

Slovenian Traffic Safety Agency's International cooperation

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International cooperation

Slovenian Traffic Safety Agency is a member of several international organizations, which are active in the areas of:

- preventive,
- educational and
- research work and other areas important for road traffic safety.

As our Agency is a member of these organisations, we report and exchange different Slovenian data on road traffic safety with them in order to get a comparison with other countries.

We also attend and organize different international conferences:

- to acquire new knowledge,
- to get to know best practices throughout Europe and worldwide,
- as an opportunity to establish new contacts,
- exchange opinions and ideas between the profession, politics and the civil sphere.



International cooperation

1. EUROPEAN TRANSPORT SAFETY COUNCIL – ETSC, which is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe.

ETSC seeks to **identify and promote effective measures on the basis of international scientific research and best practice** in areas which offer the greatest potential **for a reduction in transport crashes and casualties**.

For us it is important that ETSC provides **factual information in the form of scientific reports, fact sheets and newsletters** in support of high safety standards in EU harmonisation, the take up of best practice and transport safety research.

ETSC also organises several national and international conferences every year. In 2023 we have co-organised two conferences with them in Slovenia:

- The Future of E-scooters in Slovenia and
- Safe&Sober Event: The fight against drink-driving and alcohol interlocks in Slovenia.



International cooperation

2. FORUM OF EUROPEAN ROAD SAFETY RESEARCH INSTITUTES – FERSI, which aims to enhance road safety in Europe by **promoting and coordinating high quality road safety research, advising on the implementation of research results, and evaluating implementation outcomes.**



FERSI:

- unites institutes from **22 European countries**,
- is **open for cooperation with any European and international road safety research organisation**, both in exchanging research knowledge and in seeking opportunities for collaborative research,
- acts on behalf of its members vis-à-vis the European Commission, European Parliament, European Council while promoting road safety in European research programmes, disseminating relevant research results, and acquiring funding for research projects,
- represents its members in the dialogue with other European and international road safety and road transport organisations, e.g. OECD, UN and WHO, as well as transport-related umbrella organisations, professional unions and branch associations.

International cooperation

3. OECD – IRTAD Group, which aims to **promote the international co-operation on road crash data and its analysis to contribute to reduce the number of traffic casualties.**

IRTAD has 80 members and observers from more than 40 countries and brings together road safety experts from national road administrations, road safety research institutes, international organisations, automobile associations, insurance companies, car manufacturers and others.

The basis for their road safety work is the [International Road Traffic and Accident Database](#), which was created in 1988 with the aim to provide an **empirical basis for international comparisons and more effective road safety policies**. The database includes validated data for 32 countries.

IRTAD also **facilitates twinnings** between countries striving to improve their road safety record by enhancing their road crash data and countries who are among the top performers.



International cooperation



4. European Commission - CARE database, which is a Community database **on road accidents** (commonly referred to as “crashes”) **resulting in death or injury** (no statistics on damage-only accidents). The legal basis for CARE is the EU Council Decision on the creation of a Community database on road accidents (93/704/EC), which obliges Member States to provide annual data on road accidents.

The main purpose is **to provide evidence to identify and quantify road safety problems throughout the EU roads, evaluate the efficiency of road safety measures, determine the relevance of EU actions and facilitate the exchange of experience in this field.**

CARE expert group composed of national representatives meets 1-2 times per year to discuss issues related to the database, the variables as well as the collection, processing and dissemination of data. The major difference between CARE and most other existing international databases is the high level of disaggregation, i.e. **CARE comprises detailed data on accidents, individuals and vehicles involved in the accident itself**, as collected by the Member States.

Member States officials have access to the disaggregated CARE data through a dedicated reporting.

International cooperation

5. Type-Approval Authorities Meetings (TAAM) - our Agency is the type approval authority of Slovenia and therefore can participate at the TAAM, which connect all type approval authorities of EU countries.

The aim is **to ensure uniform application of the requirements for motor vehicles** within the Community type-approval system and **to facilitate the exchange of information and experience** regarding the implementation of type-approval legislation for vehicles.

6. Forum for the Exchange of Information on Enforcement of the EU legislation on the approval and market surveillance of motor vehicles

The Forum's advisory tasks are **the promotion of best practices** in order to facilitate the uniform interpretation and implementation of Regulation 2018/858 (EU), the exchange of information on enforcement problems, cooperation, in particular regarding the assessment, designation and monitoring of technical services, the development of working methods and tools, the development of an electronic information exchange procedure, and the evaluation of harmonised enforcement projects and penalties.

International cooperation

7. CIECA – The International Commission for Driver Testing (we became members in 2023), which is active in the fields of road safety and driver testing. Today CIECA has 69 members in 38 countries worldwide.

Its aim is **to improve driving standards, to contribute to road traffic education, to improve road safety, to protect the environment and to facilitate the mobility of road freight and passenger transport**, both private and commercial.



It is CIECA's aim to organise and implement the following activities:

- To organise and promote co-operation and exchanges between its members;
- To collect, analyse and make available to its members information and documents concerning driving licence examinations and road education;
- To carry out, manage or participate in relevant studies and research concerning driver education, examinations and examiners;
- To participate in international projects, actions and other events;
- To promote the creation and application of quality assurance systems in the area of driving examinations and aspects related to the education and road safety associated with these examinations;
- To develop special co-operation with international organisations and regional economic integration organisations, in particular, European Union institutions.

International cooperation - TRENDLINE Project

In 2022 we applied for the Trendline project, which is co-funded by the European Union.

Trendline brings together **25 EU Member States** (as well as 4 other European countries as observers) for **data collection, data analysis, delivery of road safety KPIs – all under common methodological guidelines for mutual comparison and for using the data within road safety policies.**

Road safety KPIs (Key Performance Indicators) are an integral part of the 'Safe System' approach to road safety.

As part of the project, we collect data for the following KPIs in Slovenia:

- percentage of vehicle occupants using the safety belt or child restraint system correctly,
- percentage of riders of powered two wheelers and bicycles wearing a protective helmet,
- percentage of vehicles travelling within the speed limit and
- percentage of drivers driving within the legal limit for blood alcohol content.



The result of the project will be the conclusions and recommendations for improving road traffic safety across Europe.

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