



## **17<sup>th</sup> Technical Committee on Road Safety and 8<sup>th</sup> WBRSO meeting**

25 April 2024

*Hilton Vienna Park Hotel, Park Suite 7 meeting room, Vienna*

### **Agreed Conclusions**

1. The 17<sup>th</sup> Technical Committee on Road Safety and 8<sup>th</sup> WBRSO meeting took place in a hybrid format, virtually and in Hotel Hilton Vienna Park, Vienna on Thursday, 25 April 2024. The meeting took place during the Study Visit to the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) organised by the TCT Secretariat.
2. The agenda of the 17<sup>th</sup> Technical Committee meeting was adopted without comments.
3. Participants welcomed the opening remarks given by Ms Liljana Çela, Desk Officer for Road Safety and Ms Nerejda Hoxha, Policy and Projects Road Coordinator who welcomed delegates and introduced Mr Tomislav Bojic, TCT Secretariat's secondee appointed for 6 months from the Ministry of Transport and Communications of the Federation of Bosnia and Herzegovina.
4. As the chairmanship of Bosnia and Herzegovina concluded, the TCT Secretariat suggested initiating a new round of chairing by the Regional Partners starting with Albania. Ms Zana Joca, Ministry of Infrastructure of Albania was proposed and appointed as the new Chair for the current year. The Chair welcomed all the Regional Partners and Observing Participants and wished a fruitful meeting and tangible results in the future, including the adoption of the new generation Action Plan in 2024.
5. New Participants of the meeting were introduced: Ms Stinela Dashi from the Ministry of Health of Albania, Ms Brikena Tare – from the Institute of Transport of Albania, WBRSO member, Ms Marija Markovic, Institute of Public Health of Belgrade and Mr Vladan Nikolic, Ministry of Interior of Serbia.
6. Mr Peter Whitten, Policy Officer from DG MOVE, European Commission presented the latest developments on EU Road Safety Data for 2023 and on the European Road Safety Observatory. Trends in the number of road deaths in the EU including 2023 were shown, as well as short and long-term changes in road fatalities by mode of transport in the EU. Moreover, the latest CARE data developments were introduced and recent ERSO publications and key safety performance indicators in EU Member States.
7. The participants welcomed the presentation of the Global Status Report on Road Safety 2023 given by Mr Jonathon Passmore and Ms Maria Segui Gomez from WHO. Data and methods (mathematical modelling) to estimate road fatalities per region and user types were shown and the country-level

changes. Legislation on 4 core safety standards and policies on user behaviour were indicated, concluding that the global progress is still far from the target. The Road Safety Data App developed by WHO was demonstrated. TCT Secretariat indicated that the app was used as a model to develop the WBRSO application for the Western Balkan region. Mr Jonathan Passmore shared the results of the WHO Global Status Report on Road Safety 2023 and invited Regional Partners to submit their inputs or proposed changes if any in writing.

8. State of Play on MAIS 3+ was provided by WBRSO Members from the Health Sector of Regional Partners. Regional Partners were invited to submit their reports in writing to the TCT Secretariat by Monday, 29 April which results as follows:

- a. **Albania** - *The Ministry of Health and Social Protection of Albania through the National Health Strategy 2021-2030 aims to clarify the roles and responsibilities of the Albanian health system in responding to emergencies and to offer a common approach to Albania's work in emergency cases. Also, an Action Plan/Guideline "For the preparation of Response Plan to Disasters in the Hospitals" has been drafted in cooperation with the WHO, and Road accidents that are causing serious injuries/damages, be considered/denominated: road casualties, can imply itself, cases of dramatic disasters. The injury level can be evaluated by the MAIS3+, which in Albania is put into action by the National Center of Health Emergencies, in cooperation with the University Trauma Hospital, by evaluation of the cases and compiling the health data modules. Also, The Ministry of Health and Social Protection of Albania in cooperation with the Institute of Public Health would have to draft new policies and frameworks to present and include the implementation of MAIS3+ in various institutional levels.*
- b. **Bosnia and Herzegovina** reported by email that this issue is not regulated.
- c. **Kosovo\*** has no feedback from the Health Sector.
- d. **Montenegro** - *A study on the introduction of the MAIS3+ scale was drafted as well as amendments to the Rulebook on the manner of filling in, deadlines for submission and form of reports on the established disease. The mentioned tasks were completed in cooperation with the sector for legal regulations in the Ministry of Health, based on the already legally supported AIS scale, which is the basis for the implementation of the MAIS3 + scale of injuries. Members of the multisectoral working group were representatives of the Ministry of Health, Institute of Public Health, Institute for Emergency Medical Assistance, Clinical Center of Montenegro - Center for Forensic Medicine, Ministry of Transport, Ministry of Internal Affairs and Police Administration. There was a delay in further implementation because the Institute of Public Health hasn't approved the drafted documents yet, and that is a presumption for getting approval from the Secretariat for Legislation. North Macedonia is not using MAIS3+ and there is no official protocol for its use. Glasgow coma scale is used*

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\* This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence

- in neurosurgery departments. In 2018, a regional TAIEX workshop for MAIS3+ was organised but still, there is no progress in practice.*
- e. **Serbia** *has still not adopted a definition for serious or slight injury in police records. In Serbia, the bodily injury severity of those involved in road accidents is assessed by an emergency medical service doctor, at the crash scene and/or by a hospital doctor. The severity of a body injury is also assessed by forensic medicine experts. Their assessment is based on the Criminal Law (article 121- Serious bodily injury and 122 -Slight bodily injury). In 2017, Serbia conducted research on the options for implementing the Maximum Abbreviated Injury Scale (MAIS3+) on the number of people injured in road crashes in Serbia. In 2019, the EU funded project Improving Road Safety in Serbia started, aimed at strengthening road safety management in local communities, introducing an improved injury classification system (MAIS3+ injury scale) and improving road infrastructure safety by identifying and eliminating risky road sections and dangerous locations using internationally recognized road infrastructure improvement tools and methodologies, and one of the project goals has been to establish MAIS3+ injury scale data collection. Through this project, medical experts have been doing the in-depth analysis of legislative, institutional, administrative, technical, and technological aspects of introducing MAIS 3+ injury scale in the Republic of Serbia, analysis of possibilities for improving data exchange between the health sector and traffic police, and analysis of road traffic trauma in Serbia based on reports on hospitalization (2015-2019) and gave their suggestions on possible amendments of legislation, proposal on a method of collecting data on MAIS3+ injury scale, intersectoral exchange of MAIS 3+ data, and training of medical staff in recording MAIS3+ injuries. In the period December 2021- March 2022, there were 4 introductory workshops held with designated representatives from in-patient healthcare institutions providing post-crash care of road trauma patients. Also, the Institute for Public Health of the Republic of Serbia “Dr Milan Jovanovic Batut” has developed and piloted MAIS3+ data intake through their portal- they have piloted the possibility of entering the MAIS3+ score in the report on hospitalization. Further steps in the education of health workers, further work on the MAIS3+ database and further steps in intersectoral data exchange are to be taken.*
- f. **Observing Participants:**
- Georgia** *- In the framework of the EU Twinning Project “Support in Establishment of Comprehensive Road Safety Database and Further Improvement of Road Safety Management in Georgia” and with the help of Lithuanian experts, several variables have been added to the test electronic version of the hospital registration form IV-066 and a MAIS3+ conversion tool has been developed to determine the total injury severity level. The medical network statisticians and managers have been trained nationwide regarding the planned changes. At this stage, work is underway on the technical details to be made in the electronic version of the registration form 066 of the patients discharged from the hospital and the required amendments to the regulatory documents.*

9. Progress on the measures Road Safety Action plan and EU Acquis was presented by Liljana Çela, Transport Community Secretariat and Technical Committee members reported the latest changes on the progress made during the Reporting Period November 2023 – April 2024.

- a. **Albania** reported that work on transposing Directive 96/53 into national legislation is expected to be finalised in 2024. The service contract IPA III/2024/454-582 was signed on 10 April 2024 between the EU and a consortium led by IRD Engineering Srl. The contract value is Euro 2,200,000 and the date on which implementation started is 15 April 2024. The period for implementing the tasks is 36 months from the start date and includes developments of RS Strategy, and Action Plan as well as reforming of the Albanian Road Authority. The draft strategy will be completed by the end of 2024. The design for 4 projects by WB for the reconstruction of 2 bridges is in the tendering procedure, transport monitoring centre project is in the implementation phase for 200km. Investments in eliminating 7 blackspots on intersections are ongoing. After the completion of the World Bank project, the Albanian Road Authority continues to fund the maintenance contracts for roads, using the same technical specifications as those utilized in the project. As regards Vulnerable Road Users, the General Directorate of Road Transport Services (DPSHTRR), a subsidiary institution of the Ministry of Infrastructure and Energy, among its main objectives has to increase the awareness of the implementation of road traffic rules. In the framework of this objective, educational hours with the theme "Road Safety" are regularly organized near kindergartens, 9-year educational institutions and gymnasiums.
- b. **Kosovo** reported that the Multimodal Transport Strategy was adopted in March 2024, and the programme for road safety is expected to be approved by the Council in the next months. The law on Traffic Rules was approved in April and has introduced an increase in penalties. Law on roads is approved by the Government and is in the process of getting approval from Parliament. Work with GIZ on the project for developing an app related to the road safety of children in school zones will be finalised soon and is expected to be promoted in a high-level visibility event in June 2024.
- c. **Montenegro** reported that In October/November 2023 were organized two trainings: one for inspections on traffic accidents and making records in accordance with CADaS protocol, and the other one tachograph control training.  
On 4-6 December Podgorica it was organized TAIEX Regional Workshop on Road Safety Audit and Road Safety Inspection training for increasing capacities on Tunnel Safety expertise.  
The EBRD provided financing for the development and implementation of the following ITS components in Road Transport in Montenegro: 1)Traffic Data Collection System and 2) Enforcement Cameras.  
As Montenegro has developed a Methodology for collecting KPIs which is in line with EU Methodology, all KPIs (seat belt, child restraint systems, using mobile phones, wearing helmets, and others) were collected in 2023, as well as a survey of road users' attitudes.  
Transport administration has launched tenders for the preparation of RSI and RSA reports for several road sections, revision of technical documentation/construction works for the improvement of road safety in school zones at 15 locations on national roads, and preparation of RSI reports in 4 tunnels longer than 500m.

*Within the framework of the project "Technical Assistance for Project Preparation of Investment Projects in the Transport Sector of Montenegro", the analysis of potential black spots on state roads was finalised in 2023.*

*The Strategy for Improving Road Safety (2024-2030) with the Action Plan 2024-2025 was developed, and submitted to European Commission for approval.*

*The following bylaws are adopted:*

- Amendments to the Regulation on closer conditions that vehicles must meet in traffic on the roads*
- Regulation on closer conditions and criteria for categorization of bus stations*
- Regulation on amendments to the Regulation on determining the minimum duration of the ride*
- Regulation on the closer use of devices for traffic recording and their technical characteristics*
- Decision on the amount, manner and conditions of payment of the fees for the use of state roads*
- Decision on the categorization of state roads*
- Regulation on amendments to the Traffic Signalization Regulations*
- Regulation on traffic and technical conditions for the design and construction of bus stops on a public road*
- Regulation on closer conditions for determining the part of the road or street located in the immediate vicinity of the school*
- Regulation on technical devices for the protection of children's traffic safety*

**d. North Macedonia** reported that:

- At the moment, the law on traffic safety is being harmonized with the changes in directive 91/671/EC on safety belts and child restraint systems in vehicles, amendment 2003/20 ec on the use of safety belts in vehicles less than 3.5 tons. Likewise, changes concerning the RSI and RSA of the roadside. In parallel, a campaign is taking place the increased control by the police for the use of safety belts.*
- The procurement for the implementation of the ITS Design on the southern part of Corridor 10 (E75) is underway, and negotiations with the World Bank for financing the expansion of the ITS Design in the northern part of Corridor 10 will start soon.*
- The establishment of the RS Agency was postponed during the ongoing presidential and parliamentary elections in North Macedonia.*
- A project to increase road safety on local roads is being implemented by the Ministry of Transport and Communication and the World Bank. The design and implementation of the measurements anticipated by RSI and RSA will be constructed on a 300 km local road network.*
- The improvement of the road infrastructure continues with the signing of the Contract for the completion of Corridor 8 as a highway. The construction of the highway on Corridor 10-Right parallel to the existing road, more specifically the Gradsko-Faris and Prilep-Bitola sections, reserved only for motorized traffic, will significantly increase the*

*safety of road users because the existing road is for mixed traffic, passes through an agricultural region with a high number of traffic accidents.*

- **Serbia** - Law on Amendments to the Law on Road Safety was adopted in September 2023.
  - *The third Regulation on the conditions and manner of implementing subsidized allocation of protective frames for used tractors was adopted by the Government in January 2024. The total amount of funds allocated for this activity is around 1 million Euros. So, this is the third year in which the allocation of these funds is conducted. The Road Traffic Safety Agency carries out these tasks operationally and all requests are submitted to the Agency.*
  - *Minister of Construction, Transport and Infrastructure adopted the following bylaws:*
  - *Rulebook on Amendments to the Rulebook on the division of motor vehicles and trailers and technical conditions for vehicles in road traffic – March 2024. This document, among other things, prescribes the technical requirements for e-scooters that have become regular participants in traffic. Therefore, e-scooters (or light electric vehicles as defined in the Law) must be equipped with 1) mechanical steering 2) breaking devices 3) one or two symmetrically placed lights to illuminate the road 4) one or two rear position lights 5) catadioptrics and 6) a device for giving sound signals. Likewise, we defined a standard for bicycle helmets that e-scooter drivers must wear. Moreover, we have done further alignment with Directive 96/53 in terms of the permissible dimensions and weight for vehicles.*
  - *Rulebook on Amendments on Traffic Signs and Signals – March 2024, related to additional level crossings provisions in order to improve safety on these sections of roads.*
  - *Rulebook on Amendments to the Rulebook on vehicle testing – February 2024, in terms of the possibility of testing autonomous vehicles (M1, N1, L7 categories) on our roads. In addition, an integral part of the autonomous vehicles field is also the Rulebook on conditions for performing autonomous driving, which was adopted in November 2023 by the Minister of Interior.*
  - *The following rulebooks are being drafted or are in the adoption procedure:*
  - *A new Rulebook on the conditions and method of obtaining a certificate of professional competence (CPC) and a driver's qualification card, that replaced a existing one.*
  - *Rulebook on Amendments to the Rulebook on vehicle testing, in terms of testing of non-type-approved vehicles.*
  - *Rulebook on determining the status of oldtimers.*
- e. *From the Observing Participants, Georgia reported that a draft version of the Strategy is prepared and the Action Plan will follow until 2025; a new design project for ITS is ongoing; for the implementation of the 1958 UN agreement on type approval, Technical Regulation on procedures for granting Type Approval on vehicles and vehicle parts was approved; preparation of proposal to introduce individual approval system of vehicles in aim to improve vehicle modification rules is*



*ongoing, relevant research in connection with the mandatory periodic technical inspection of L category vehicles was conducted.*

10. All Regional Partners were invited to submit in writing the latest updates to the TCT Secretariat.
11. Liljana Cela, TCT Secretariat informed participants about the proposed structure of the Next Generation of Road Safety Action Plan. Actions and measures with implementation deadlines as previously discussed with each Regional Partner were introduced. The proposed Action Plan, once approved by the TC members will be presented to the RSC for adoption and it will be endorsed by the Ministerial Council in November 2024.
12. Mr Wouter Van den Berger, Tilkon and Mr Jiří Ambros, CDV presented the final results and recommendations of the completed technical assistance on KPIs on Seat belt use and CRS (WestBelt). The presentation encompassed key components of the project approach, recorded variables, training sessions held in each Regional Partner, and the timelines of data collection per each RP. The final report which is available on the TCT Secretariat's website includes statistics of restrained vehicle occupants in the Western Balkans, KPI values on urban roads, on rural roads, and on motorways per each RP as well as a comparison with baseline. Finally, it includes a list of recommendations to adequately use road safety KPIs.
13. Mr Nenad Nikolic from UNECE Secretariat presented UNECE Activities for a better Road Safety system in Western Balkans regional partners and Observing Participants. UN RS legal instruments were listed, as well as the status of Regional Partners and Observing Participants in UN road safety conventions. Participants were invited to take part in Global Forum on Road Safety sessions which take place twice a year. WP.29 was also introduced. Capacity development activities performed in Albania, Bosnia and Herzegovina and Serbia were presented.
14. Monica Stanciu, Desk Officer for Transport of Dangerous Goods from the TCT Secretariat informed participants about the TAEX Capacity Building – 112 and eCALL meeting held in Skopje on 21-22 February 2024 and proposed a way forward. All Regional Partners and Observing Participants were encouraged to approximate the eCall EU Directive comprised in Annex I.3 of the TCT.
15. Liljana Çela from TCT Secretariat informed participants that High Level Visibility Events for promoting Safer to School Guidelines will be organised in each Regional Partner. One such event took place in Tirana on 11 April. The next event will take place in Pristina on 13 May, and in Podgorica on 4 June, whereas the exact date for Bosnia and Herzegovina will be confirmed (end of May or June - back to back with Green Mobility Summit), and for Serbia and North Macedonia in September in the occasion of the start of the new year of the school.



16. The next meeting of the Technical Committee on Road Safety will take place back-to-back with the Transport Days and Road Technical Committee meeting in Portoroz, Slovenia, on 18-20 June 2024. During 2024, a Capacity Building on MAIS3+ on 21 June 2024 dedicated to the subject of serious injuries, and a site visit during September/October 2024 related to 112 in Georgia.

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### **Day II – 26 April, Vienna**

#### **Study Visit to the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)**

In the second day a study visit of the Transport Community to the Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) took place. After the opening by the BMK Head of Infrastructure Procedures and Road Safety together with the Director of the TCT Secretariat, the delegation was welcomed by the BMK Department Road Safety and Infrastructure Safety Management. Together with invited experts various road safety topics have been discussed during the event day. The Austrian Road Safety Strategy 2021 - 2030, speed in road traffic as well as the safety of vulnerable road users with a specific focus on bicycle, micromobility and motorbike were debated. The work of the Austrian Road Safety Fund and the implementation of school zones in Austria have also been presented. The study visit was rounded by the delegations visit to a nearby site, where a modern designed forecourt area of a Viennese school is located.