



9th Technical Committee on Road Safety

March 17, 2022

via Video Conference

Agreed Conclusions

1. The 9th Technical Committee on Road Safety took place virtually on Thursday, March 17, 2022.
2. The agenda of the 9th Technical Committee meeting was adopted without any further comments.
3. The members of the Technical Committee welcomed the new Chair for the 2022 year, Mr Miroslav Masic, representative of Montenegro.
4. WHO presented details of the process for its 5th Global Status Report for road safety which is scheduled for publication in 2023. The report would include data on deaths and non-fatal injuries for 2021 and legislation and regulatory updates for 2022. Strong emphasis will be on safe systems in the region, as it is the mechanism to reach Vision Zero, as the ultimate, long-term objective. For each Regional Partner (which is a member of WHO), a Regional Partner data focal point (RPDFP) together with a number of Regional Partner data contributors (RPDC) would be appointed from their respective governments. They will contribute by entering the required data into the online platform of WHO. It is likely that the majority of WBRSO members would be contacted and be given the role of an RPDFP or RPDC.
5. It was agreed that the TCPS and WHO would explore to what extent WBRSO data could be used in this process, with a view to lightening the burden on Regional Partners and as a means of ensuring consistency across datasets published by WHO and TCPS Secretariat.
6. VIAS Institute presented the results from ESRA 2 and announced the start of ESRA 3 to be in September 2022 when the meeting with Regional Partners will take place. The data collection phase is planned for February - March 2023, and the results are expected to be published in summer 2023. The survey addresses different road safety topics (e.g., driving under the influence of alcohol and drugs, speeding, distraction, seatbelt and helmet use) which represent the cause of many fatal crashes. The survey also targets most road users (car occupants, motorcycle and moped drivers, cyclists and pedestrians.) TCPS Secretariat said that some countries that participated in ESRA 2 were financially supported by FIA clubs and that might be the case to explore in our regional partners too. At this stage, Serbia has already signed the agreement with VIAS Institute to join ESRA 3. Regional Partners were encouraged by VIAS Institute, European Commission and TCPS to join to this initiative. All Regional Partners were

encouraged to participate in International ESRA Conference which will take place on 21 April 2022 online.

7. International Road Forum (IRF) presented the concept note and the programme of the regional Road Safety Conference for Balkans - IRF "Vision Zero for the Balkans" which will be held in Sofia from 1-2 June. TCPS Secretariat and all interested Regional Partners were encouraged to participate. The participation fee is free and the invitations will be sent out at a later stage.
8. TomTom gave a presentation on their work and presence in Western Balkans, namely creating highly accurate maps, navigation software, as well as road data and live traffic analytics. Some cases of data used in the region were presented.
9. Members of the Technical Committee greeted the presentation made by Mr Nikola Milas on the National Road Safety Strategy for 2021-2030 and the three-year Action Plan adopted by Croatia. The structure, the content, and the process of the adoption of the Strategy and Action Plan were discussed.
10. Technical Committee members reported on the progress made in the measures of the Road Safety Action Plan for the period October 2021- to March 2022.
 - a. **Albania** during this period has been approved Instruction of Minister of Infrastructure and Energy (MIE) on technical Inspection of Motor Vehicles Nr. 6, dt. 12.11.2021 and full approximation of the Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers, has been reached. The MIE has prepared also a draft Instruction, which aims full compliance with the Commission Implementing Regulation (EU) 2019/621 of 17 April 2019 on the technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and establishing detailed rules concerning the data format and the procedures for accessing the relevant technical information. The draft bylaw was sent for comments to the Ministry in charge of the integration, which has given its approval. It has been approved the Decision of Counsel of Ministers no. 778, dt. 15.12.2021, as a joint initiative of MIE and the Ministry of Internal Affairs. By this decision are set improved procedures for obtaining a driving license after the rehabilitation of persons who use alcohol and psychotropic substances. A new MIE Instruction on the activity of driving schools is in the process of approval. The rules of traffic on electric scooters and bicycles have been unified, aiming to strengthen road safety of such new category of vehicles on the road, as electric scooters. Albania reported ongoing projects, where improvement of road signs is in focus. No news concerning Road Safety Strategy and Action Plan were reported. Albanian current data collection system is not compliant with CADaS, and the World Bank Project does not include implementation

resources. Due to the very complex nature and cross-sectoral scope which constitutes the road safety strategy, the Ministry is requiring specialised international assistance for its design.

- b. **Bosnia and Herzegovina** reported no changes in the period October 2021-March 2022, however process of preparing certain documents on road safety is ongoing.
- c. **North Macedonia** reported that after the initial information note to the government for the steps taken for establishing the Road Traffic Safety Agency defined further steps were adopted by the Government, including conclusions for changes to relevant legislation which are currently in progress. The draft law on the establishment of the RTSA is under final nomo-technical adjustment. Once the legal text is finalized it shall be published on a single national electronic register portal for public debate. Afterwards, it is expected that the draft law is processed for a governmental and assembly procedure of adoption by the end of Q2 2022. It is expected that the Agency will become operational by the end of Q4 2022.
- d. **Kosovo**^{*} reported that the bylaw on road infrastructure safety management, in line with Directive 2008/69 should be finalized by end of April, as well as the bylaw on periodic technical inspections on roads. Concerning Action Plan, it is reported that the Council of Road Safety is established within Ministry but it needs to be strengthened more to be operational. Good cooperation with justice and Kosovo Police established an electronic system for road accidents for non-resident drivers. Kosovo is working on the Multimodal Strategy for 2021-2030 and an action plan for 2021-2025. The Strategy will include road safety in one chapter that will be in line with the TCT action plans and other relevant documents. There is no progress with establishing Road Safety Agency, although it is included in all strategical documents. Concerning the database, which exists under the Ministry of Interior, further support is needed to improve it and collect data in accordance with CADaS protocol.
- e. **Montenegro** reported that the Ministry of Interior has started drafting the Road Traffic Safety Strategy (2023-2030). The Strategy is expected to be completed and adopted later in 2022. They are also working on deploying the road crash system and will align it with CADaS. The new database system will be operational by the end of June 2022. In the meantime, training for police to collect data in CADaS mode is already ongoing. The Ministry of Capital Investments, in cooperation with the University of Montenegro, has started measuring the Traffic Safety Indicators, as well as measuring the attitudes of traffic participants. Both documents will be completed in the second half of the year. In November 2021 the Rulebook on the manner of assessing the impact of state

^{*} This designation is without prejudice to positions on status and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence.

roads on traffic safety, audit and verification of state road safety was adopted. Preparations for conducting training and certification for RSA and RSI are ongoing. Auto-moto club organised education on road safety for children in primary schools. All legislation is fully or partially transposed, except the Directive on cross-border exchange of information, since it applies to the EU Member States based on bilateral agreements and its transposition is not planned yet.

- f. **Serbia** reported that it is the first Regional Partner to be part of the Pilot Project – Joining CARE database. The kick-off meeting took place in November, after which several meetings with EU experts were held. It is expected that by May 2022 Serbia will have finalized the dataset for the 2021 year. After that, Road Traffic Safety Agency (RTSA) will forward its data from the last 3 years in a row to the CARE database. The draft Road Safety Strategy for 2022-2030 and the three year Road Safety Action Plan are in the final stage of preparation. Regarding KPIs, it is expected that RTSA will align its methodology with the updated EU methodology by autumn 2022. The preconditions for participation in the ESRA 3 project are met, in cooperation with VIAS Institute. As it is already aligned with Directive 2008/96 and there are 5 bylaws in place, Serbia has established a system of licensing road inspectors and auditors in May 2021. Having that said, realizations of two projects of road safety inspections which covered 800 km of state roads are ongoing. One of them covered 350 km of state roads which belongs to an indicative extension of the TEN-T road network. In addition, the realization of the road safety audit project for section Preljina – Boljare, part of the TEN-T road network, is ongoing as well as the project of implementation of measures for 5 locations on state roads based on reports on independent road impact assessment on road traffic crashes with killed persons are ongoing.
11. All Regional Partners were invited to share their reports on progress with TCT Secretariat in writing. As agreed with DG MOVE, TCT Secretariat will share questionnaires with RPs to get data on the sections that need to be improved, in order to proceed with small-scale projects for those sections.
 12. TCT Secretariat informed the TC members that the progress on Annex I will be monitored and added to the Progress Report for 2021-2022 which will be published in October and be a deliverable for the Ministerial Council. Social issues will be followed by members of the Social Forum and Technical Committee members will be updated on the state play.
 13. TCT Secretariat gave a briefing in the Capacity Building for Road Side Checks that were organized in December in Belgrade in cooperation with the Polish Embassy, for nominated representatives from institutions of Bosnia and Herzegovina, Montenegro and Serbia. Simultaneous translation and practical exercises on the Highway Belgrade Nis were held. The next Capacity building for the other three regional partners, Albania, Kosovo and North Macedonia will be held at the end of June 2022 in Skopje.



TCT Secretariat encouraged Regional Partners to send in written their needs and requirements for capacity building related to Annex I of the Treaty.

14. Short information was given about Road Summit that will be organized in Tirana on 7 June. The concept of the Summit is based on Safe, Smart and Sustainable roads. The Summit will be followed by Social Forum, Road and Road Safety Technical Committee that will be held on 8 June. Another important event organized by TCT Secretariat will be Summer School which will be dedicated to roads. Summer School will be from 21-24 June, Sarajevo, Bosnia and Herzegovina.
15. The future meetings of the TC on Road Safety will be held back-to-back with Road Technical Committee.