

11th Meeting of Technical Committee on Road Safety



2nd Progress Report on the Action Plans

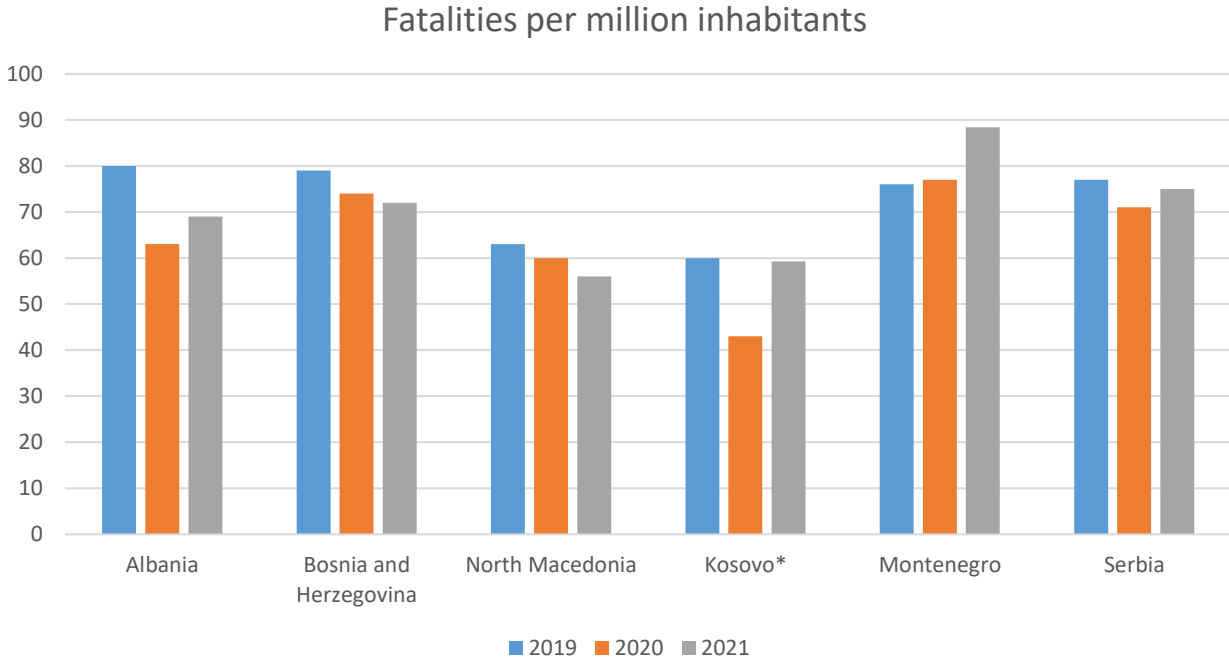
Belgrade, 6 October 2022

Liljana Çela
Road Safety Desk Officer

Fatalities for 2019-2021

Average per million inhabitants
Year 2021

EU - 44 road deaths
WB – 70 road deaths



*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.

Fatalities for 2019-2021



Regional Partner	Fatalities per million 2019	Fatalities per million 2020	Fatalities per million 2021	% change 2019/2021	% change 2020/2021
Albania	80	63	69	-13%	8.8%
Bosnia and Herzegovina	74	69	72	-2%	5%
North Macedonia	63	60	56	-12%	-7%
Kosovo	60	43	59	-1.8%	37%
Montenegro	76	77	88	17%	15%
Serbia	77	71	75	-2.4%	5.9%
Western Balkans	73	66	70	-4%	7%

Enhancing Road Safety Management



Improve the capacity of the coordination body for Road Safety and ensure its proper functioning

Overall progress on this measure is stagnant.

- For this reporting period, there is no proactive approach from the Road Safety coordination bodies in the region and there are held no meetings.
- **Serbia** is planning to establish its Road Safety Coordination Body in the coming months (once the Ministers are appointed).
- In **North Macedonia**, the situation remains still stagnant.
- the remaining Regional Partners will need to revise further and strengthen the structure of the High-Level Coordination Body following the best examples.

Enhancing Road Safety Management



Set up a coordination mechanism between police and judiciary to ensure the full implementation and strict enforcement of road safety legislation, including offences by non-resident drivers

Overall progress on this measure is stagnant.

- **Albania** reported that since the adoption of the Road Code and its bylaws, enforcement by the police has increased by performing more speed limit checks, alcohol and drug use, and more fines and licence suspensions have been imposed.
- The remaining five Regional Partners have not established a coordination mechanism between the police and the judiciary to enforce road safety legislation.
- it is reported that the Directive (EU) 2015/413 on facilitating cross-border exchange of information on road safety-related traffic is not transposed

Enhancing Road Safety Management



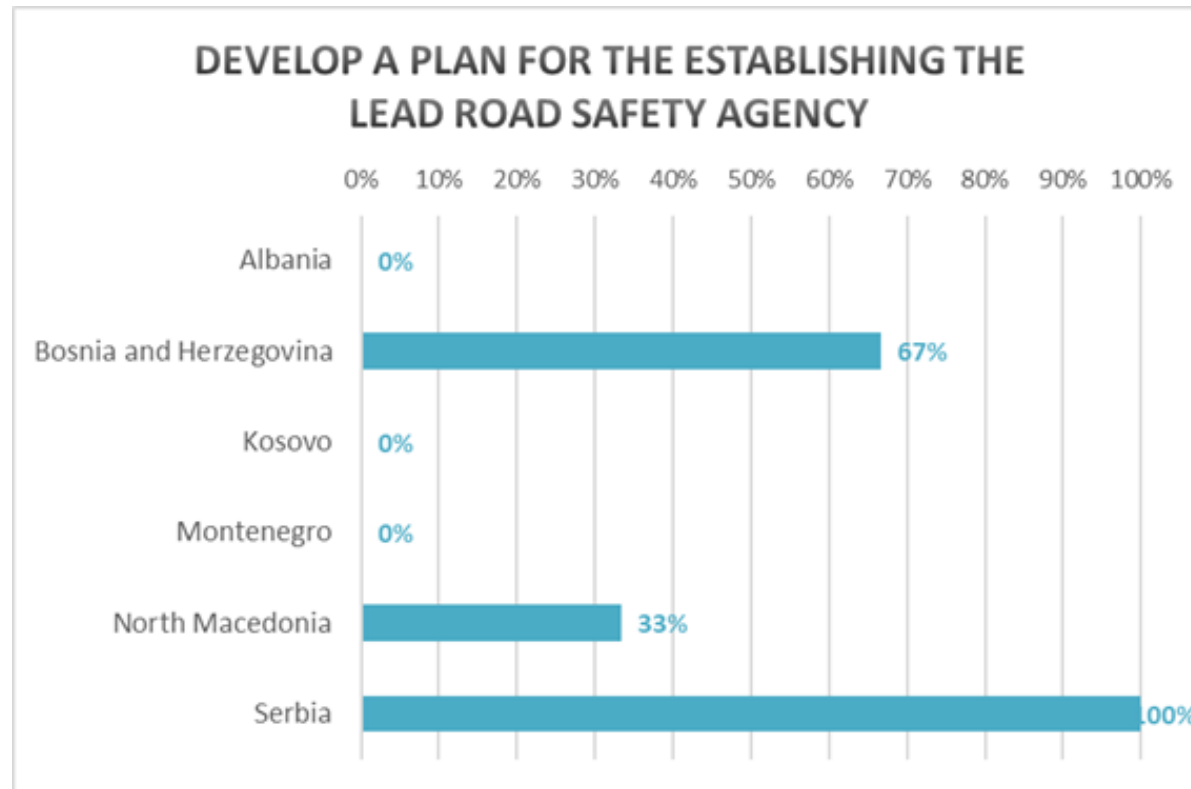
Develop a plan to establish/ strengthen the lead Road Safety Agency

Overall progress on this measure is stagnant.

- **North Macedonia** prepared the proposal for amending the Law for establishing the new Road Safety Agency. The public consultation process on the single national legislation register has ended. Joint clarification meetings will be held with the stakeholders to resolve the issues/comments and final adjustments of the law will be conducted before proceeding for adoption.
- World Health Organisation carried out a study in “*Leadership, Coordination and Cooperation Mechanisms for Road Safety*” in **Bosnia and Herzegovina** which gives recommendations how to improve the coordination mechanisms among road safety stakeholders.
- **Kosovo** is in the process of drafting the new Law on Roads, expected to be completed the end of 2022. In the Law, it will be proposed the transfer of some of the existing Departments in the Ministry to a new Agency.

Develop a plan to establish/ strengthen the Lead Road Safety Agency

PROGRESS IS STAGNANT



Enhancing Road Safety Management



Establishing a tool for monitoring Road Safety performance under TCS umbrella - Western Balkans Road Safety Observatory

- Members of WBRSO are submitting regularly road safety data based on the questionnaire defined. Currently is in process data collection for 2021 year.
- TCT Secretariat is supporting the regional partners through its contracted Technical Assistance on the *“Design, implementation and maintenance of the Information System for the Western Balkans Road Safety Observatory (WBRSO)”*.
- The information system will provide a set of analyses of the yearly indicators for road safety that will enable all regional partners to identify the challenges and take appropriate measures that will improve road safety.
- The development of the information system is foreseen to be finalised by the end of the 2022 year and the testing period will be beginning of 2023.

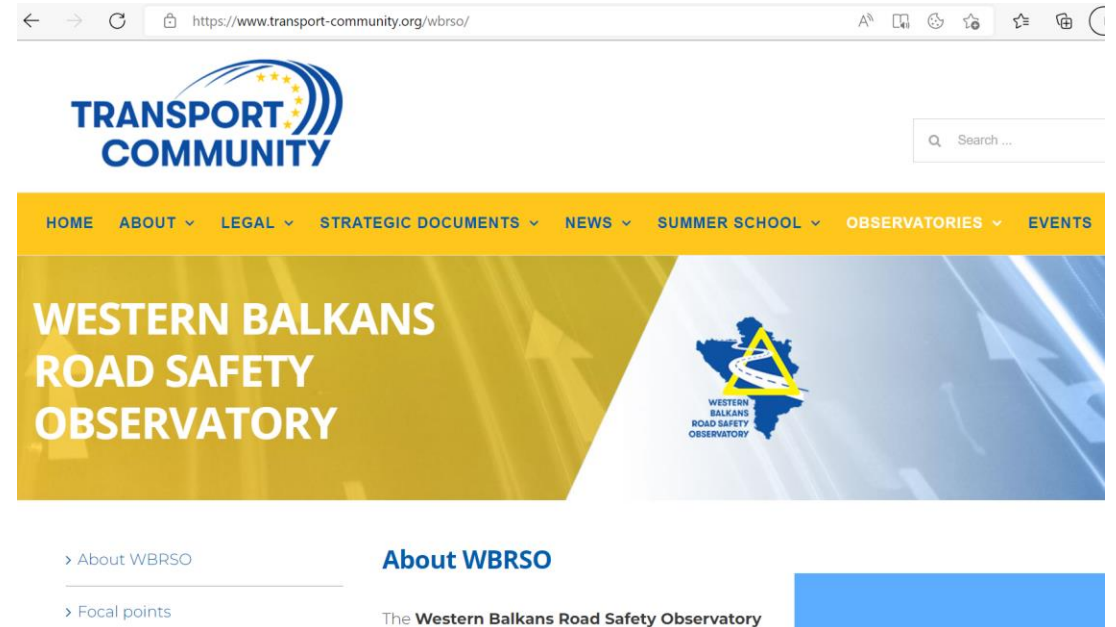
Western Balkans Road Safety Observatory



Work in progress

By end of 2022:

- WBRSO information system will be available for members of WBRSO and public users
- Mobile App (iOS and Android) for all users



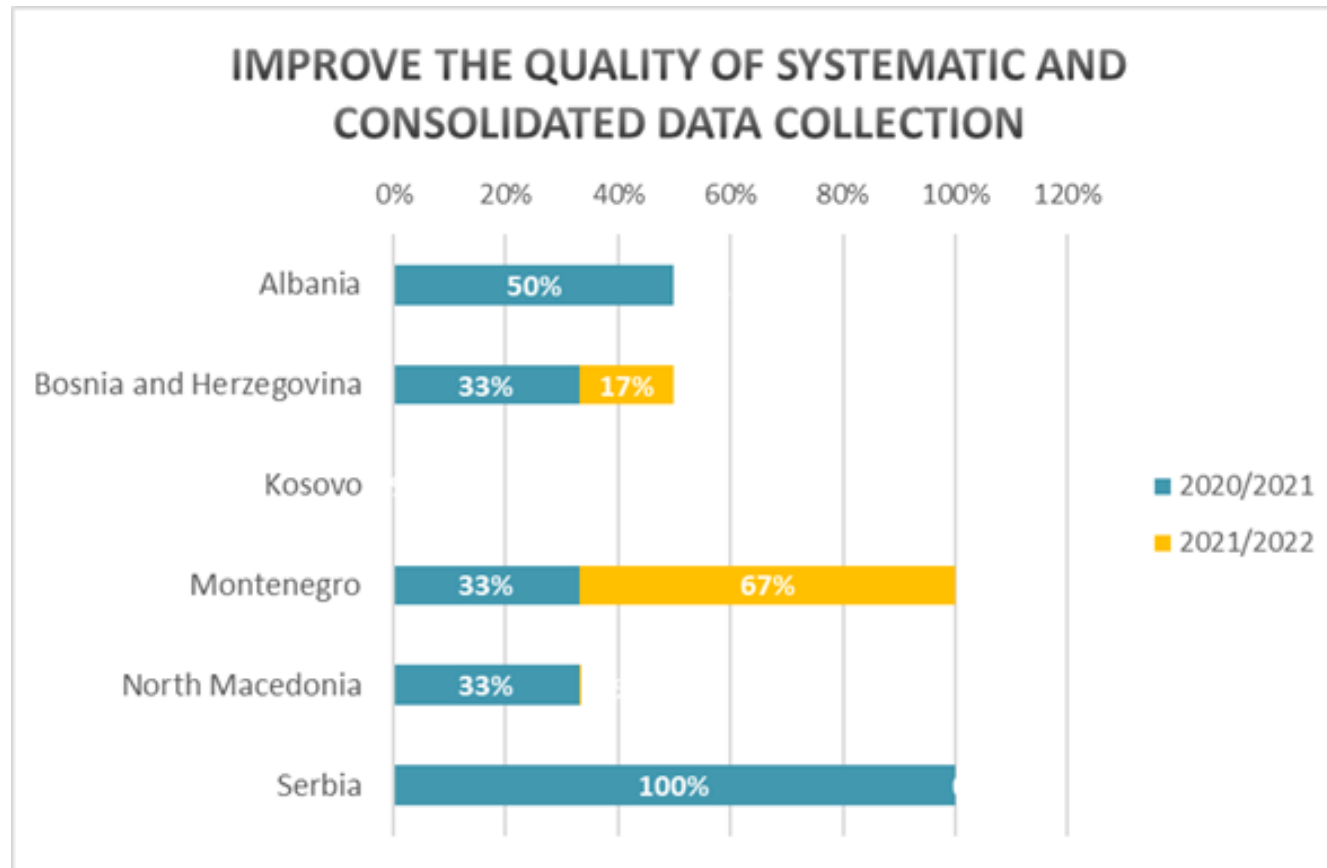
Enhancing Road Safety Management



Improve the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with existing EU standards and definitions

- After finalizing the Terms of Reference establishing the road crash data system, both **Albania** and **Bosnia and Herzegovina**, have not progressed on developing the database system due to lack of funding.
- The development of the road crash database in **Montenegro** is finalised. In May 2022, the Ministry of Capital Investments conducted training for the second group of traffic police officers for collecting data on road crash data based on CADaS Protocol. The process of data collection of road traffic crashes in line with CADaS has started as of 1 June 2022. By end of the 2022 year, the Ministry of Health should start applying the Maximum Abbreviated Injury Scale (MAIS) 3+ Scale.
- In **North Macedonia**, there is a need for further upgrade of the road crash database system to be fully in line with CADaS protocol.
- **Serbia** is continuing the improvement of MAIS3+ scale in the framework of the IPA project financed by the EU DEL in Belgrade.

Improve the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries



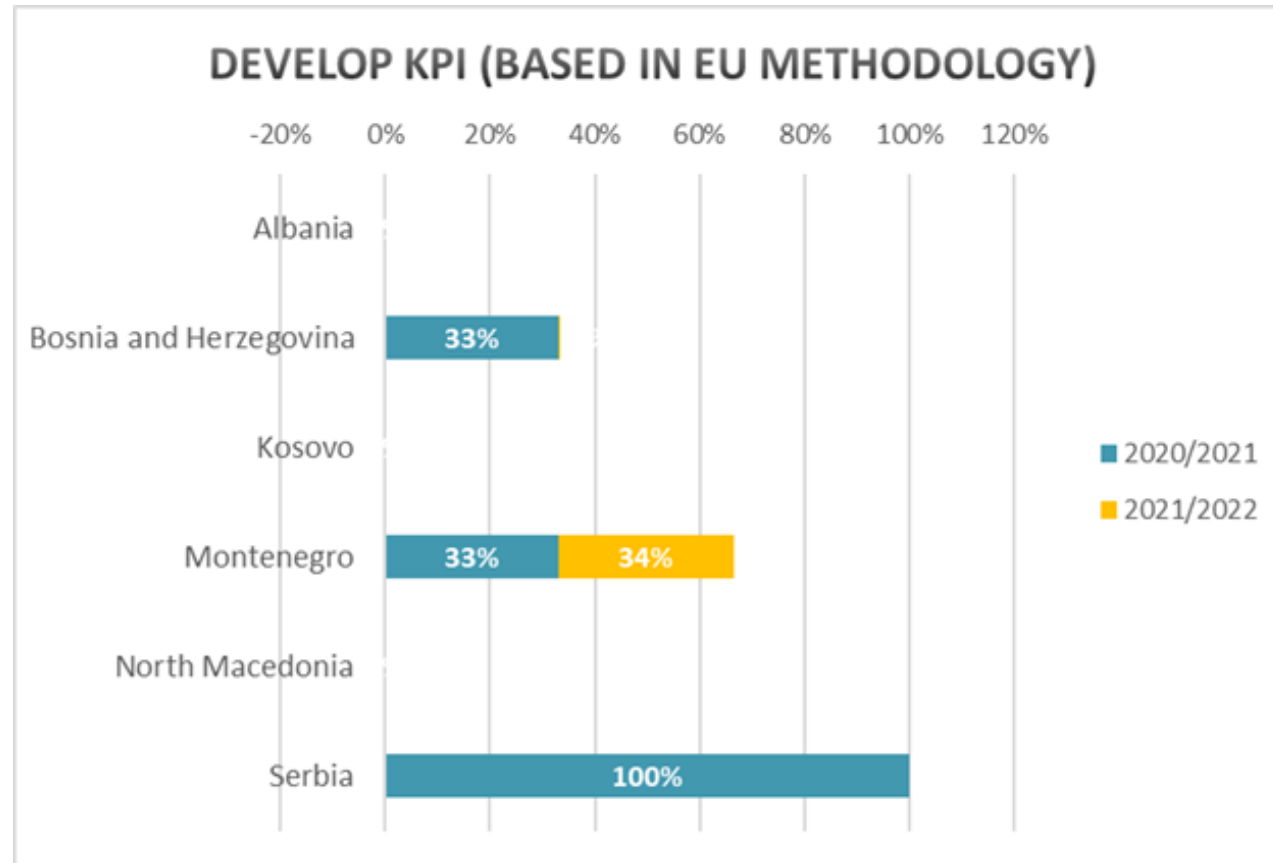
Enhancing Road Safety Management



Develop key performance indicators including unique and harmonised methodology for monitoring and their evaluation

- Following the study on measuring the Key Performance Indicators that was finalised in 2021, the Ministry of Capital Investments of **Montenegro**, in cooperation with the University of Montenegro, has started measuring the Traffic Safety Indicators, as well as measuring the road users' attitudes. Both documents are expected to be complete by Q2 2022. Field work is completed, and data processing is in progress. Results are expected at the latest by Q3 2022.
- For this reporting period, Serbia has collected KPIs based on the SafetyNet methodology and from Autumn 2022 will use the new methodology released from European Commission in May 2021 (<https://www.baseline.vias.be/>). In addition to that, Serbia is the only regional partner participating in ESRA 3 (E-Survey of Road users' Attitudes) project.
- In this regard, the TCT Secretariat has held bilateral and trilateral meetings among regional partners, VIAS Research Institute, EU DEL/Office, WHO and World Bank for finding financing solution. The outcome of the discussions has not yet been successful showing the need for a more sustainable funding programme of ESRA or an advanced budget planning. The results of ESRA3 will be ready by Summer 2023.

Enhancing Road Safety Management



Enhancing Road Safety Management

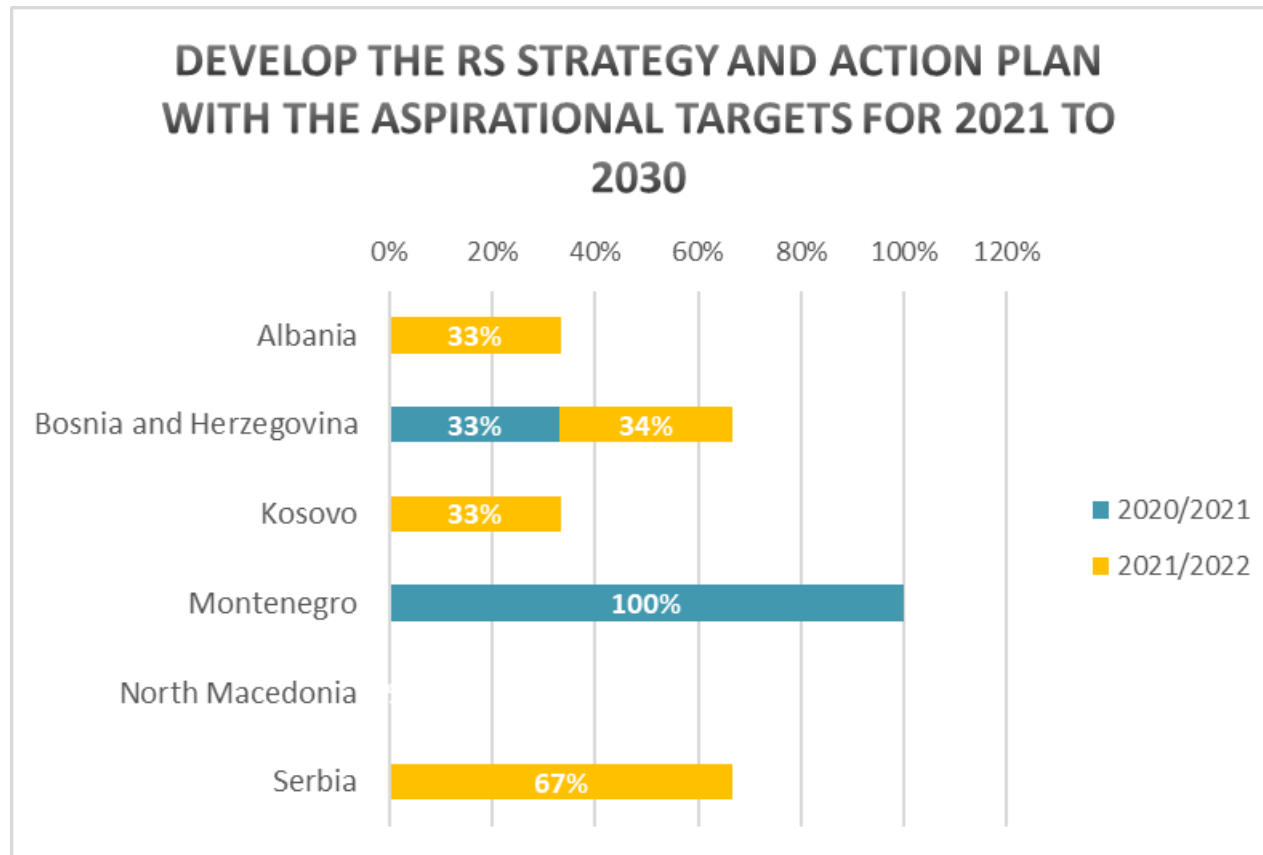


Develop the Road Safety Strategy and Action Plan with the aspirational targets for halving the number of fatal and serious road traffic injuries from 2021 to 2030

- **Albania** has sent a proposal to EU DEL for financing the new Road Safety Strategy through IPA. Terms of reference are in progress.
- **In Bosnia and Herzegovina** the draft Road Safety framework Strategy and Action Plan for 2021-2025 is pending and currently is under the review and opinion of the Road Safety Council.
- **Kosovo** has established an expert working group and has engaged a short-term consultancy work for drafting the Multimodal Transport Strategy. The Multimodal Transport Strategy will include, in a separate chapter. The Road Safety Strategy the Draft Strategy is the end of the 2022 year.
- **North Macedonia**, there are no reported developments. Drafting of the RS Strategy is planned under the tasks of the new Leading Traffic Safety Agency.
- **Montenegro** has already in place a Road Safety Improvement Programme and Road Action Plan for the period 2020-2022. The work on drafting the Road Traffic Safety Strategy (2023-2030) with a 2-year Action plan (2023-2024) is still ongoing. The Strategy is expected to be completed and adopted later in the 2022 year.
- **Serbia** drafted the Road Safety Strategy for 2021-2030. The progress in the process of adoption of the draft Road Safety Strategy depends on the establishment of the new Road Safety Coordination Body.

Develop the Road Safety Strategy and Action Plan with the aspirational targets for halving the number of fatal and serious road traffic injuries from 2021 to 2030

PROGRESS ON TRACK



Progress in improving the policy and level of road infrastructure



OVERALL PROGRESS IS SLOW.

- **Albanian**, and **Serbian** authorities continue regular training and certification of the Road Safety Inspectors (RSI) and Road Safety Auditors (RSA) in line with the EU Directive 2008/96/EC on Road Infrastructure Safety Management. Other Regional Partners should follow same example.
- In **Montenegro**, a working group is formed, and expert assistance is provided through the project "*Technical assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in Montenegro*". In November 2021 the Rulebook on the manner of assessing the impact of state 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. **EBRD gave its consent for financing a project which covers training for RSI and RSA for 30 participants** which are foreseen to take place from 12-21 September 2021. **The Ministry of Capital and Investments will be the authorised institution that will issue licensing certificates.** The outcome of this 9-month project has also **provided new guidelines for RSI and RSA.** There were plans to organize training for road traffic signalling and protective fences, to meet road designers and auditors with design standards in this area and avoid the installation of substandard road equipment. The training was foreseen for July 2021, but it is postponed.
- Based on the new by-laws that are drafted during this period, **Montenegro** submitted the updated Table of Concordance to Transport Community Secretariat in July 2022.
- **Serbia**, after the adoption of the new Law on Road, has adopted five by-laws that ensure full transposition of the Directive 2008/96/EC.
- Other regional partners are in process of proposing the necessary changes in the Law.

Promote the protection of Vulnerable Road Users

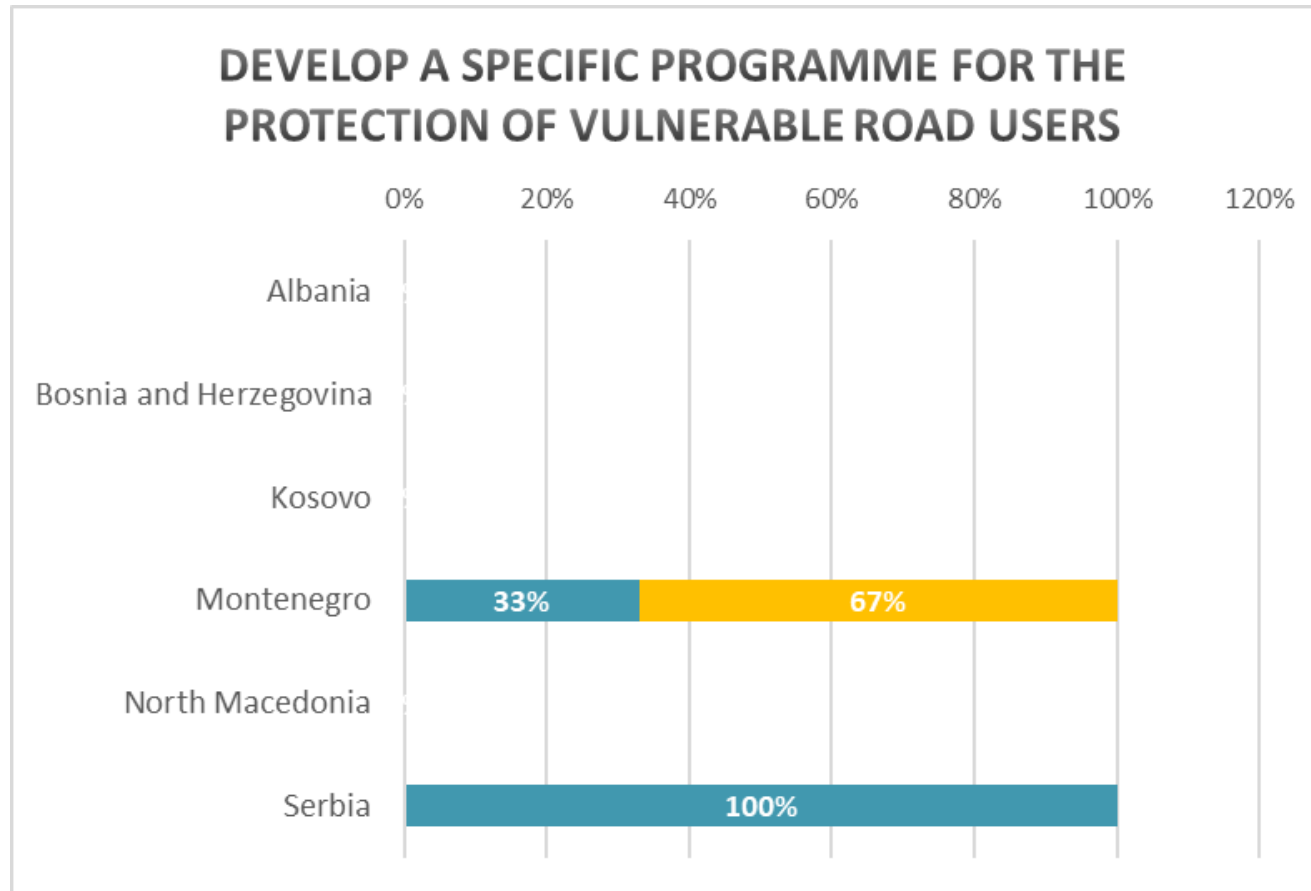


OVERALL PROGRESS IS SLOW

Develop specific programmes for the safety of vulnerable road users and in particular for motorised two-wheel vehicles

- **Serbia**, and **Montenegro** are the only two Regional Partners who have developed a specific vulnerable road user safety programme.
- **Montenegro**, after finalising the study on vulnerable road user safety in 2021 started with the development and implementation of a programme for the protection of vulnerable road users. Auto-moto club organised education on road safety for children in primary schools. In June 2022 there was an ongoing public call for 10-15 locations of school zones on the main roads network.
- For this reporting period, **Serbia** has adopted two rulebooks related to the children's safety within the school zone: 1) the rulebook on measures to protect the safety of children on the road in the school zone and 2) the rulebook on the determination of the school zone. In May 2022, four safety campaigns started aiming to change the driver behaviour with a focus on speeding and driving under the influence of alcohol.

Develop specific programmes for the safety of vulnerable road users and in particular for motorised two-wheel vehicles



Enhance regional cooperation and exchange of experience



- TCT Secretariat has invited several key speakers at the technical committee meetings to present topics related to cooperation and exchange of experience with the EU Member States. The Road Safety Strategy 2021-2030 and Action plan – case study of Czechia and Croatia were presented to the members of the technical committee.
- organised a Road Safety Conference for WBRSO members. The event aimed to enhance and develop further relevant stakeholders' understanding of the topic and to improve data collection and fatality counts. The workshop narrowed the gap in existing data discrepancies between the RPs' reports and WHO calculations (data).
- Road Safety was brought to the agenda of the Ministerial Council of Transport Community held in May 2022 with the presentation of the Global Plan for the Decade of Action for Road Safety 2021-2030
- Forthcoming – TAIEX Workshop on Implementation for the Tunnel Safety Directive – 18-19 October 2022, Sarajevo

Monitoring the transposition of Annex I.3 of Transport Community Treaty

Rules applicable to road transport

- *Fully Transposed*
- *Not transposed*
- *Partially transposed*
- *No info provided*
- *In progress*

[Monitoring the transposition of Annex I.3 - Road Safety 11TC meeting.docx](#)

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*Thank
You!*