




# REGIONAL PARTNERS' PROFILES

## 2019 DATA

### WESTERN BALKANS ROAD SAFETY OBSERVATORY (WBRSO)

*Official data are sent by South East European Parties (SEEP) to the Transport Community Permanent Secretariat. Transport Community Permanent Secretariat accepts no responsibility or liability whatsoever for either the correctness, omissions and completeness of the data.*





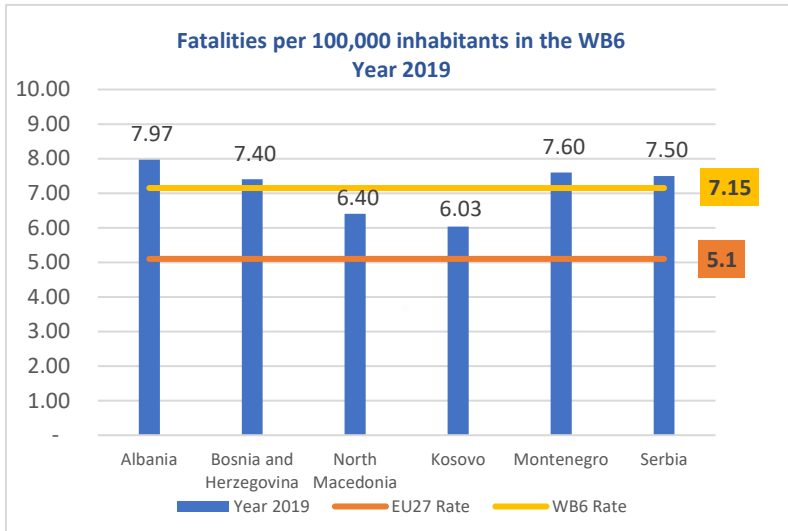
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\* This designation is without prejudice to positions on status and is in line with UNSC 1244 and the ICJ Opinion on Kosovo Declaration of Independence.

## Introduction



The number of road traffic deaths in Western Balkan continues to drop, reaching **1,314<sup>1</sup>** in 2019, **482 fewer road traffic deaths than in 2010 – a decrease of 26%**. However, the rates of death relative to the size of the Western Balkan’s population is very high and obviously the Sustainable Development Goals (SDG) target 3.6 to halve road traffic deaths by 2020 is not met.

It is the first data report to cover all Six Western Balkan Regional Partners (Albania, Bosnia and Herzegovina, North Macedonia, Kosovo, Montenegro and Serbia) with comprehensive road safety profiles. The profiles present information on each pillar of road safety—management, roads,

speed, vehicles, road users, and post-crash care—, to help Regional Partners and development practitioners identify challenges, opportunities and monitor of progress. Profiles give a precise assessment on the magnitude and complexity of road safety challenges faced by Six Western Balkans Partners and help policy makers understand the road safety framework in context of their own road safety systems and performance.

Profiles are developed using data for 2019 year and are prepared by the Permanent Secretariat of the Transport Community using the template from the “Global Status Report on road safety 2018”<sup>2</sup>. These profiles will be continuously updated in yearly basis and improved, to serve as a tool that promotes and guides sustainable improvement in road safety outcomes in Western Balkans.

The questionnaires are drafted with the support of Federation Internationale de l’Automobile (FIA). The data are provided from the fruitful contribution of nominated Focal Points from Transport, Police and Health sector in each Regional Partner as well as data from World Bank. In addition, the questionnaires include information about Key Performance Indicators which will be used to measure overall road safety performance in the coming decade.

### Facts and Figures

<i>Total population (World Bank data for 2019)</i>	<b>17,594,791</b>
<i>Total fatalities (2019)</i>	<b>1,314</b>
<i>Fatalities per 100,000 inhabitants (2019)</i>	<b>42.9</b>
<i>WB average fatalities per 100,000 inhabitants (2019)</i>	<b>7.15</b>
<i>EU average fatalities per 100,000 inhabitants (2019)</i>	<b>5.1</b>
<i>Reduction in fatalities 2010-2019</i>	<b>-26%</b>

<sup>1</sup> Fatality counts reported from Police. There is still a discrepancy between the total reported data by Regional Participants and the WHO estimates <https://apps.who.int/gho/data/view.main.51310?lang=en>

<sup>2</sup> [Global status report on road safety 2018 \(who.int\)](https://www.who.int/news-room/fact-sheets/detail/global-status-report-on-road-safety-2018)

# ALBANIA

Population: 2,854,191 | Income group: *Middle* | Gross national income per capita: 5,353 USD<sup>3</sup>

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	/
Coordination Body	Inter-Ministerial Committee for Road Safety
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)
SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians/cyclists	Yes, safe crossings for pedestrians and cyclists
Inspections/star rating of existing roads	Yes, 20-50% of national road network
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes
SAFER VEHICLES	
Total registered vehicles	627,355
Cars and 4-wheeled light vehicles	558,760
Motorized 2- and 3-wheelers	37,090
Heavy trucks	14,301
Buses	7,535
Other	9,669
POST-CRASH CARE	

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40
Max rural speed limit	80
Max motorway speed limit	110
Local authorities can modify limits	Yes
Vehicles over speeding on public road	25%
Enforcement	4/10
Predominant type of enforcement	Manual
National drink-driving law	
National drink-driving law	Yes
BAC limit – general population	<0.05g/dl
BAC limit – young or novice drivers	<0.05g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers are tested
Enforcement	3/10
% road traffic deaths involving alcohol	0.4
National motorcycle helmet law	
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Enforcement	5/10
Helmet wearing rate	53% (out of all riders)
National seat-belt law	
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	6/10

<sup>3</sup> World Bank data for 2019

Vital registration/death certification system	No
Trauma registry	/
National emergency care access number	National, single number
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	/

Seat-belt wearing rate 75% (drivers only)

National child restraint law Yes

Child restraint required Yes

Enforcement 3/10

% children using child restraints /

National law on mobile phone use while driving Yes

Ban on hand-held mobile phone use Yes

Ban on hands-free mobile phone use No

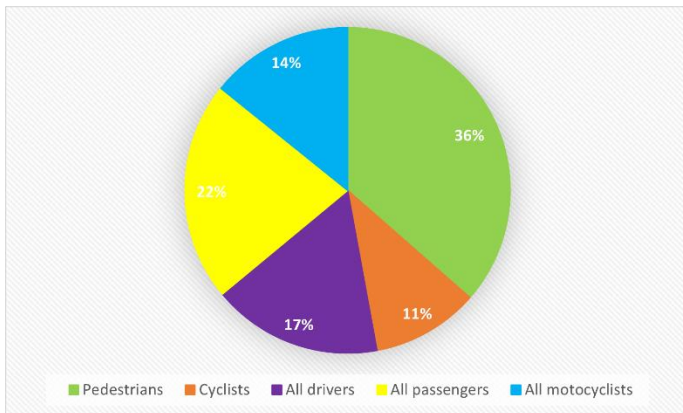
National drug-driving law Yes

**DATA**

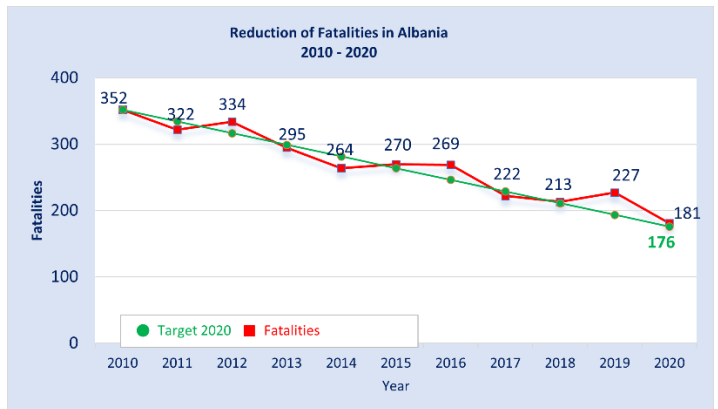
Reported road traffic fatalities (2019)	227 (171 M, 56 F)
Reported road traffic fatalities rate per 100,000 population	7,97
WHO estimated road traffic fatalities (2019)	337 (259 M, 78 F)
WHO estimated rate per 100,000 population (2019)	11,7

Note: Methods used to measure road user behavior are based on roadside observations by police.

**Deaths by road user category**



**Trends in reported road traffic deaths**



## BOSNIA AND HERZEGOVINA

Population: 3,301,000 | Income group: Middle | Gross national income per capita: 6,108 USD<sup>4</sup>

INSTITUTIONAL FRAMEWORK	
Lead agency	Yes (at Entity level) Traffic Safety Agency of the Republic of Srpska
Funded in national budget	Yes
Coordination body	Yes, Council for Road Traffic Safety in Bosnia and Herzegovina and Republic of Srpska
National road safety strategy	No Republic of Srpska: Yes Federation of Bosnia and Herzegovina: No Brčko district of Bosnia and Herzegovina: No
Funding to implement strategy	Partially
Fatality reduction target	50% (2013-2022)

SAFER ROADS AND MOBILITY <sup>5</sup>	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians/cyclists	/
Inspections/star rating of existing roads	Yes, <20% of national road network
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	No

SAFER VEHICLES <sup>6</sup>	
Total registered vehicles for 2019	1,175,731
Cars and 4-wheeled light vehicles	969,704
Motorized 2- and 3-wheelers	32,000
Heavy trucks	93,845

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50
Max rural speed limit	80
Max motorway speed limit	130
Local authorities can modify limits	No
Enforcement	8/10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	<0.03g/dl
BAC limit – young or novice drivers	Zero
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers are tested
Enforcement	7/10
% road traffic deaths involving alcohol	n/a
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Enforcement	5/10

<sup>4</sup> World Bank data for 2019

<sup>5</sup> Data represents entity level, Republic of Srpska

<sup>6</sup> Data represents all Bosnia and Herzegovina

Buses	4,603
Other	75.579

### POST-CRASH CARE

Vital registration/death certification system	No
Trauma registry	/
National emergency care access number	/
Formal certification for prehospital providers	/
National assessment of emergency care systems	/

### DATA

Reported road traffic fatalities (2019)	261
Reported road traffic fatalities rate per 100,000 population (2019)	7.4
WHO estimated road traffic fatalities (2019)	446
WHO estimated rate per 100,000 population (2019)	13.5

Helmet wearing rate n/a

National seat-belt law Yes

Applies to front and rear seat occupants /

Enforcement 6/10

Seat-belt wearing rate /

National child restraint law Yes

Child restraint required Yes

Enforcement /

% children using child restraints /

National law on mobile phone use while driving Yes

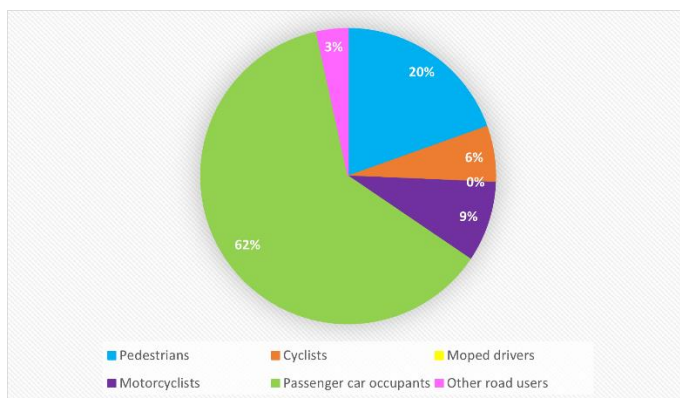
Ban on hand-held mobile phone use Yes

Ban on hands-free mobile phone use No

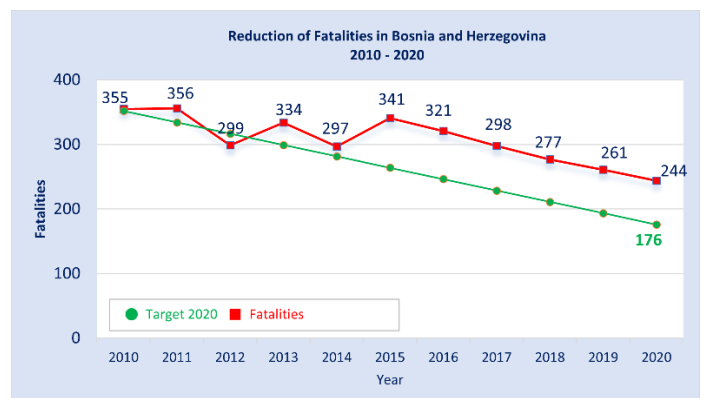
National drug-driving law Yes

**Note:** Methods used to measure road user behavior are based on roadside observations by police.

## Deaths by road user category



## Trends in reported road traffic deaths



# NORTH MACEDONIA

Population: 2,083,459 | Income group: *Middle* | Gross national income per capita: 6,022 USD<sup>7</sup>

## INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	/
Coordination body	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% (2015-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes, Partially
Design standards for the safety of pedestrians/cyclists	Yes, Partially
Inspections/star rating of existing roads	Yes, >50% of national road network
Investments to upgrade high risk locations	Yes, Partially
Policies & investment in urban public transport	Yes, Partially

## SAFER VEHICLES

Total registered vehicles for 2019	495,636
Cars and 4-wheeled light vehicles	426,045
Motorized 2- and 3-wheelers	119,87
Heavy trucks	38,048
Buses	3,144
Other	16,412

## POST-CRASH CARE

Vital registration/death certificated system	Yes (43 deaths)
Trauma registry	National registry
National emergency care access number	National,

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50
Max rural speed limit	90
Max motorway speed limit	130
Local authorities can modify limits	Yes
Enforcement	7/10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	<0.05g/dl
BAC limit – young or novice drivers	<0.009g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Yes
Enforcement	6
% road traffic deaths involving alcohol	7.6
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Enforcement	7/10
Helmet wearing rate	/
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	6/10
Seat-belt wearing rate	/
National child restraint law	Yes

<sup>7</sup> World Bank data for 2019



	single number
Formal certification for prehospital providers	Yes (WHO ECSA)
National assessment of emergency care systems	Yes

Child restraint required	Yes
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Enforcement	5/10
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% children using child restraints	/
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National law on mobile phone use while driving	Yes
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Ban on hand-held mobile phone use	Yes
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Ban on hands-free mobile phone use	No
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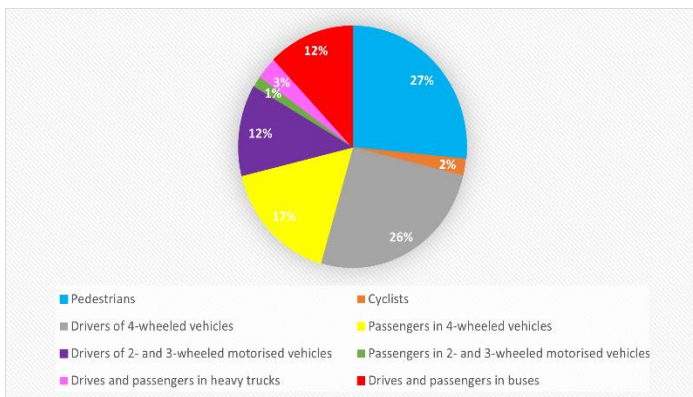
National drug-driving law	Yes
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### DATA

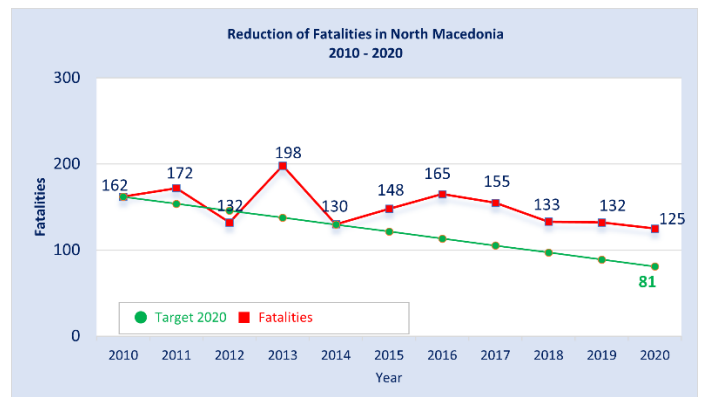
Reported road traffic fatalities (2019)	132 (107 M, 25 F)
Reported road traffic fatalities rate per 100,000 population	6,4
WHO estimated road traffic fatalities (2019)	107 (83 M, 24 F)
WHO estimated rate per 100,000 population (2019)	5,1

Note: Methods used to measure road user behavior are based on road side observations by police.

### Deaths by road user category



### Trends in reported road traffic deaths



# KOSOVO

Population: 1,788,878 | Income group: *Middle* | Gross national income per capita: 4,430 USD<sup>8</sup>

## INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	/
Coordination body	Coordination Department for road safety within the Ministry of Infrastructure
National road safety strategy	Yes
Funding to implement strategy	No
Fatality reduction target	50% (2011-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	No
Design standards for the safety of pedestrians/cyclists	/
Inspections/star rating of existing roads	/
Investments to upgrade high risk locations	/
Policies & investment in urban public transport	/

## SAFER VEHICLES

Total registered vehicles for 2019	355,998
Cars and 4-wheeled light vehicles	291,413
Motorized 2- and 3-wheelers	1,850
Heavy trucks	19,418
Buses	2,098
Other	41,219

## POST-CRASH CARE

Vital registration/death certification system	/
Trauma registry	/
National emergency care access number	/
Formal certification for prehospital providers	/

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50
Max rural speed limit	80
Max motorway speed limit	130
Local authorities can modify limits	Yes
Enforcement	
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	<0.05g/dl
BAC limit – young or novice drivers	Zero
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	n/a
Enforcement	/
% road traffic deaths involving alcohol	n/a
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Enforcement	/
Helmet wearing rate	/
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	2/10
Seat-belt wearing rate	/
National child restraint law	Yes
Child restraint required	Yes

<sup>8</sup> World Bank data for 2019

National assessment of emergency care systems /

Enforcement 2/10

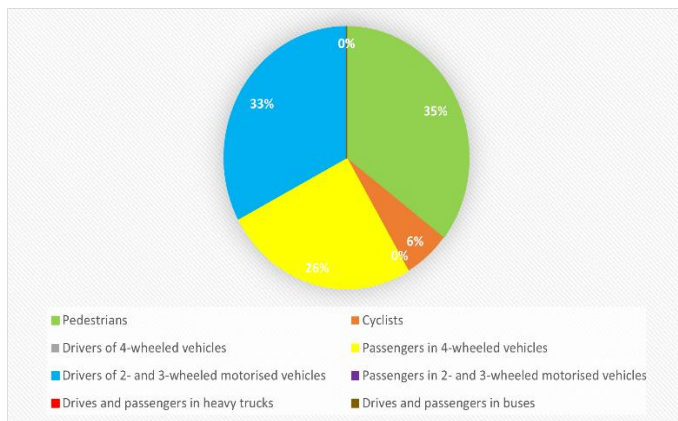
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Reported road traffic fatalities (2019)	113 (87 M, 26 F)
Reported road traffic fatalities rate per 100,000 population (2019)	6,03
WHO estimated road traffic fatalities (2019)	n/a
WHO estimated rate per 100,000 population (2019)	n/a

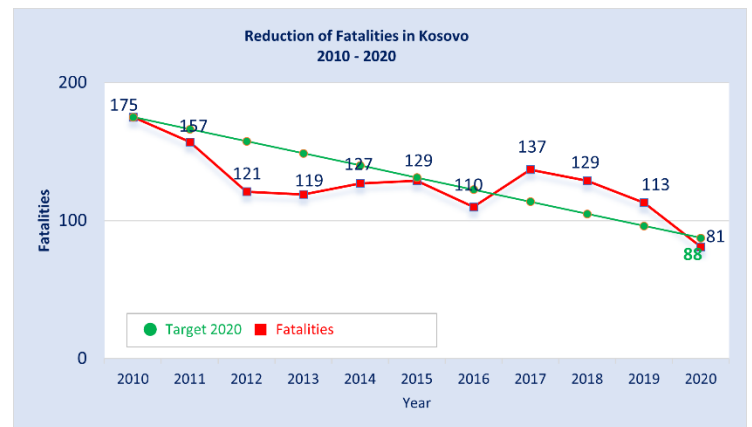
% children using child restraints	/
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

**Note:** Methods used to measure road user behavior are based on roadside observations by police.

**Deaths by road user category**



**Trends in reported road traffic deaths**



# MONTENEGRO

Population: 622,028 | Income group: *Middle* | Gross national income per capita: 8,910 USD<sup>9</sup>

## INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	/
Coordination body	Coordination body for implementation of strategy for improving of road safety
National road safety strategy	Yes
Funding to implement strategy	Yes
Fatality reduction target	50% (2007-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians/cyclists	Yes
Inspections/star rating of existing roads	Yes, >50% of national road network
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles for 2019	249,301
Cars and 4-wheeled light vehicles	218,437
Motorized 2- and 3-wheelers	6,300
Heavy trucks	19,760
Buses	1,490
Other	3,314

## POST-CRASH CARE

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50
Max rural speed limit	80
Max motorway speed limit	130
Local authorities can modify limits	Yes
Enforcement	7/10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	<0.03g/dl
BAC limit – young or novice drivers	zero
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers are tested
Enforcement	7/10
% road traffic deaths involving alcohol	n/a
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Enforcement	6/10
Helmet wearing rate	50% (all riders) 70% (drivers) 30% (passengers)
National seat-belt law	Yes
Applies to front and rear seat occupants	
Enforcement	5/10

<sup>9</sup> World Bank data for 2019

Vital registration/death certification system	Yes
Trauma registry	National registry
National emergency care access number	National, single number
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

Seat-belt wearing rate  
40% (front seats)  
5% (rear seats)

National child restraint law Yes

Child restraint required Yes

Enforcement 5/10

% children using child restraints n/a

### DATA

Reported road traffic fatalities (2019)	47 (35 M, 12 F)
Reported road traffic fatalities rate per 100,000 population (2019)	7,6
WHO estimated road traffic fatalities (2019)	48 (36 M, 12 F)
WHO estimated rate per 100,000 population (2019)	7,6

National law on mobile phone use while driving Yes

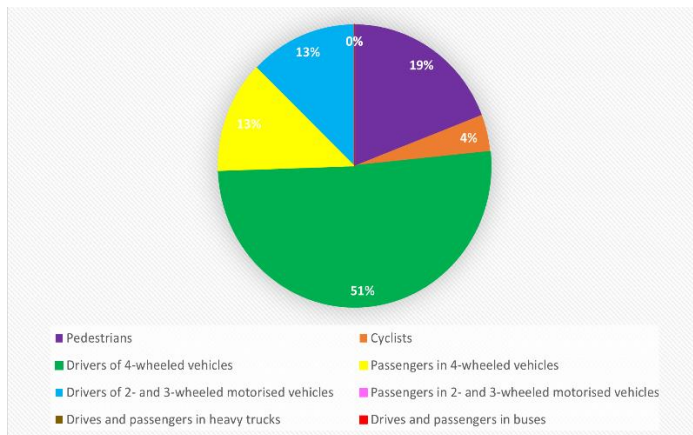
Ban on hand-held mobile phone use Yes

Ban on hands-free mobile phone use No

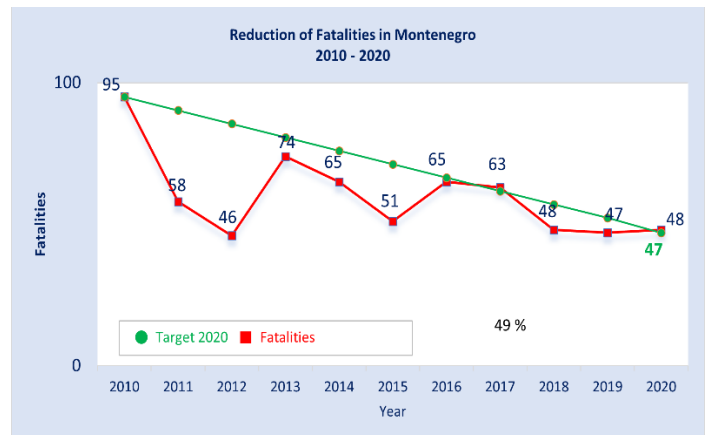
National drug-driving law Yes

**Note:** Methods used to measure road user behavior are based on roadside observations by police.

## Deaths by road user category



## Trends in reported road traffic deaths



## SERBIA

Population: 6,945,235 | Income group: *Middle* | Gross national income per capita: 7,411 USD<sup>10</sup>

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Traffic Safety Agency (RTSA)
Funded in national budget	Self-financing agency
Coordination body	Coordination body for road traffic safety
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes, partially
Design standards for the safety of pedestrians/cyclists	Yes
Inspections/star rating of existing roads	Yes, <20% of national road network
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes (Strategy for sustainable urban development)

SAFER VEHICLES	
Total registered vehicles for 2019	2,503,135
Cars and 4-wheeled light vehicles	2,064,018
Motorized 2- and 3-wheelers	71,116
Heavy trucks	133,327
Buses	10,426
Other	224,248

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50
Max rural speed limit	100
Max motorway speed limit	130
Local authorities can modify limits	No
Enforcement	8/10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	<0.02g/dl
BAC limit – young or novice drivers	Zero
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers are tested
Enforcement	8/10
% road traffic deaths involving alcohol	17
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Enforcement	7/10
Helmet wearing rate	70.7% (all riders) 78.6% (drivers) 60.6% (passengers)
National seat-belt law	Yes

<sup>10</sup> World Bank data for 2019

### POST-CRASH CARE

Vital registration/death certification system	Yes
Trauma registry	Some scattered facilities
National emergency care access number	National, Multiple numbers
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	/

### DATA

Reported road traffic fatalities (2019)	534 (404 M, 130 F)
Reported road traffic fatalities rate per 100,000 population (2019)	7,5
WHO estimated road traffic fatalities (2019)	655 (508 M, 147 F)
WHO estimated rate per 100,000 population (2019)	7,5

Applies to front and rear seat occupants  
Enforcement Yes  
6/10

Seat-belt wearing rate 84.3% (front seats)  
19.1% (rear seats)

National child restraint law Yes

Child restraint required Yes

Enforcement 6/10

% children using child restraints 48.7%

National law on mobile phone use while driving Yes

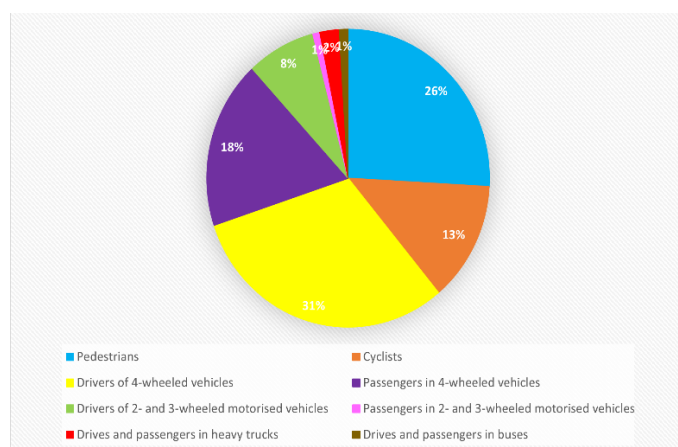
Ban on hand-held mobile phone use Yes

Ban on hands-free mobile phone use No

National drug-driving law Yes

**Note:** Methods used to measure road user behavior are based on roadside observations by researchers using the methodology for KPI.

### Deaths by road user category



### Trends in reported road traffic deaths

