

EUROPEAID/140039/IH/SER/ME

TECHNICAL ASSISTANCE FOR CAPACITY SUPPORT TO THE TRANSPORT SECTOR AND EU AQUIS ALIGNMENT IN MONTENEGRO



IN CONSORTIUM WITH

GOPAInfra



AVENSA

PA

TDS

SPDs

STRATEGIC VISION

STRUCTURAL

MANAGEMENT SYSTEMS TOLL

TRANS

TE PROGRAMMING

Road Safety TCT Technical Committee meeting

Technical Assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in
Montenegro

Project: PWA/MNE/IPA II/CAP17/SER/01-8132/1

Presentation of B&S Europe's activities in road safety in Montenegro

23rd March 2023, Kotor



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PURPOSE OF THIS TA PROJECT

- Supporting the **drafting** of National Legislation and Strategies aligned with the EU *Acquis* for Transport and
- Supporting the increase of the planning and management **capacities** of the institutions involved with the implementation of transport policies and projects.



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RESULT 1: National legislation aligned with EU *Acquis* Legislation Gap Assessment

- Deep and comprehensive analysis of the **transposition status** of the main EU legal acts (Regulations, Directives, Decisions)
- Based on **EURLEX**, **TCT Annex I**, old PPCGs, PPCG 2018/20, PPCG 2020/22, PPCG 2021/22, PPCG 22/23, **PPCG 23/24**
- **Four sub-sectors concerned** (Railway, Road, Maritime and Inland Waterways)
- Using CELEX numbers



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RESULT 1: National legislation aligned with EU *Acquis* Legislation Gap Assessment

EU legal acts were identified, listed and checked



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RESULT 1: National legislation aligned with EU Acquis Legislation Gap Assessment

- As a result, we know now:
 - ✓ *In which Montenegrin act (law, rulebook...) each directive / regulation is transposed / implemented*
 - ✓ *The level of transposition (Not relevant, partially transposed, fully transposed)*
- Recommendations on the transposition process are proposed.



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RESULT 1: National legislation aligned with EU *Acquis*

SHORT TERM NEEDS IN TRANSPOSITION PROCESS IDENTIFIED AND PRIORITISED
– examples of accomplished assignments

GAPS	RESOURCES
Rail: TAC <u>methodology</u> + MAIC (<u>Regulation</u> 909/2015, Directive 2012/34)	2 DST <u>NKEs</u> Finance and <u>Economics</u>
Road: ITS (Directive 2010/40) Road <u>Safety</u> Infrastructure Management (Directive 2008/96)	2 DST <u>NKEs</u> ITS Road <u>Safety</u> Infrastructure Management
<u>Inland Waterways</u> (Directives 2017/2397 and 2016/1629)	1 DST NKE <u>Inland Waterways</u>



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RESULT 2: CAPACITY BUILDING through Sector Approach

Gap analysis:

The vast majority of problems encountered during the project implementation process are due to the failures and poor quality of outputs of the previous phases of project lifecycle: Project preparation (project design and studies) and Procurement + contracting.

Solution:

Technical capacity building backbone → **Project Cycle Management**



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RESULT 2: CAPACITY BUILDING through Sector Approach

- Training Development Approach - **an integrated approach**
- **Five components:** Training; Coaching; On-the-job support; On-demand support; Study visits.
- **The training modules approach** = Theoretical background + Best practice case studies + Brainstorming + Trainee involvement (including feedback).
- The training modules **implementation through specialized courses** (the identified needs + needs identified during the project).
- At least 29 specialized training modules (17 of which related to PCM) over the 4-year contract period.



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RESULT 2: CAPACITY BUILDING through Sector Approach

- Courses/ trainings **improvements/ adjustments** - feedback from participants.
- Repeated every year due to the **high staff turnover** in the transport sector institutions.
- **The process of progressive knowledge acquisition:** New trainees → Beginning level → the Advanced level.
- **Repeating the same training** – work overload of the employees.



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RESULT 2: CAPACITY BUILDING through Sector Approach

- Different levels of participants' initial and targeted final levels of knowledge:

1. **Beginners' Level training**

2. **Advanced Level training**

- 95% of experts remain working in the public administration system regardless of the change of government and the changes in the institutional setup.
- Staff training is possible as a parallel activity with respect to institutional setup and not causally related.



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Project Organisation and Management

Resource Centre

1. Core Resource Centre – the team of Key Experts
2. Non-Key Experts
 - Dedicated Short-Term Resources (DST NKEs)
 - On Demand Short-Term Resources (OD NKEs)

Backstopping team

1. The Project Director
2. The Local Staff
3. Consortium technical support team
4. Administrative support team
5. The Finance support team
6. Resource Centre Manager

Quality Control

1. Quality Controller Supervisor



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Preliminary Legislation Gap Assessment

Purpose: To set up the baseline for the activities to follow

- Assessment of stages of implementation of EU *acquis* related to transport legislation, including rail, into national legislation of Montenegro in the light of provisions and requirements determined within the framework of **Chapter 14** (Transport policy) and **Chapter 21** (Trans-European Networks policy)



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Preliminary Legislation Gap Assessment

Methodology



1

Series of meetings with the representatives of MoCI



2

Documents and online-based research



3

Available draft documents, tables of concordance, mission reports from experts



4

EU accession program of Montenegro



5

EC country report on Montenegro 2022



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Gap Assessment tables

1. List of relevant EU *Acquis* (directives, regulations, decisions and recommendations) have been listed, together with their respective CELEX number for easy reference and search in the EURLEX platform

- Document(s) which transposed/will transpose the EU Acquis
- Status of the transposition process: *fully* or *partially*
- Stage of the legislative process
- Date of the said status



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Transport sectors covered

Railways

73 EU
legal acts

Road

118 EU
legal acts

Maritime

69 EU
legal acts

Inland WW

34 EU
legal acts



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Gap Assessment tables

2. TCT legislative table (Annex I of the Transport Community Treaty)

- Status of the transposition process: *fully, partially, not transposed*
- Explanation of the progress
- Planned deadlines
- Stage of the legislative process
- Responsible person within MoCI



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SUPPORT PROVIDED IN THE AREA OF ROAD SAFETY



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Senior Non-Key Expert – Road Safety Projects

Objective: to contribute to the technical and expert capacity development of the MoCI, PCA and RIOM and support the increase of public body efficiency

- NKE05.3 RSP is involved in the execution of:

Activity 1 - *Development of a training plan, presentations, hardcopy (the text of the presentation printed on paper, with space for notes) for easier tracking of training and train stakeholders in the NKE respective field*

Activity 2 - *Providing support to beneficiary's staff in the process of applying the best knowledge in these areas and their application in everyday work, through mentoring, teaching, and support at work on beneficiaries' real projects*



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Senior Non-Key Expert – Road Safety Projects

Outputs expected:

- *Training for registering road accident data in line with EC CADaS protocol and*
- *Training of traffic police for crash scene investigation.*



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Senior Non-Key Expert – Road Safety Projects

Activity 1

- **Methodology** and its criteria for the identification and selection of projects in the field of road safety;
- **Preventive measures** in road safety;
- Measures to remove "**black spots**" and critical sections from the road network;
- **Traffic management** as a “soft measure” to increase road safety;
- **Educational measures** to raise public awareness of the importance of responsible behaviours of road users in the context of increasing road safety.
- Target group: beneficiary staff from MoCI, CPAA, MoI, Police Directorate who are in charge of such activities and projects.



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Senior Non-Key Expert – Road Safety Projects

Training of traffic police officers

- To raise institutional capacity and raise quality of road accident data
- Traffic police officers doing crash scene investigation passed 3-days training
- Short introduction of importance of road safety management based on road safety data and differences between existing road accident data in MNE and EC CADaS protocol
- Presentation of the proposed new dataset in line with CADaS protocol
- Main novelties of new dataset were presented: Influencing factors, Types of road accidents and Manoeuvres of road accident participants
- Presenting New registering form and Manual for collecting new dataset in line with EC CADaS protocol, jointly with active participation – exercise of participants with a lot of examples and new way of filling New registering form



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Senior Non-Key Expert – Road Safety Projects

Second mission

- Within-field activities (Danilovgrad) and training with 24 traffic police officers
- Training was dedicated to the topic of crash scene investigation to raise institutional capacity and raise quality of crash scene investigation and road accident data.
- Those issues are important for resolving particular road accident and for road safety management.
- Traffic police officers doing crash scene investigation passed training.
- Theoretical training (terms, importance, crash scene investigation, securing crash scene, measuring particular issues at the scene, traces)
- Practical work: simulation of road accident and crash scene investigation at polygon and crating crash scene investigation documents



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Senior Non-Key Expert – Road Safety Projects

Five one-day trainings conducted with the following topics:

- “Methodology and its criteria for the identification and selection of projects in the field of road safety”
- “Preventive measures in road safety”
- “Measures to remove black spots”
- “Road safety management – “soft measures””
- “Education and campaigns in road safety”
- Monitoring of applying knowledge from trainings
- Meetings with representatives from MoCI and MIA – Traffic police were done in line with collecting data for preparing TOR for the new road accident database.



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Senior Non-Key Expert – Road Safety Projects

Drafted documents:

- ***Rulebook for Road safety impact assessment (RSIA) and Road safety checks***

Two Rulebooks transposing EU Directives 2008/96 and 2019/1936:

- ***Rulebook for Road impact assessment and Road safety inspections***
- ***Rulebook for Risk Mapping and Black Spots Methodology***

Plus online training session



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NKE 5.01 TDRO

Activity 1:

- Designing the open route of the road;
- Designing road bridges;
- Road Tunnel design;
- Design of road installations;
- Road equipment and signalling;
- EUROCODE in road design.

Target group: beneficiary staff from Monteput, Road Agency, MoCI, CPA, which are in charge of similar road projects.



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NKE 5.02 TDRA

Activity 1

- Designing the railway route;
- Designing railway bridges;
- Railway Tunnel design;
- Design of railway installations;
- Railway equipment and signalisation;
- EUROCOD in railway design.

Target group: beneficiary staff from MoCI, PCA and RIOM who are in charge of similar rail projects.



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ROAD SAFETY PROJECTS

GAP ASSESSMENT REPORT ON THE KNOWLEDGE AND EXPERIENCE LEVEL OF THE EMPLOYEES

- Prepared in 2021.
- Analyses the volume and accuracy of data collected and intended for the road safety database, according to the adopted procedures and road safety indicators.
- Analyses the existing list of road safety projects.



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ROAD SAFETY PROJECTS

ROAD MAP FOR IMPROVING MATURITY ON INFRASTRUCTURE AND SOFT ACTIVITIES

- Prepared in September 2021



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Report on Black Spot Identification in Montenegro

After downloading data from the database on traffic accidents, managed by the Ministry of Interior, and their detailed analysis, certain shortcomings were identified. Some of the key disadvantages are:

- **Lack of data** on coordinates for all traffic accidents
- **Repetition of data** for the same traffic accident several times (one accident recorded 2 or more times)
- **Wrong coordinates** (e.g. replaced x and y coordinates), which caused that some traffic accidents, with fatalities, are not positioned at all, even in the territory of Montenegro, but e.g. found in the Pacific Ocean



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Report on Black Spot Identification in Montenegro

- **Lack of logical control when entering data** into the database, and therefore justified the suspicion that when entering data, especially regarding coordinates, incorrect data were entered
- The **GPS device that recorded the traffic accident was in the police car**, and in that way, by connecting the time of the accident with the time of the GPS device in the car, the locations of traffic accidents were recorded. In this regard, for certain traffic accidents, the locations of traffic accidents were recorded even as parking lots of the traffic police building, because the time was entered incorrectly, or due to not knowing the exact time of the investigation, errors were made about the location of the traffic accident, etc.



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Report on Black Spot Identification in Montenegro

- CT1 - name: **Zaton** (42.9771, 19.8096)
- CT2 - name - **entrance to Mojkovac from Bijelo Polje** (42.9706, 19.5668)
- CT3 - name - **Žabljak-Razvršje-Virak** (43.1247, 19.1245)
- CT4 - name: **Jasenovo polje** (Nikšić from the direction of Žabljak) - 42.8883, 18.9577
- CT5 - name: **Trmanje** (Morača Canyon 1) - 42.6623, 19.3722
- CT6 - name: **Trmanje** (Morača Canyon 2) - 42.6146, 19.3704

- CT7 - **Zagorak - Frutak** (42.6049, 19.0328)
- CT8 - name: **Karting center** Podgorica (42.3955, 19.1499)
- CT9 - name: **Meterizi - Jankovići** (42.3779, 19.0465)
- CT10 - name: **Zabrđe** (Cetinje) - 42.3738, 18.9348
- CT11 - name : **Podgorica** (42.4233, 19.2566)
- CT12 - name: **Bar** (42.1017, 19.0984)
- CT13 - name: **Podgorica** (42.4374, 19.2761).



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ROAD SAFETY STRATEGY

INSTRUCTIONS TO THE WORKING GROUP FOR THE PREPARATION OF THE ROAD SAFETY STRATEGY

September 2022

The road traffic safety strategy should be harmonized with the recommendations:

- *Global Plan for the Decade of Action for Road Safety for 2021-2030 (Global Plan for the Decade of Action for Road Safety for 2021-2030);*
- *EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision zero";*
- *Safe System approach.*



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ROAD SAFETY STRATEGY

Key stages of the Strategy creation process are:

- ✓ Collection of data on the current state of road traffic safety, based on data from the database (database on traffic accidents, database on the state of the road network)
- ✓ Evaluation of the existing state of road traffic safety
- ✓ List of observed problems
- ✓ Setting strategic goals and drafting strategic measures to eliminate problems

Verification of proposed measures based on existing data and evaluation of the current situation

- ✓ Adoption or rejection of proposed measures
- ✓ Definition of directions for further development of the sector
- ✓ Horizontal measurements
- ✓ Creation of the Action Plan for improving the state of road traffic safety



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ROAD SAFETY STRATEGY

Evaluation of the existing situation:

- Analysis of the existing situation and existing data

Setting strategic goals and drafting strategic measures

- Make a proposal for strategic measures to eliminate and/or reduce existing problems, in accordance with strategic goals
- What must be addressed in order for the Strategy to be harmonized with the EU road safety policy framework



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ROAD SAFETY STRATEGY

Verification of the measures proposed

Definition of directions for further development of the sector

Horizontal measurements

- A range of horizontal measures is given as an illustration of possible needs

Creation of the Road Traffic Safety Action Plan



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ROAD SAFETY STRATEGY

Result:

DRAFT

ROAD SAFETY

2023-2030

STRATEGIJA
POBOLJŠANJA BEZBJEDNOSTI U
DRUMSKOM SAOBRAĆAJU
ZA PERIOD OD 2023. DO 2030. GODINE

– N A C R T –

Mart, 2023. godine



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Draft Road Safety Strategy 2023-2030

STRUCTURE (1)

Analysis of the current state of play

- *Institutions, safety indicators, accident investigations, socio-economic costs...*

Key problems and activities in the process of implementing the strategy

- *Managing the safety of road, vehicles, participants...*

Strategic and operational goals and performance indicators



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Draft Road Safety Strategy 2023-2030

STRUCTURE (2)

Key principles of work in traffic safety

- Safe System Approach

Holders of activities for the implementation of the strategy

- state sector
- economic sector
- non-governmental sector
- means of public information, etc.



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Draft Road Safety Strategy 2023-2030

STRUCTURE (3)

Professional monitoring, reporting and evaluation

- analysis of the achieved interim and final results (goals) on the annual level
- permanent publication of indicators on the state of traffic safety at national and local level

Action plan for the period 2023-2024

PILLAR 1. TRAFFIC SAFETY SYSTEM MANAGEMENT

PILLAR 2. SAFER ROADS

PILLAR 3. SAFER VEHICLES

PILLAR 4. SAFER TRAFFIC PARTICIPANTS

PILLAR 5. ACTION AFTER A TRAFFIC ACCIDENT



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Draft Road Safety Strategy 2023-2030

STRUCTURE (4)

Information for the public about the goals and expected results of the strategy

Assessment of the financial resources needed to implement the strategy:

- *COSTS OF IMPLEMENTING THE STRATEGY*
- *EXPECTED BENEFITS (SAVINGS) OF STRATEGY IMPLEMENTATION*



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The newest deliverables 2023

Senior NKE 17.5 LEGRO/Transport:

prepared a draft aligning the Montenegrin Law with the requirements of:

- **Regulation 1055/2020** (the Mobility Package)
- **Regulation 1071/2009** (access to the profession of the road transport haulier)
- **Regulation 1072/2009** (market access in road transport) – drafts delivered (MoCI).
- Expected: **Directive (EU) 2015/719** on the maximum authorised dimensions in national and international traffic and the maximum authorised weights

Senior NKE 17.4 LEGRO/INFRA: prepared final drafts of the following 4 Rulebooks:

1. Rulebook on technical conditions for the **design and construction of bus stops**
2. Rulebook on **determining and marking school zones** and measures for improving the safety of children in school zones (final version delivered to MoCI)
3. Rulebook on **traffic regulation in the zone of works on the road**
4. Rulebook on **conditions that must be met by roads from the aspect of road safety**



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Current work ongoing in 2023

- Technical harmonization of motor vehicles:
- **One Senior Non-Key Expert for transposing EU *acquis* in Technical Harmonization of Motor Vehicles (Senior NKE 23 LEGRO/TECH):**
 - Regulation (EU) 2018/858 of 30 May 2018 on the **approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units** intended for such vehicles.
 - Regulation (EU) No 168/2013 the European Parliament and of the Council of 15 January 2013 on the **approval and market surveillance of two- or three-wheeled vehicles and quadricycles.**
 - Regulation (EU) No 167/2013 the European Parliament and of the Council of 5 February 2013 on the **approval and market surveillance of agricultural and forestry vehicles.**



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Planned work in 2023

New Terms of Reference for:

One Team Leader/Senior Non-Key Expert for transposing/implementing EU Directives/Regulations on **control procedures in road transport** (roadworthiness package and ADR) (**Senior NKE 25.1 LEGRO/CONTROL**)

One Senior Non-Key Expert for transposing/implementing EU Directives/Regulations, aligning the Montenegrin law with **EU roadworthiness requirements (PTI Checks, Roadside Checks and Vehicle Registration Documents)** (**Senior NKE 25.2 LEGRO/PTI**)

One Senior Non-Key Expert for transposing/implementing EU Directives/Regulations on **Dangerous Goods Transport by road** requirements (**Senior NKE 25.3 LEGRO/ADR**)



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Thank you for your attention!

Q&A



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