Action Plans Progress Report and EU Acquis Monitoring Report

October 2023
Regional Outlook

- Rail: 4% (Slow/Moderate)
- Road: 6% (Slow/Moderate)
- Road Safety: 11% (Moderate)
- Waterborne and Multimodality: 19% (Slow/Moderate)
- Transport Facilitation: 10% (Moderate)

Up to 2022 vs 2023
Overall Progress – Annex I of the TCT

Regional Partners

Modes of Transport (Treaty Annexes)

*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.
Albania

Action Plans Progress

Annex I of the Transport Community Treaty

- Not transposed
- Partially transposed
- Fully transposed
Bosnia and Herzegovina

Action Plans Progress

Annex I of the Transport Community Treaty

- Not transposed
- Partially transposed
- Fully transposed
Montenegro

Action Plans Progress

Annex I of the Transport Community Treaty

- Not transposed
- Partially transposed
- Fully transposed

Up to 2022          2023
North Macedonia

Action Plans Progress

Annex I of the Transport Community Treaty

- Not transposed
- Partially transposed
- Fully transposed

North Macedonia

51% 10%

0% 20% 40% 60% 80% 100%

51% 7%

0% 20% 40% 60% 80% 100%

11% 11%

0% 20% 40% 60% 80% 100%

6% 0%

0% 20% 40% 60% 80% 100%

60% 3%

0% 20% 40% 60% 80% 100%

Up to 2022 2023

75%
Serbia

Action Plans Progress

Annex I of the Transport Community Treaty

- Not transposed: 36%
- Partially transposed: 37%
- Fully transposed: 28%
New generation of Action Plans
Reference documents

- Transport Community Treaty
- Road Safety Declaration endorsed by Transport Ministers/ representatives of the Western Balkan, meeting in Ljubljana, on 25 April 2018.
- Valletta declaration on road safety
- Terms of reference and mandate of a Technical Committee on Road Safety
- EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero"
- Stockholm Declaration February 2020 and UNGA Resolution August 2020
- Global Plan for the Decade of Action for Road Safety 2021 – 2030
Collection and harmonised reporting of KPIs

- Speed, seatbelt and child restraint systems, helmet use for PTW, distraction using handled mobile phone, alcohol
- Vehicle safety
- Infrastructure
- Post crash care
Improve road safety data

- Fulfill criteria for joining EU CARE database
- Improve serious injuries dataset
- Introduce MAIS3+ scale
Safe Infrastructure & Safe Speed


• Implementation of Directive 2004/96/EC for ensuring minimum level of safety for road users in tunnels

• Establish and enforce adequate speed limits supported by appropriate safety measures such as road signs, speed cameras, and other speed restricting mechanisms, to ensure the safety of all road users

• Improve the safety of vulnerable road users, and develop specific measures for their protection, in particular the safety of pedestrians, cyclists and motorcyclists by appropriate infrastructure design and speed management
Safe road users

• Enforce effective road safety measures to address unsafe behaviour: like speeding, drink and drug driving, failing to use seatbelts, child restraints, helmets, use of mobile phones;

• Improve road users' behaviour by continued and effective education and training, focusing in particular on novice drivers, motorcycle riders and professional drivers, awareness-raising campaigns;
Promoting the use of safer vehicles

- Improve safety standards and roadworthiness of vehicles to protect road users
- Promote/take measures for the use of vehicles meeting the minimum standards for occupant and other road users protection equipped with seat belts, air bags and active safety systems;
- Use of intelligent transport systems across the region, ensuring that services and systems are compatible and interoperable with EU standards;
Thank you for your cooperation!

Liljana Çela
Road Safety Desk Officer