000.00	Budget of the Ministry of Health
7. Medical staff training to work on the established record-keeping and reporting system of issued medical certificates	5 trainings 50 trained participants	Ministry of Health, Ministry of the Interior, Police Directorate, Ministry of Education, Fund for Health Insurance, Health Institutions	Q I 2020	Q IV 2022	EUR 10.000.00	Budget of the Ministry of Health
8. Education of employees in accordance with established operational procedures and education brochures	5 trainings 50 trained participants Operational procedures and education brochures prepared	Ministry of Health, Ministry of the Interior, Police Directorate, Ministry of Education, Fund for Health Insurance, University of Montenegro, Health Institutions	Q I 2020	Q IV 2022	EUR 10.000.00	Budget of the Ministry of Health

9. Reduction of response time of the Office for Emergency Medical Care in the event traffic of accidents	Reduced response time	Office for Emergency Medical Care	Q I 2020	Q IV 2022	EUR 20. 000.00	Budget of the Ministry of health and Office for Emergency Medical Care
10. Media campaigns have been carried out on the importance of a stable health condition of drivers	3 media campaigns carried out	Ministry of Health, Institute for Public Health, Office for Emergency Medical Care, Ministry of the Interior, Police Directorate, Ministry of Education, Health Institutions, Clinical Center of MNE	Q I 2020	Q IV 2022	EUR 2.000.00	Budget of the Ministry of Health
11. Participation in global campaigns - marking the UN Global Sunday on road safety - marking the World Day of Victims in Traffic Accidents	Participate in a global campaigns	Ministry of Health Cooperation with: -WHO office in a country, -WHO regional office for Europe and -WHO HQ in cooperation with other relevant national and international organizations and institutions	Q II 2020	Q IV 2022	EUR 10.000.00	Budget of the Ministry of Health and Donations

12. Promotion of activities of the Ministry of Health in accordance with the Action Plan "Decade of Road Safety Action 2011-2020"	Press conference held, promotional meeting, generating global reports, delivery of relevant information	Ministry of Health, WHO, NGO	Q I 2020	Q IV 2022	EUR 1.000.00	Budget of the Ministry of Health
Key measure VI	Provision of a service system setup, which enables the calculation of the total primary and secondary costs generated by the health system of Montenegro during the provision of health care to citizens who are being treated or undergoing rehabilitation from the consequences caused by traffic accidents					
A description of the situation with key challenges	Initial value			Target value at the end of the implementation of the strategic document		
The system of collecting statistics on primary and secondary costs arising from traffic accidents needs to be improved	A system of services for calculating costs needs to be further edited			Quality data at national level with all three levels of health care		
Activity which affects the realization of the key measure VI	Performance indicator	Competent institutions	Launching day	Planned completion date	Resources planned for implementing activities	Funding source
1. Produce the Analysis with the report on the type and price of the services provided at all three levels of health care	Analysis with report produced	Ministry of Health and Fund for Health Insurance	Q II 2021	Q IV 2022	EUR 4.000.00	Budget of the Ministry of Health
2. Produce a report on secondary costs	Report produced		Ministry of Health, Fund for Health Insurance	Q II 2021	Q IV 2022	EUR 2.000.00 Budget of the Ministr

						Ministry of Health and Agency for Insurance Monitoring	Q II 2021	Q IV 2022	3.000.00	y of Health Budget of the Ministry of Health
3. Produce report on total costs incurred by traffic accidents	Report produced									
Key measure VII	Raising the level of traffic safety on roads under the Program of reconstruction and rehabilitation of critical points and reconstruction of multiple locations on main and regional roads									
A description of the situation with key challenges	Initial value						Target value at the end of the implementation of the strategic document			
It is necessary to increase the safety level of all road users on reconstructed roads as well as at critical points and reduce the number of traffic accidents on critical sections of roads	The existing road infrastructure in Montenegro was mostly built over fifty years ago. Since traffic conditions have changed significantly since the period in which they were built, standards have also been changed, not to mention the advancement of the automotive industry in terms of vehicle performance, so it is necessary to reconstruct individual sections or entire roads to increase safety and security of traffic participants.						Increased level of traffic safety on reconstructed roads			
Activity which affects the realization of the key measure VII	Performance indicator	Competent institutions	Launching day	Planned completion date	Resources planned for implementing activities	Funding source				
	Reconstructed and open road for traffic	Traffic Directorate	Q I 2017	Q 2020	EUR 34.000.000	Credit from EBRD				

1. Reconstruction of Lubnice-Jezerine road						
2. Reconstruction of Pljevlja-Metaljka road	Reconstructed and open road for traffic	Traffic Directorate	Q I 2018	Q IV 2020	EUR 12. 600.000	Budget of Montenegro
3. Reconstruction and rehabilitation of road M-2.1 Bar Bridge-Bijelo Polje, (Bar Bridge-Dobrakovo-BP)	Reconstructed and open road for traffic	Traffic Directorate	Q I 2018	Q IV 2020	EUR 17. 200. 000	Credit from European Investment Bank
4. Reconstruction and rehabilitation of the M-8 Pljevlja-Mihajlovica road	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	EUR 6. 400. 000	Credit from EIB
5. Reconstruction of the main road M-18 Danilovgrad-Podgorica from km 114 + 500 to km 129 + 500	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	25. 000. 000	Credit from EIB
6. Reconstruction of the main road M-2 Rozaje-Špiljani from km 1148 + 200 to km 1168 + 200	Reconstructed and open road for traffic	Traffic Directorate	Q I 2018	Q IV 2020	EUR 17. 000.000	Credit from EIB
7. Reconstruction of the main road M-2 Tivat-Jaz from km 885 + 500 to km 901 + 500	Reconstructed and open road for traffic	Traffic Directorate	Q I 2018	Q IV 2020	25. 000.000	Credit from EIB

8. Reconstruction of the main road M-2, section Lepenac-Ribarevina-Poda-Berane	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2021	EUR 26. 900. 000	Credit from EIB
9. Reconstruction of the main road M-2, section Kamenovo-Petrovac-Bar	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2021	EUR 22. 000. 000	Credit from EIB
10. Reconstruction of the Cetinje-Čevo-Nikšić road section of the Cetinje-Čevo section	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2021	EUR 28. 000. 000	Budget of Montenegro
11. Reconstruction of Berane-Trpezi-Kalace road, Stjenica-Trpezi section	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	3. 000. 000	Budget of Montenegro
12. Reconstruction of the road Zeleni-Vuča bridge, section Biševo-Vuča	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	3. 500. 000	Budget of Montenegro
13. Reconstruction of the Dinosaur Tubular Zatrebacka road	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	11. 000. 000	Budget of Montenegro
14. Reconstruction of the Vrulja-Mijakovići road	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	EUR 8. 698. 000	Budget of Montenegro
	Reconstructed and open road for traffic	Traffic Directorate	Q I 2018	Q IV 2021	EUR 22. 000. 000	Credit from EIB

15. Reconstruction of the main road M-2 section Berane tunnel Lokve - Rozaje						
16. Reconstruction of the Krstac-Kuklivanova Korita road	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	EUR 2.500.000	Budget of Montenegro
17. Reconstruction of the road Mojkovac-Lubnice, section Mojkovac-katun Vragodo	Reconstructed and open road for traffic	Traffic Directorate	Q I 2019	Q IV 2020	EUR 9.000.000	Budget of Montenegro
18. Implementation of the Program for Removal of Bottlenecks by Reconstruction of the Section of the Main Road Podgorica-Tuzi, Section from Plantaže to the Overpass on the Cijevna River Phase I	Built and opened for traffic of the Podgorica-Tuzi road section (from Plantation to underpass on the Cijevna River)	Traffic Directorate	Q I 2019	Q IV 2020	EUR 2.700.000	Traffic Directorate and Capital city Podgorica
Total costs required to implement the Program activities					133.416.496,00	EUR

7. Manner of reporting and evaluation

Monitoring and evaluation of the implementation of the activities of the Road Safety Improvement Program and the Action Plan for its implementation will be carried out by the Coordination Body, which will be constituted by the decision from the Minister of the Interior with the task of coordinating the activities of the competent authorities and organizations and monitor the implementation of the Program.

It is the responsibility of the Coordination Body to: manage, organize and coordinate the activities of state administration bodies and other relevant organizations in the implementation of the Action Plan; identify priorities, dynamics and timelines, evaluate the results achieved and make recommendations for the next period of implementation of the Program. The coordinating body will demand information, explanations and reports from the competent authorities regarding issues related to the implementation of this program.

Reporting on the implementation of the Program will be done, through the preparation of reports, on an annual basis, by all stakeholders in the Action Plan. The Coordination Body will consolidate and review the Reports and, after their verification, submit them to the Government of Montenegro for adoption, in the first quarter of each subsequent year for the previous year.

The Coordination body will be composed of representatives of the Ministry of the Interior, the Ministry of Transport and Maritime Affairs, the Ministry of Health, the Ministry of Education, the Police Directorate, the Transport Directorate and the Community of Municipalities.

A representative of a non-governmental organization dealing with road safety may also participate in the work of the Coordination Body.

Also, the Coordinating Body may propose an innovation of this program if it considers that it would contribute to improving road safety.

8. Information for the public on goals and expected outcomes of the Program

The functional traffic system must provide the expected quality, with a constant reduction in the number of fatalities and seriously injured persons in road traffic.

By properly implementing the Road Traffic Safety Improvement Program in Montenegro, Montenegro will establish a stable system in this area.

The Coordination Body will continuously monitor the traffic safety situation, inform the expert, political and general public about the state of traffic safety on the basis of reports submitted by all competent authorities, identify and review the traffic safety objectives, propose the adoption and implementation of optimal measures in order to permanently reduce the number of accidents, especially the number of fatalities and injured persons and achieve the desired goals.

The implementation of the Road Traffic Safety Improvement Program is one of the steps towards safe road traffic in Montenegro.

The proposed time period for the implementation of the Program refers to the period 2020-2022.