



Coordination mechanisms and the role of a leading Traffic Safety agency in Republic of North Macedonia

07.12.2021, Skopje



Initial steps

- Preparation of a study and action plan for improving the safety of the roads along the comprehensive SEETO network
- A proposal for a leading institution that will have an ultimate responsibility for improving road traffic safety
- Working group for the establishment of an executive body that will have responsibility for improving the safety of road traffic



First results

- TA EUIF consultant, delivered outputs were prepared in the course of:
- list of the necessary legal changes in the existing regulations.
- specific proposal for establishing an executive body for road safety
- proposed systematization act of the proposed executive body for road safety
- draft budget for the executive body for road safety
- model for financing the executive body for road safety
- Stavete gi site output koi proizlegova od proektot I so točna terminologija



The Agency

- The leading road safety agency-functions in road traffic safety management: Achieving the goals of reducing traffic accidents, coordination, legislation, allocation of funds and resources, promotion, monitoring and evaluation of the achieved results and research and development and transfer of knowledge (know-how.
- Establishment of reliable, efficient and effective road safety system is a long lasting and demanding process which is hard to achieve without a leading executive body for road safety *Draft Law is inter-sector procedure and governmental procedure will follow very soon



The Coordination

- Ministry of transport and communications several years ago took a decisive step and actions for improving the road safety. This coordinating mechanisms should be in the hands of this future Leading road safety agency and also within the _____ (vnesete go tocno imeto na teloto pod vlada so koe rakovodi vice-premierot) . In the abovementioned proposed Law we envisaged a comprehensive number of (33) responsibilities of the agency that should give results in road safety.
- The proposed legislation should give tectonic shift of the system in order to improve the road safety

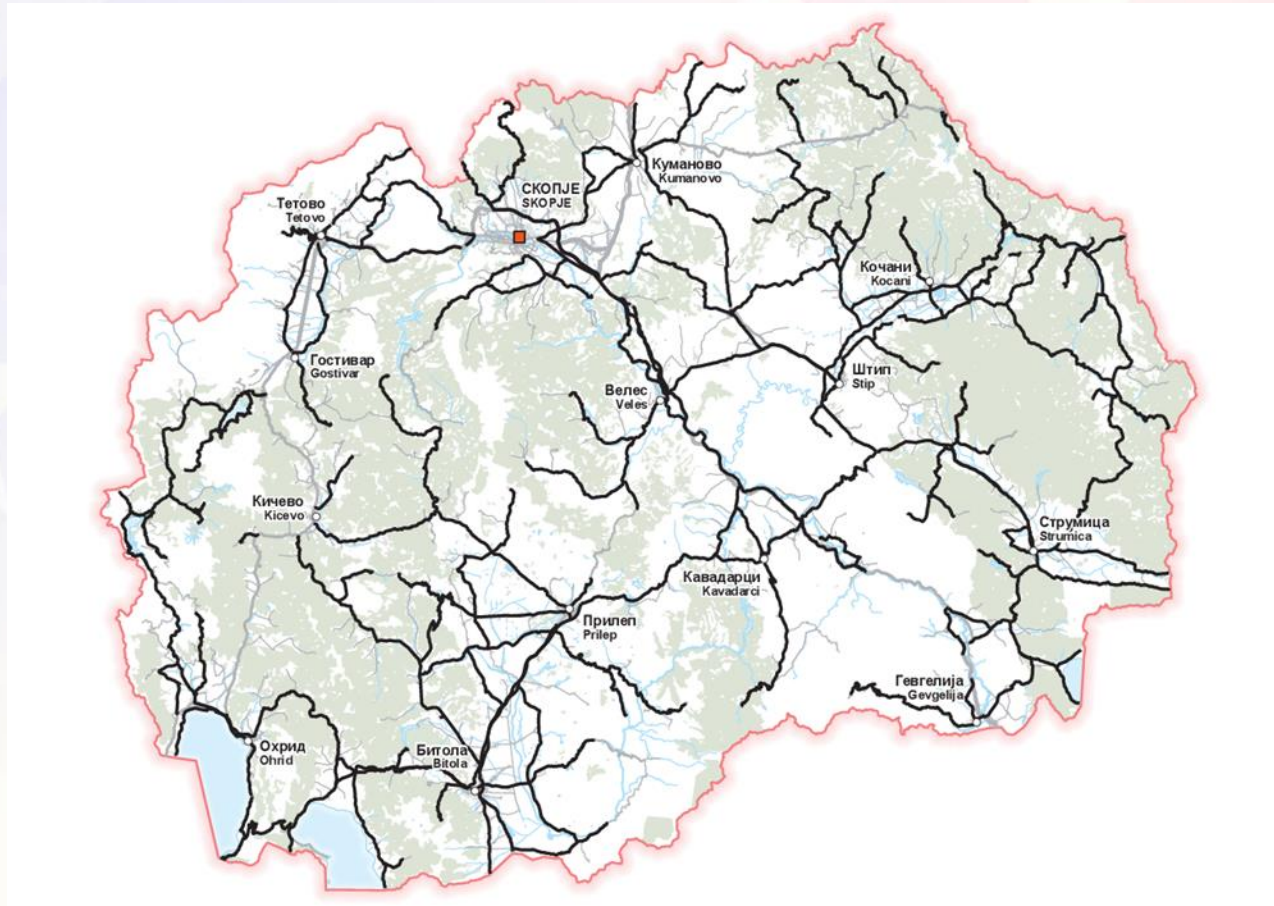


Scanning the infrastructure

- In terms of improvement of the road safety in infrastructure, in 2018, the Public Enterprise for State Roads performed iRAP recording on the entire network of state roads with an asphalt road, resulted the so-called "Risk maps"



iRap Map of surveyed roads during this project (black line)





High risk sections

- The situation according to the iRAP scanning shows the number of sections with high risk are 29, with total length of 724.7 km.
- The following section on core and comprehensive are identified as Priority road sections with the highest collective risk (and the highest volume of traffic): Core (A1 Gevgelija - Bogorodica; A2 Tetovo - Gostivar; A2 Gradsko - Prilep; A4 Strumica - Novo Konjarevo; A3 Bitola - Prilep;) Comprehensive (R 1103 Drenovo - Kavadarci; R 1309 Zrnovci - Kocani; R 1206 Tetovo - Pirok; R 2233 Tetovo - Volkovija; R 1203 Tetovo - Tearce - Jazince;)
- Risk Bands 2010 were introduced in 2000 and are based on consistent crash distributions and ratios across countries. Therefore, more strict Risk Bands 2020 were introduced with the thresholds reduced by a half.

*These designations are national designations of roads)



Continuation

1. Participation in the Transport community
2. Law amendments
3. Established and functional agency
4. New Road Safety strategy, action plan, activities



Republic of North Macedonia
**Ministry of Transport
and Communications**



Thank you for your attention

www.mtc.gov.mk