



Support for implementing measures for the South East Europe
Core Regional Transport Network Multi Annual Plan 2008-2012
EuropeAid/125783/C/SER/MULTI



WYG International part of the WYG group
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Annex

to

Regional Road Safety Strategy (RRSS)

Explanatory Report
(document for Road Safety Experts)

Final

July 2009

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EXPLANATORY REPORT to REGIONAL ROAD SAFETY STRATEGY (RRSS) (document for Road Safety Experts)

Table of contents

1. INTRODUCTION TO EXPLANATORY REPORT FOR RRSS	3
2. CURRENT SITUATION OF THE ROAD SAFETY IN SEETO PARTICIPANTS	4
2.1. Traffic	4
2.2. Road traffic accidents	5
2.3. Administrative Situation and information flow	9
2.4. Planning and design	9
2.5. Road Safety Strategies and Road Safety Programs	10
3. SWOT ANALYSIS BY SEETO PARTICIPANT CONCERNING RSA	11
3.1. SEETO – Participant: Albania	11
3.2. SEETO – Participant: Bosnia and Herzegovina	12
3.3. SEETO – Participant: Croatia	13
3.4. SEETO – Participant: former Yugoslav Republic of Macedonia	14
3.5. SEETO – Participant: Montenegro	15
3.6. SEETO – Participant: Serbia	16
3.7. SEETO – Participant: Kosovo (under UNSCR 1244/1999)	17
3.8. Overall Regional SEETO – Participant analysis	18
4. ORGANIZATIONAL CHARTS REGARDING ROAD SAFETY ACTIVITIES <i>(INSTITUTIONAL CAPACITIES)</i>	20
4.1. SEETO – Participant: Albania	20
4.2. SEETO – Participant: Bosnia and Herzegovina	21
4.3. SEETO – Participant: Croatia	22
4.4. SEETO – Participant: former Yugoslav Republic of Macedonia	23
4.5. SEETO – Participant: Montenegro	24
4.6. SEETO – Participant: Serbia	25
4.7. SEETO – Participant: Kosovo (under UNSCR 1244/1999)	26
5. REGIONAL ROAD SAFETY STRATEGY AS BASIS FOR THE PREPARATION OF A NATIONAL ROAD SAFETY STRATEGY	27
5.1. Preparation and adoption of National Road Safety Strategy	27
5.2. Political support to the National Road Safety Strategy	28
5.3. Stakeholders and important partners in Road Safety	29

1. INTRODUCTION TO EXPLANATORY REPORT FOR RRSS

The draft Regional Road Safety Strategy (RRSS) for SEETO Participants is a result of a project financed by the European Union “Support for Implementing Measures for South East Europe Core Regional Transport Network Multi Annual Plan (MAP) 2008-2012”, EuropeAid/125783/C/SER/MULTI.

The RRSS is based on the European Union’s major documents (Directives, Norms and Recommendations) as well as on documents from UN, World Health Organisation reports, International Transport Forum (previously ECMT), International Road Safety Organisation (PRI), European Transport Safety Council (ETSC), and other relevant institutions in the field of road safety and on the best practise. As a result of this, it is possible to share all the advantages of a co-ordinated road safety policy in the Region to ensure the best performance of road safety systems for further integration of SEETO Participants into EU.

This, Explanatory Report (document for Road Safety Experts), should be used as a road safety expert support for Main Report – Core Document. The Explanatory Report is created in a stepwise way to provide detailed information for implementation of a Regional RSS or of a National RSS.

This Explanatory Report consists of four useful topics:

- Current situation of the Road Safety in SEETO Participants (major indicators and trend analysis in SEETO Participants)
- SWOT analysis by SEETO Participant concerning RSA (SEETO Participants and Regional SWOT analysis will point out the most dangerous elements which must be improved)
- Institutional capacity building (through the analysis of institutional capacities to handle the road safety topics, the Organigrams of major stakeholders concerning Road Safety are presented) and
- Regional Road Safety Strategy as a base for preparation of National Road Safety Strategy (this chapter shows the most effective way to use RRSS as basis for the preparation of the NRSS).

The major goal of Explanatory Report is to provide the necessary help to road safety experts in SEETO Participants while they are working to adapt to the Regional Road Safety Strategy and prepare their own National Road Safety Strategy. This is not a stand alone document, and should be use only as complement to Main Report – Core Document “Regional Road Safety Strategy”.

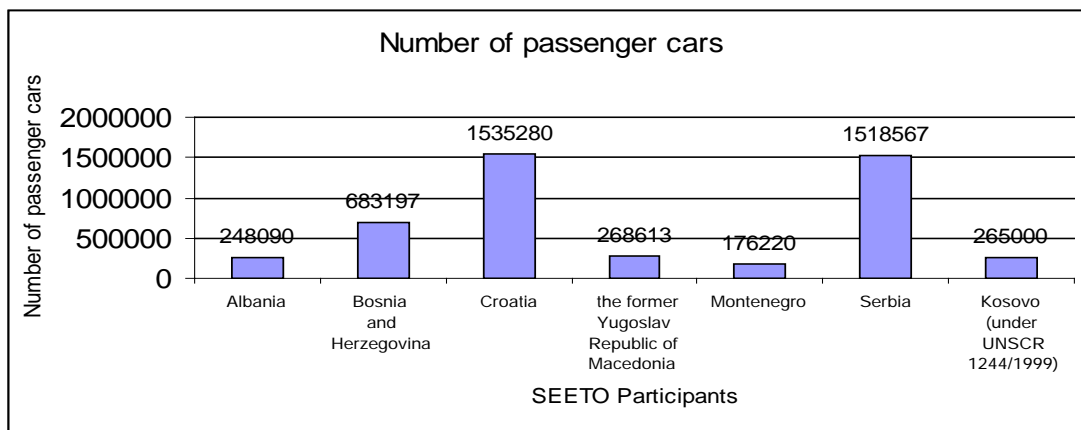
2. CURRENT SITUATION OF THE ROAD SAFETY IN SEETO PARTICIPANTS

In order to prepare a National RRS and in order to adapt to the Regional Road Safety Strategy (RRSS), for any particular SEETO Participants some of the data below can be used:

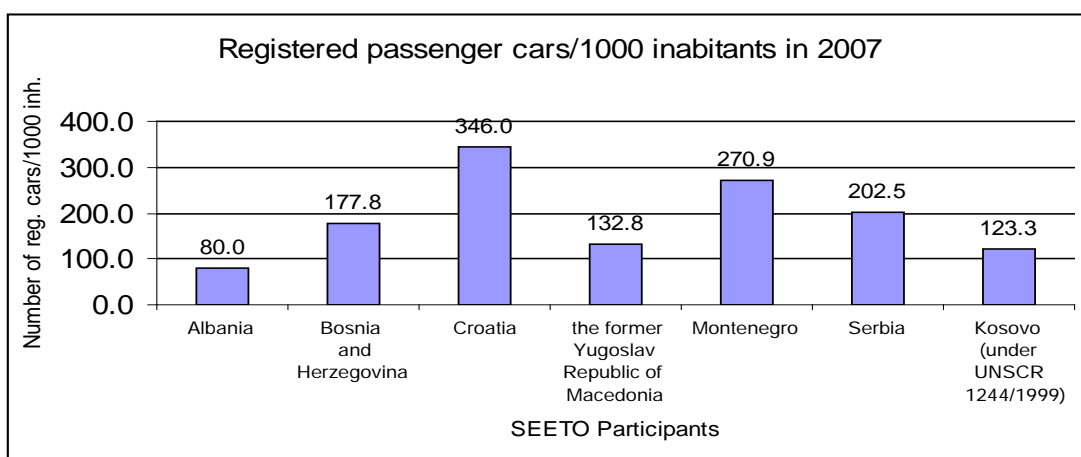
2.1. Traffic

In the last decade, a strong increase of traffic volumes and of registered vehicles can be concluded for all SEETO Participants. There were big differences regarding the initial situation and the developments that took place. The current situation regarding the usage of passenger cars can be illustrated with the following two diagrams:

Total number of registered cars in 2007.*



Number of registered passenger cars per 1.000 inhabitants in 2007.*



* Note: Updated data when compared to the First Progress Report

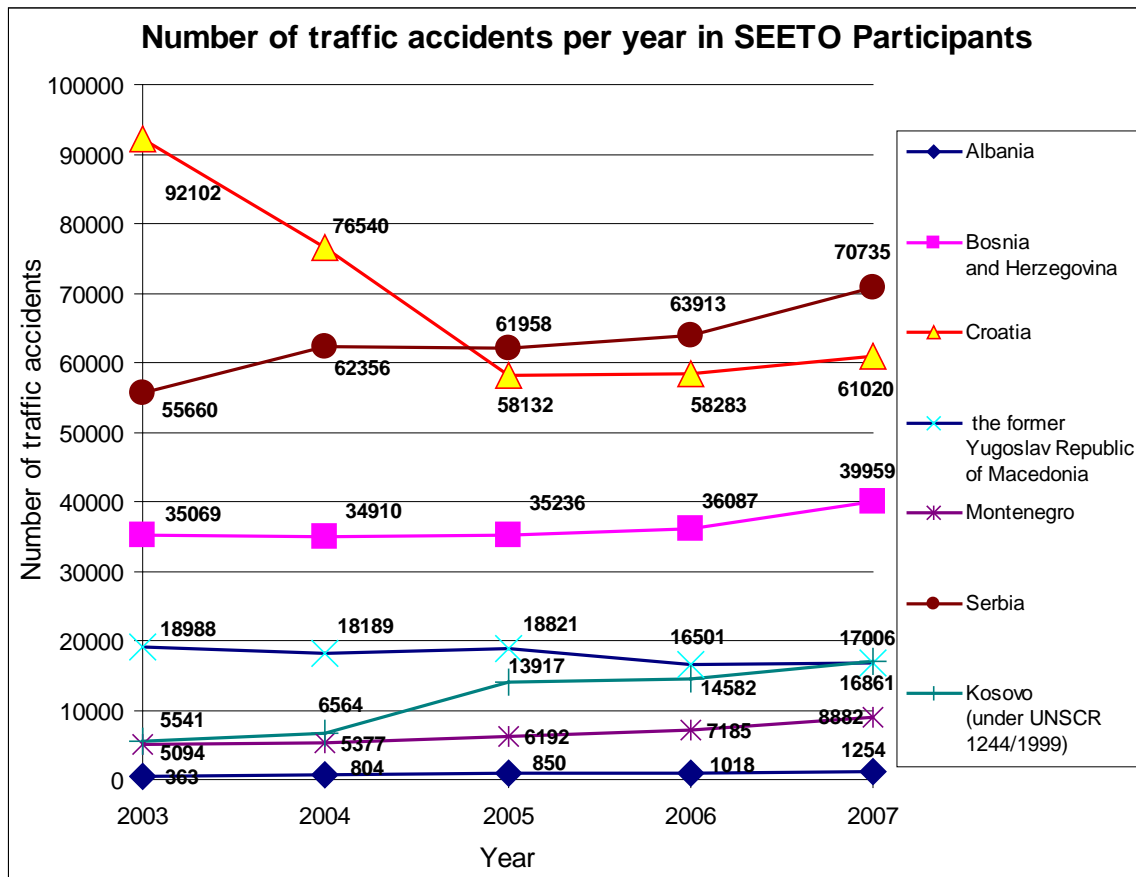
The traffic volumes are also increasing in the whole Region. For example in Croatia in the last years the average increase of traffic volumes was reported as high as 10% per year. Further development will depend on the economic situation of the different Participants, but studies

like REBIS are showing increasing numbers.

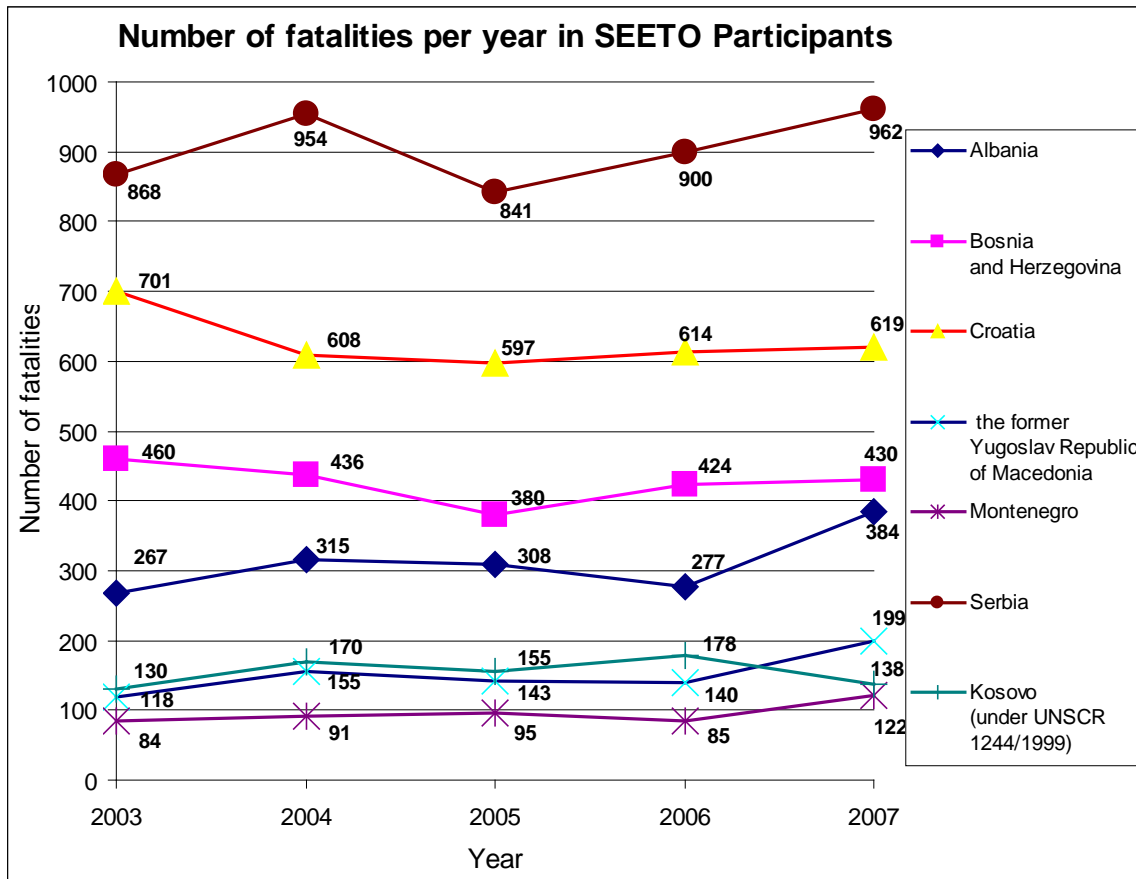
2.2. Road traffic accidents

The current traffic accident situation is not consistent in SEE Region. Some Participants were successful to stop the increasing in tendency or were successful in reducing the total number of accidents (former Yugoslav Republic of Macedonia, Croatia).

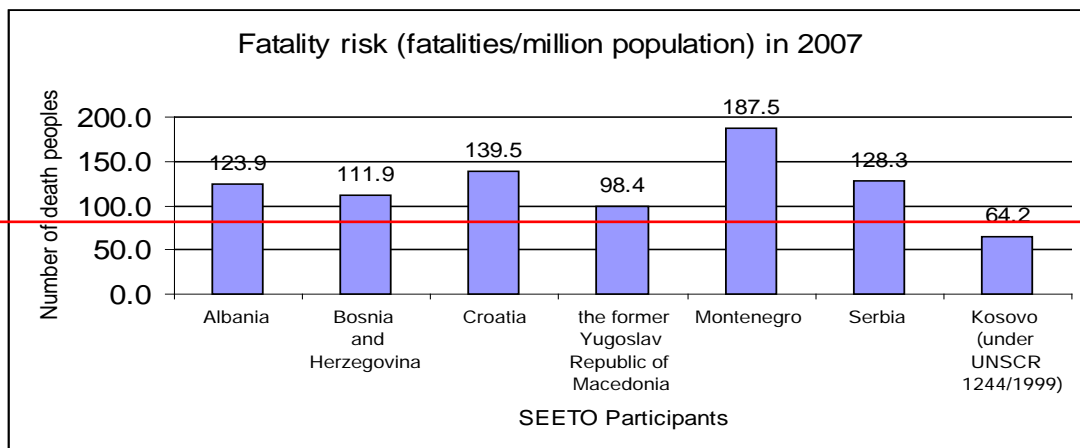
The following graphic illustrates the findings:



Regarding the fatal accidents we see with the exception of Croatia there has been no real progress achieved. The number of fatalities is stable at a high level.

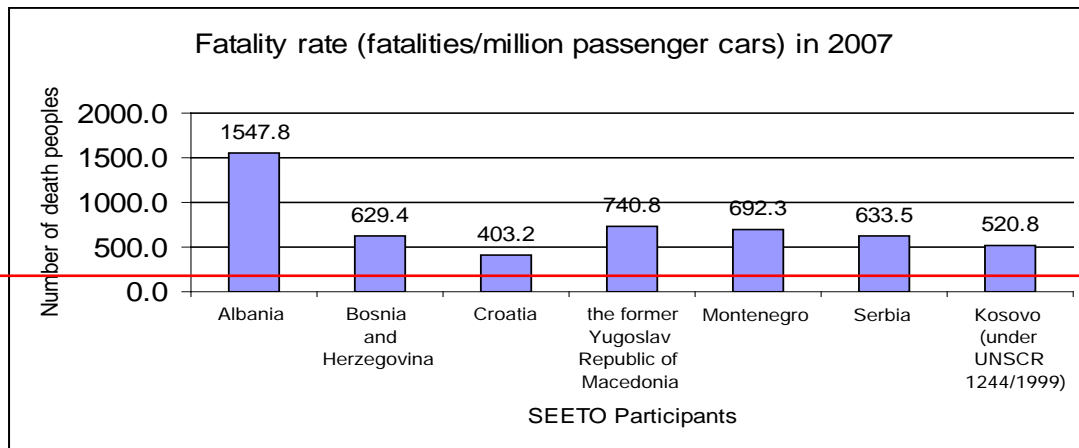


The circumstances regarding road safety in the Region are very different (number of inhabitants, level of motorisation). It is a task of basic research to quantify in a detailed and scientific way the relative indicators. Nevertheless with the received data it is possible to make some calculations in order to get some rough estimation of the local conditions. We calculated at first the fatality risk for the year 2007 for the Participants:



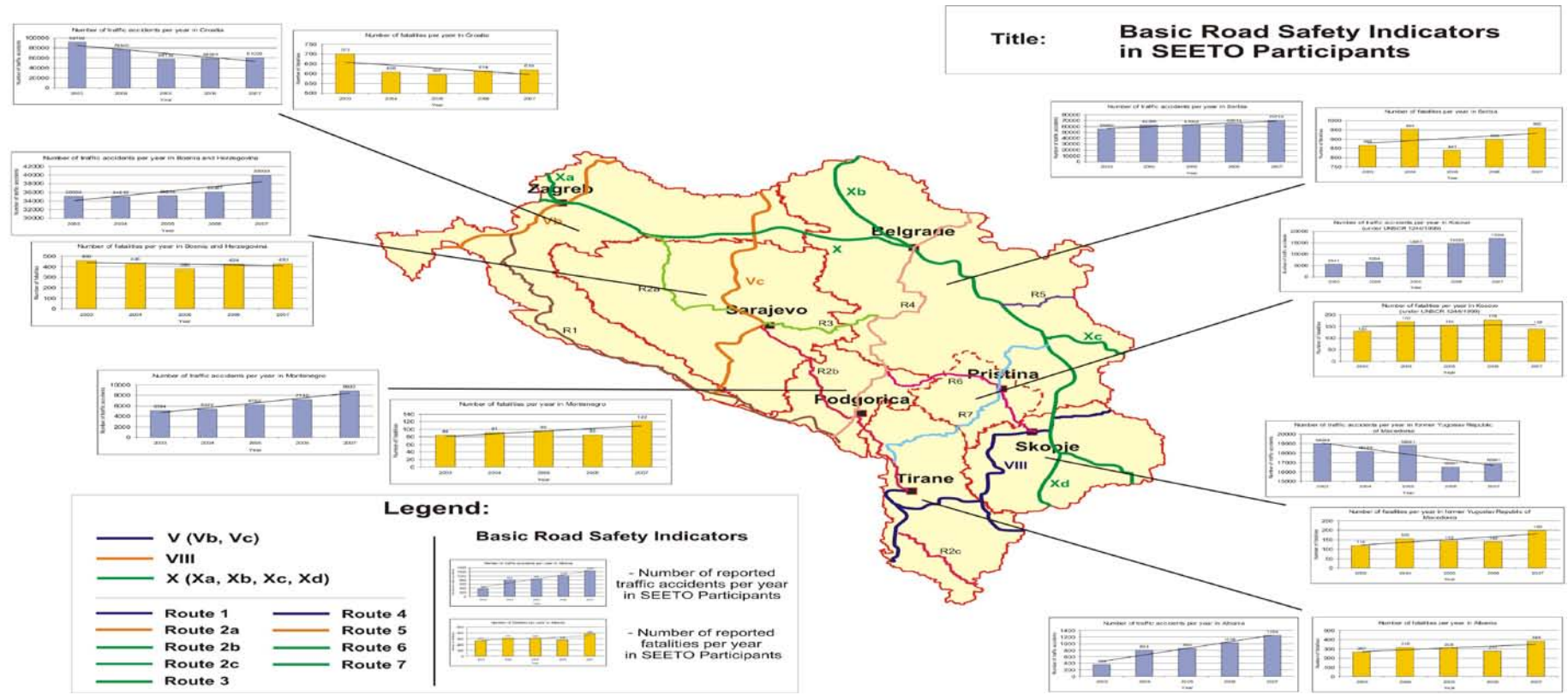
Using this data we can resume that the situation is - with the exception of Kosovo (under UNSCR 1244/1999) - not acceptable (the EU 25 in 2005 average was 89 fatalities/1Mill.inhabitants).

With a calculation based on the registered number of passenger cars (=fatality rate) we will get another aspect of the situation:



Comparing the results with EU 25 in 2004 average (188 fatalities/1 Mill. Passenger cars) we can conclude that the situation is even more challenging.

These findings will be taken into consideration in the project activity concerning Regional Road Safety Strategy. The overall evaluation of the road safety situation in SEETO Participants is presented in the following synthetic map:



2.3. Administrative Situation and information flow

The typical stakeholders involved in a National Road Safety Strategy are:

- Ministry of Transport or similar,
- Ministry of Internal Affairs (Traffic police),
- Road Directorate or Public Enterprises for Roads or similar,
- Ministry of Health,
- Ministry of Justice
- Ministry of Education,
- Insurance companies,
- Universities,
- Institutes,
- NGO's, ...

For ensuring that Road Safety can be applied it is important that all SEETO Participants have the minimum of institutional capacity for road safety built. The structure and position of the relevant departments for road safety in the overall organogram of the respective organisations and their special tasks and responsibilities are different, in every SEETO Participant (Chapter 4.). Because of the different structures, the flow of information is different and would also create different results regarding its effectiveness.

2.4. Planning and design

A lot of investment in Core Network is being planned in the Region in the coming years. This includes projects for new motorways in almost all SEETO – Participants and substantial RRR (Reconstruction-Rehabilitation-Resurfacing) – projects for existing interurban roads.

The basis of the planning procedures for measures regarding the Core Network are the Core Road Network Traffic Indicators, the SEETO Multi Annual Plan 2008 – 2013 (and its subsequent revisions) and the REBIS – study for traffic planning and of the traffic forecast.

Regarding the concrete design work we found out, that often the old “JUS” - design (from former Yugoslavia) standards are still in use without any changes since 20 years. In Croatia, specific Croatian norms (HRC) are now in use.

There is until now no complete “change” in to the direction of new and modern norms and guidelines to be seen. Of course regarding the bridge design, tunnel design often the new EU – guidelines are used. On the other hand, there are until now no EU – standards regarding road and intersection design, because these are under responsibilities of the EU – members.

That leads to a problematic situation whereby, beside “JUS” partly British, Italian, German and other design standards are in use. With the exception of Albania (ongoing project financed by EU) no Participant got the possibility to solve the hard work of a general renewal of the road design standards.

As the conclusion of this situation there should be a clear request to use the best practice experience (and standards) with a sufficient adjustment to the local conditions for each project. Only with the Road Safety Audit and the consequent check of the of the road safety

performance it could be possible to solve the big challenge to ensure and improve the road safety.

2.5. Road Safety Strategies and Road Safety Programs

All Nationally developed Road Safety Strategies should be in accordance with the Draft of the Regional Road Safety Strategy which has been prepared by this project, in order to be easily recognizable and followed.

Until February 2009, the former Yugoslav Republic of Macedonia was the only SEETO Participant with an officially adopted National Road Safety Strategy. Furthermore, in Croatia a Road Safety Program is currently in use.

It is expected that SEETO Participants will developed Road Safety Programs that have been mentioned in the Regional Road Safety Strategy which will enable the achievement of established goals.

Road Safety Program should explain in more detail how to realize the goals set in the Strategy. All measures must be quantitative and measurable.

It is necessary to establish a system for the monitoring of the realization of the Road Safety Program and to measure the results.

3. SWOT ANALYSIS BY SEETO PARTICIPANT CONCERNING RSA

In the case of preparation the National Road Safety Strategy, or Road Safety Program, all SEETO Participants can use a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis for more the preparation of their documents with the necessary quality.

The measures suggested in the Road Safety Programs should be recognized from SWOT analyses as a valid indicator for improving the level of road safety in SEETO Participants.

The SWOT analysis corresponding to the current situation in each SEETO Participants and for the Region as a whole is presented below.

3.1. SEETO – Participant: Albania

Strengths:

- The Republic of Albania has got and gets some international support (projects like EU- Road Safety Project, Pameca for Police, new design guidelines from EU-project).
- The presence of the Inter ministerial council responsible for Road Safety is a good opportunity to improve the coordination of the road safety work.
- The Police have a modern database system and is using systematic and modern accident record forms and they send the periodical report to government (usable for risk mapping). This system includes also the usage of GPS-devices to identify the location of an accident.
- There is a well developed system for preparing driver license documents, modern driver license and car registration database.

Weaknesses:

- Non-existence of National agency for traffic safety can be the limiting factor for upgrading the level of traffic safety. It means that there is need for an official agency or institution which will give assistance and support to the administration.
- There is until now no officially adopted Road Safety Strategy in addition to any national Road Safety Program.
- There is no National Manual for RSA/RSI official in use.
- There is some need to improve and strengthen the institutional capacity in the sphere of Road Safety, especially the work flow in between the different administration needs improvements.
- Rising number of serious accidents, on the basis of the number of registered cars worst results regarding the statistical accident risk.

Opportunities:

- Introduction of a national Road Safety Strategy and the improvement of the legal regulations in Albania also with the introduction of RSA/RSI would improve the performance of Road Safety management and could decrease the number of killed and injured people in road traffic accidents.
- The planned introduction of a new national road design guideline should be used ASAP to get clear definitions for the design process.
- To get a rough and quick overview about the safety situation in the network a usage of iRAP for road safety risk assessment cold be possible.

Threats:

- Lack of real political and administrative support and systematic and constant approach to use the new tools of road safety work (e.g. we must realize the missing or partly only insufficient usage of guidelines and management tools which were provided e.g. from a road safety WB-projects in 2005).
- Low level of sharing of best practice and experience between the municipalities in the sphere of road safety.
- Lack of support by NGO because of underdeveloped NGO capacities.

3.2. SEETO – Participant: Bosnia and Herzegovina

Strengths:

- For the Federation of Bosnia and Herzegovina a draft of a national Road Safety Strategy is existing (until now not adopted by the government).
- A draft for an additional local Road Safety Strategy of the Republic of Srpska was launched by the MTC of this entity (in the phase of adoption).
- There are proposals under discussion to add a special department for road safety issues in the level of the Government of BiH (Ministry of Transport). This is especially with the view to a coordination of the work in the different entities necessary.
- It was possible to get almost all necessary data from the different stakeholders of the entities (some details will send later by email).
- BiH has a new “Law on Road Safety” (official date 20/12/2005). Some main issues of road safety like “traffic safety control”, the need of countermeasures in the case of accidents and the collection of accident data are mentioned in the law. But in this law are no details about needed requirements about the roads mentioned, these are included in the “Law on roads”. In the new proposal of the Law on Roads, Public Enterprise Roads of Federation BiH propose the article which is connected to the RSA/RSI procedure.
- In the Republic of Srpska is a Council of Road Safety constituted.
- According to the Police of Republic of Srpska use a traffic accident database and risk mapping as a Road Safety management tools.

Weaknesses:

- The systematic approach for the improvement of the road safety at national level is in a development phase. It means that there is need for an improvement of the hierarchy in managing the Road Safety within government institutions and the different entities. We have information that there are some proposals for installing such a body.
- There is until now no officially adopted Road Safety Strategy in the level of the federation and entities with an additional action plan for their implementation (is in a draft stage).
- There is no active Body in the level of the Government BiH dedicated and responsible for Road Safety (Council, Agency or Committee for Road Safety) which could organize the coordination between various entities, public or private institutions.
- There is until now no legal background for mandatory usage of Road Safety Management (usage of road safety tools such as: Road Safety Impact Assessment, Road Safety Audit/Road Safety Inspection, High Risk Road Section -Black Spot-Management, Network Safety Management, Accident Cost Calculation and Cost-Benefit Analysis).
- In the level of the Federation of BiH the Police work and traffic safety database is decentralized in 10 cantons, this could reduce the effectiveness of this work.

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- There is no National Manual for RSA/RSI.
 - Lack of modern national standards for detailed design (new guidelines, etc.)
 - There is some need to improve and strengthen the institutional capacity in the sphere of Road Safety.
 - Rising number of serious accidents.

Opportunities:

- Introduction of a national Road Safety Strategy, the improvement of the legal regulations in the State BiH and the RSA/RSI will fulfil the missing gap in the Road Safety management in Bosnia and Herzegovina.
- Usage of iRAP with the support of a NGO for road safety risk assessment is under preparation.
- The World Bank is organizing a project "Road infrastructure and road safety". Part of this project would be a high accident concentration sections management system. Also other international technical assistance could be helpful.

Threats:

- A good cooperation between all stakeholders in the level of government, the entities and Brcko-district would be urgently necessary for the implementation of the project tasks. The planned foundation of a special Governmental body (national agency or central administration for road safety) must be supported by all administrations from the entities.
- Lack of long term political support for Road Safety projects.
- Low level of sharing of best practice and experience between the entities and Brcko district in the sphere of road safety.

3.3. SEETO – Participant: Croatia

Strengths:

- The Republic of Croatia has a National Road Safety Program.
- The presence of the Road Safety Board for implementing the National Road Program.
- The Police have the functional database of traffic accidents, and they send the periodical report to government (usable for risk mapping).
- There are defined accident costs (similar to EU) of traffic accidents which are the basic for any cost-benefit analysis.
- The Road management companies (HAC and HC) have created a system for road safety management.
- Comparing the accident data in the period 2003 – 2007 a reduction of fatalities was a successful result of road safety work.
- First iRAP usage with results for one road section was organised from the Croatian automobile club.

Weaknesses:

- Non-existence of National Agency or Council for traffic safety can be the limiting factor for upgrading the level of traffic safety. It means that there could be a need for an official body (Agency) which will coordinate all activities.
- There is until now no officially adopted Road Safety Strategy in addition to the national Road Safety Program.
- No legal background for a mandatory usage of Road Safety Management (usage of road safety tools such as: Road Safety Impact Assessment, Road Safety Audit/Road

Safety Inspection, only partly High Risk Road Section -Black Spot- Management, Network Safety Management).

- There is no National Manual for RSA/RSI.
- Lack of modern national standards for road design (new guidelines, etc.)
- There is some need to improve and strengthen the institutional capacity in the sphere of Road Safety.
- An improvement of the accident database could be reached by an introduction of GPS - based data usage.

Opportunities:

- Introduction of a national Road Safety Strategy and the improvement of the legal regulations in the Republic of Croatia also with the introduction of RSA/RSI will improve the performance of Road Safety management and decrease the number of death and injured people in road traffic accidents.
- The usage of iRAP for road safety risk assessment will be continued.
- The coordinated work with NGO will be continued in the future.

Threats:

- Low level of sharing of best practice and experience between the municipalities in the sphere of road safety.
- Loose of long term political support for Road Safety projects.

3.4. SEETO – Participant: former Yugoslav Republic of Macedonia

Strengths:

- The former Yugoslav Republic of Macedonia have adopted the National Transport Strategy and National Road Safety Strategy (documents was presented to us), and the all Ministries prepare their programs in accordance with it.
- The former Yugoslav Republic of Macedonia use all political and expert support for increasing the level of road safety.
- The presence of the Road Safety Council for the inter-ministerial cooperation. This Council has developed National Road Safety program.
- The MOIA have a functional database of traffic accidents and they present an impressive report about their enforcement work.
- The MOIA have usable penalty point system for drivers.
- Usage of defined accident costs (fatality = 1M.€, similar to EU) of traffic accidents which are the basis for any cost-benefit political and expert support for increasing the level of road safety.

Weaknesses:

- Non-existence of National agency for traffic safety can be the limiting factor for upgrading the level of traffic safety. It means that there could be a need for an official body (Agency) which will coordinate all activities.
- There is until now no legal background for mandatory usage of Road Safety Management (usage of road safety tools such as: Road Safety Impact Assessment, Road Safety Audit/Road Safety Inspection, only partly High Risk Road Section -Black Spot- Management, Network Safety Management), but some parts are mentioned in the adopted National Road Safety Strategy.
- There is no Guideline or Manual for RSA/RSI.
- An improvement of the accident database could be reached by an introduction of GPS - based data usage.

Opportunities:

- It seems that former Yugoslav Republic of Macedonia is on the good way to introduce high effective system of Road Safety Management (top-down system).
- They are in the phase of improving the legal background (Law on Road Safety and Law on Public Roads) and easily implement the requirements of our project (mandatory use of RSA).
- With the introduction of RSA/RSI is it possible, in addition to the strong enforcement and education program, to decrease the number of death and injured people in road traffic accidents.
- The existing NGO's are strong and able to give a good support to the administration.

Threats:

- Low level of sharing of best practice and experience between the municipalities in the sphere of road safety.
- Lack of modern national standards for road design (new guidelines, etc.).
- Loose of long term political support for Road Safety projects.

3.5. SEETO – Participant: Montenegro

Strengths:

- A draft of Road Safety Strategy was launched by the Ministry of Internal Affairs and other institutions in August 2008. (but not adopted until now).
- Montenegro has started a Black spot management with risk mapping in 2007 under the responsibility of Road Directorate and through the regular maintenance.
- There are proposals under discussion to add a special department for road safety issues (road safety unit) in the level of the Ministry of Transport.
- Montenegro have adopted the National Transport Strategy.

Weaknesses:

- There is until now only little systematic approach for the improvement of the road safety at national level. There is no established hierarchy in managing the Road Safety within different governmental institutions, but some re-organisation is planned.
- No officially adopted National Road Safety Strategy with an additional action plan for their implementation (it is in a draft stage).
- There is no active National Body dedicated and responsible for Road Safety (National Council, Agency or Committee for Road Safety) which could organize the coordination between various public or private institutions.
- No legal background for mandatory usage of Road Safety Management (usage of road safety tools such as: Road Safety Impact Assessment, Road Safety Audit/Road Safety Inspection, High Risk Road Section -Black Spot- Management, Network Safety Management, Accident Cost Calculation and Cost-Benefit Analysis).
- No National Manual for RSA/RSI.
- Lack of modern national standards for road design (new guidelines, etc.).
- There is some need to improve and strengthen the institutional capacity in the sphere of Road Safety.
- Rising number of serious accidents.

Opportunities:

- Introduction of a national Road Safety Strategy and the improvement of the legal regulations and the introduction of RSA/RSI will improve the performance of Road

Safety management and decrease the number of death and injured people in road traffic accidents.

- Usage of the results of the ongoing World Bank project regarding best practice and pragmatic work in the field of road safety.
- A "Road safety management capacity review" project for the World Bank is under preparation.
- The usage of road risk mapping (iRAP program) is in the start-up phase.
- The existing NGO's can give a good support to the work of administration.

Threats:

- Lack of long term political support for Road Safety projects.
- Low level of sharing of best practice in the sphere of road safety.

3.6. SEETO – Participant: Serbia

Strengths:

- Good results in transfer of knowledge are shown within Twinning projects (Ministry of Infrastructure-KfV from Austria, Road Directorate/PERS-Swedish Road Administration, etc.).
- There are some improvement in the sphere of accident database (made from Police), because since 2008 they start to use GPS.
- There are some positive findings concerning the good knowledge in the University of Belgrade and active role of NGO's

Weaknesses:

- Only a few systematic approaches for the improvement of the road safety at national level. It means that there is no established hierarchy in managing the Road Safety within government institutions. We could not find institutions which are directly responsible for Road Safety.
- There is no officially adopted National Road Safety Strategy with an additional action plan for their implementation.
- There is no active National Body dedicated and responsible for Road Safety (National Council, Agency or Committee for Road Safety) which could organize the coordination between various public or private institutions.
- Lack of a legal background for mandatory usage of Road Safety Management (usage of road safety tools such as: Road Safety Impact Assessment, Road Safety Audit/Road Safety Inspection, High Risk Road Section -Black Spot- Management, Network Safety Management, Accident Cost Calculation and Cost-Benefit Analysis).
- There is until now only limited and incomplete monitoring and evaluation of Road Safety in Serbia.
- No officially adopted National Manual for RSA/RSI.
- Lack of modern national standards for road design (new guidelines, etc.).
- There is some need to improve and strengthen the institutional capacity in the sphere of Road Safety.
- Regarding the previous Twinning projects unfortunately only the small percentage of that knowledge is in use.
- Rising number of serious accident.

Opportunities:

- Introduction of a national Road Safety Strategy and the improvement of the legal regulations and the introduction of RSA/RSI will improve the performance of Road

Safety management and decrease the number of death and injured people in road traffic accidents.

- Usage of iRAP for road safety risk assessment is started.
- The existing NGO's and identified capacities at Universities can give a good support to the work of administration.

Threats:

- Lack of sufficient political and parliamentary support for road safety projects.
- Low level of sharing of best practice and experience between the municipalities in the sphere of road safety.

3.7. SEETO – Participant: Kosovo (under UNSCR 1244/1999)

Strengths:

- The Kosovo (under UNSCR1244/1999) established institutional capacity for road safety management.
- The Kosovo (under UNSCR1244) received a lot of international help and support in the Road Safety sphere.
- As a result of a Black spot management project a list of identified dangerous road sections in the network is existing. This list constitutes the basis of measures to improve the situation; the first improvements have been started.
- The MIA has a functional database of traffic accidents and they presented us one of the reports for government.
- The MIA has a usable penalty point system for drivers. They see a good progress into a responsible behaviour of the drivers.
- The Police is also organizing public campaigns regarding road safety to raise public awareness.

Weaknesses:

- Non-existence of National Agency or Council for traffic safety can be the limiting factor for upgrading the level of traffic safety. It means that there could be a need for an official body (Agency) which will coordinate all activities.
- There is until now no National Road Safety Strategy and legal background for mandatory usage of Road Safety Management (usage of road safety tools such as: Road Safety Impact Assessment, Road Safety Audit/Road Safety Inspection, only partly High Risk Road Section -Black Spot- Management, Network Safety Management).
- There is no National Manual for RSA/RSI.
- Lack of modern national standards for road design (new guidelines, etc.).
- There are obviously problems regarding the establishment of a sufficient number of expert staff especially in the MTC.

Opportunities:

- It seems that the Kosovo (under UNSCR1244/1999) has the potential to introduce high effective system of Road Safety Management.
- With the introduction of National Road Safety Strategy and mandatory RSA/RSI, in addition to the strong enforcement and education program, it will be possible to decrease the number of death and injured people in road traffic accidents.

Threats:

- Risks regarding a long-term road safety work in the case of a reduction of domestic and international political and material support for Road Safety projects.

3.8. Overall Regional SEETO – Participant analysis

Strengths:

- All SEETO Participants got and gets international support from the European Union and from different financing institutes like World Bank, IBRD etc. (Road Safety Projects, project for supporting Police, road infrastructure projects, etc.). It has specially mentioned that one result of these projects was the exchange of knowledge and best practice.
- The presence of the Inter ministerial road safety councils at the participant level, which is responsible for Road Safety is a good possibility to improve the coordination of the road safety work. With the exception of Bosnia and Herzegovina, Montenegro and Kosovo (Under UNSCR 1244/1999) in every Participant such kind of council is existing. We found out that in some cases does not work in an efficient way and could be improved.
- The Traffic Police have in the most Participants modern database systems and is using systematic and modern accident record forms (the data could be used also for road safety management). In addition for an exact description of the place of accident modern GPS devices are more and more in use (e.g. Croatia, Albania, Serbia).
- There is a well developed system for preparing driver license documents, modern driver license and car registration database.
- In the most SEETO Participants we identified active NGO`s. These NGO`s are very active to support the road safety activities (e.g. promoting on new Road Law, iRAP, organising of public campaigns, etc.).
- In the most cases the quality of education of professionals in road safety field is good. Some very helpful and excellent experts are available at the University level.

Weaknesses:

- Lack of a coordinated road safety work, especially in the field of monitoring and evaluating of road safety work.
- In the most cases is there a need to improve and strengthen the institutional and human capacity in the sphere of Road Safety.
- Low level of legislation acceptance by road users.
- Serious consequences of road accidents caused by the behaviour of motorised road users, low usage of passive safety devices like seatbelts, helmets and restrain systems for children.
- Insufficient and unsafe road design.
- Design and planning standards should to be renewed, manuals or guidelines for RSA/RSI should officially introduced (e.g. in Serbia and Albania we found such manuals but they are not in official use).
- Rising number of serious accidents in almost all SEETO Participant (only with exception regarding Croatia and the former Yugoslav Republic of Macedonia).
- There is a need for improvements regarding the emergency system especially in the rural and mountainous areas with high distances to the next hospital.

Opportunities:

-
- The introduction of a Regional Road Safety Strategy (RRSS) will lead to more target oriented and effective road safety policy. A constant exchange of knowledge and experience in the SEETO Region regarding Road Safety will be possible.
 - Future legal regulations about road safety management including the mandatory RSA/RSI for the European Core Network would improve the performance of road network in the SEETO Region.
 - The planned usage of iRAP for road safety risk assessment will open possibilities to get a rough and fast overview about the existing road network.

Threats:

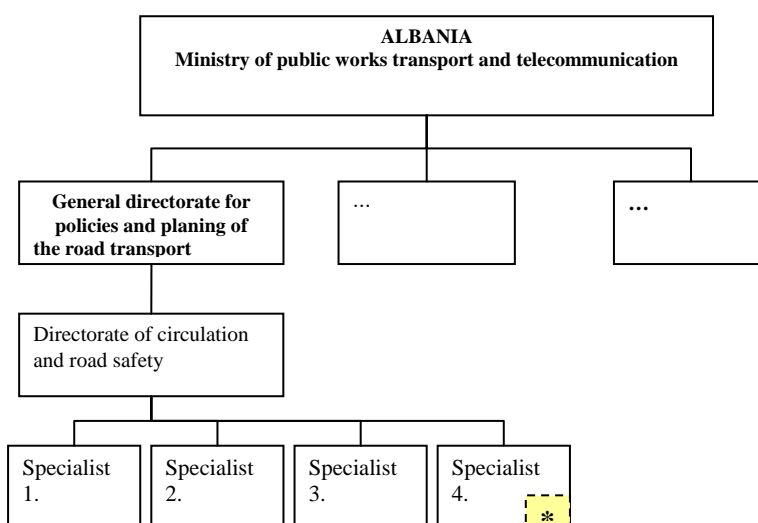
- Lack of real political and administrative support and systematic as well as permanent approach to implement the Regional Road Safety Strategy on the level of SEETO Participant.
- Lack of progress in a coordinated road safety work under the SEETO umbrella, missing the chance to improve the exchange of experience.
- Limited financial and human resources to implement the proclaimed goals of the RRSS.
- Different progress regarding road safety because of differences in the existing administrative framework and the lack of progress to improve the institutional capacities.

4. ORGANIZATIONAL CHARTS REGARDING ROAD SAFETY ACTIVITIES (INSTITUTIONAL CAPACITIES)

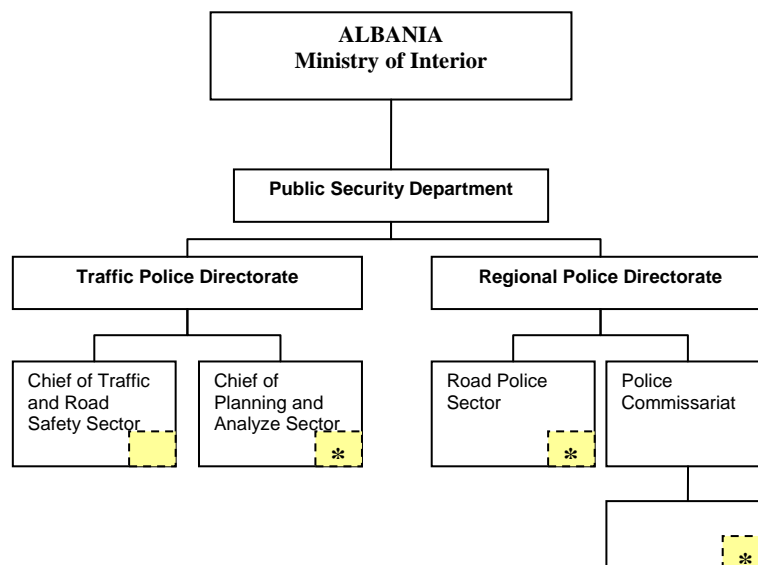
For better understanding the different situation concerning the existing institutional capacities for accommodating the Road Strategies, the following organizational charts have been prepared for all SEETO Participants. According to our Terms of Reference only the capacity building regarding the road safety is discussed. Therefore the content of the following diagrams is only focused to this topic and contains no information about other departments etc. which are not dealing with road safety.

4.1. SEETO – Participant: Albania

A) Ministry of public works transport and telecommunication



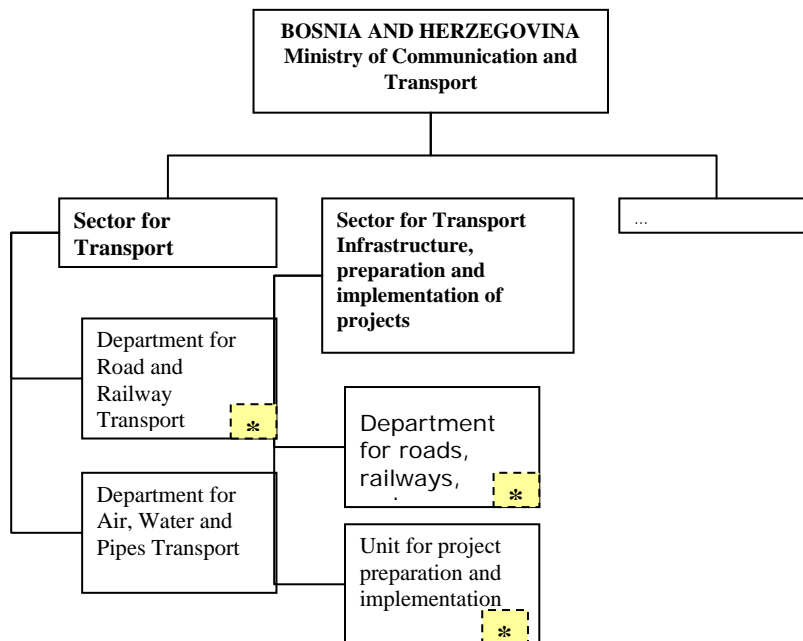
B) Ministry of Interior



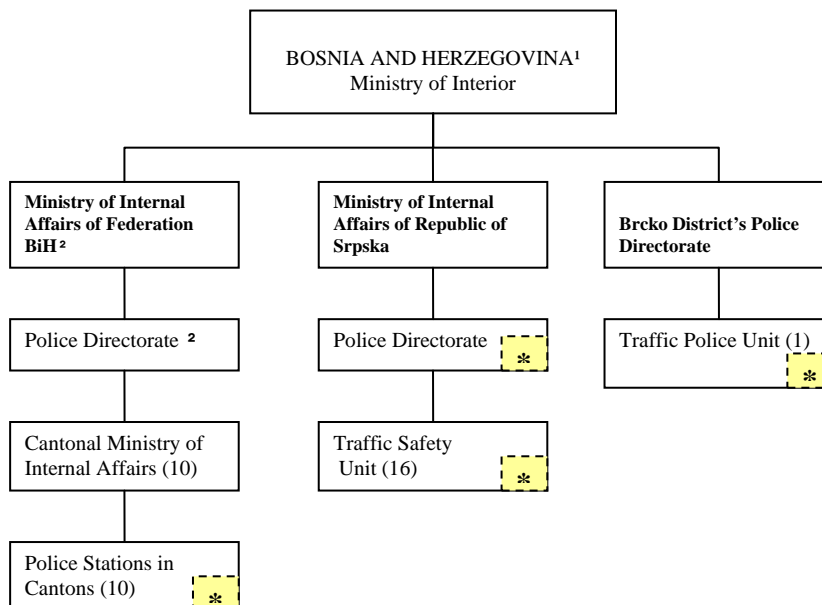
***** - Existing traffic safety activities

4.2. SEETO – Participant: Bosnia and Herzegovina

A) Ministry of Communication and Transport



B) Ministry of Interior

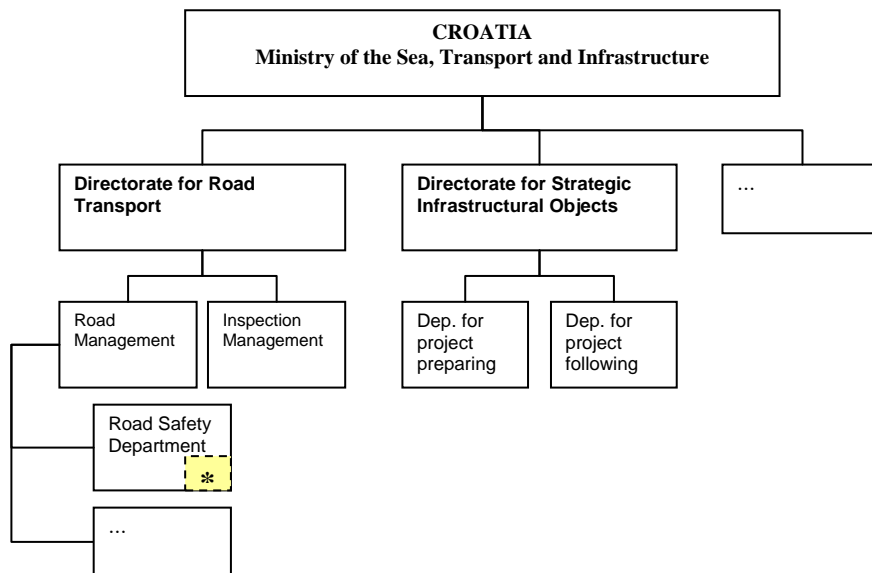


***** - Existing traffic safety activities

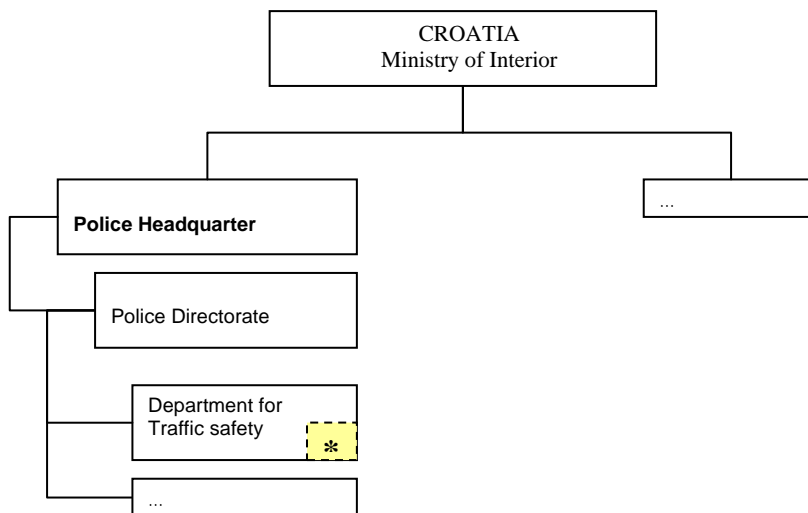
- 1 - There is a state-level Ministry of Security that coordinates some activities with lower leveled ministries but these do not include any activities concerning traffic safety
- 2 - Ministry of internal affairs of Federation BiH and its Police Directorate have no direct competencies concerning traffic safety activities, other then collecting data from cantonal ministries

4.3. SEETO – Participant: Croatia

A) Ministry of the Sea, Transport and Infrastructure



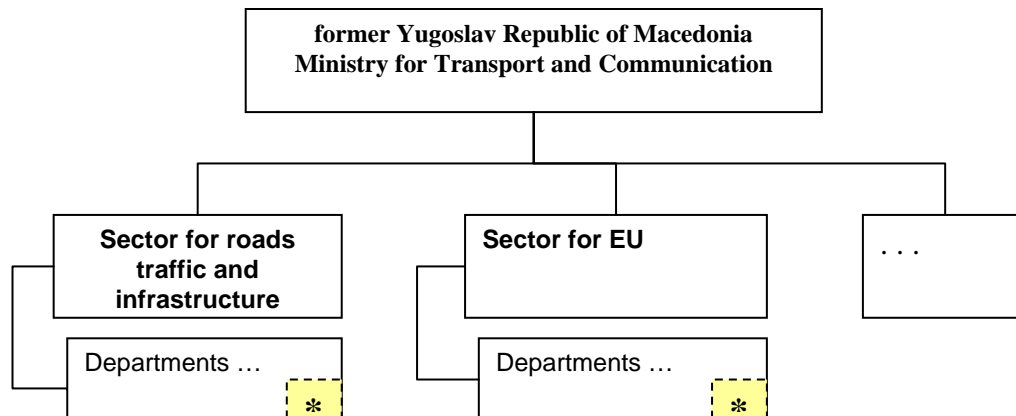
B) Ministry of Interior



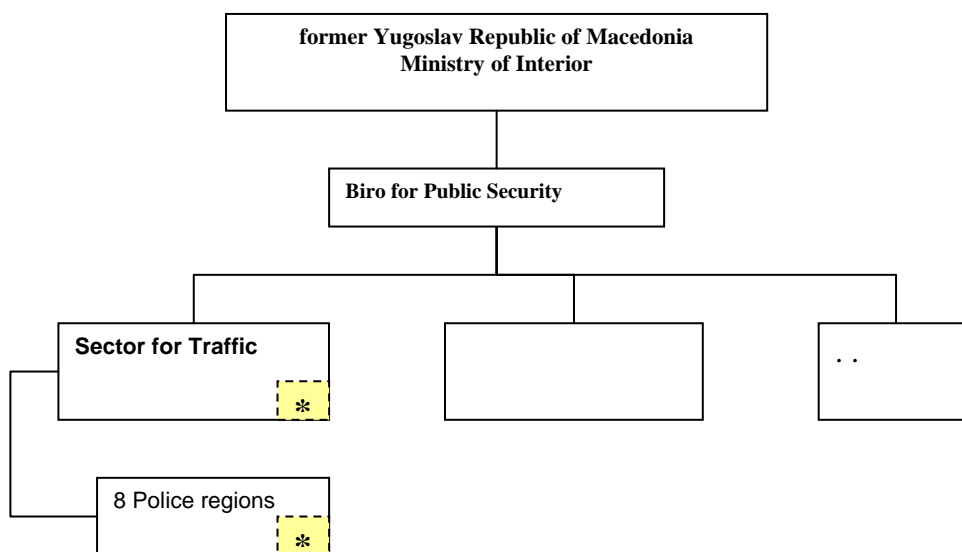
 - Existing traffic safety activities

4.4. SEETO – Participant: former Yugoslav Republic of Macedonia

A) Ministry for Transport and Communication



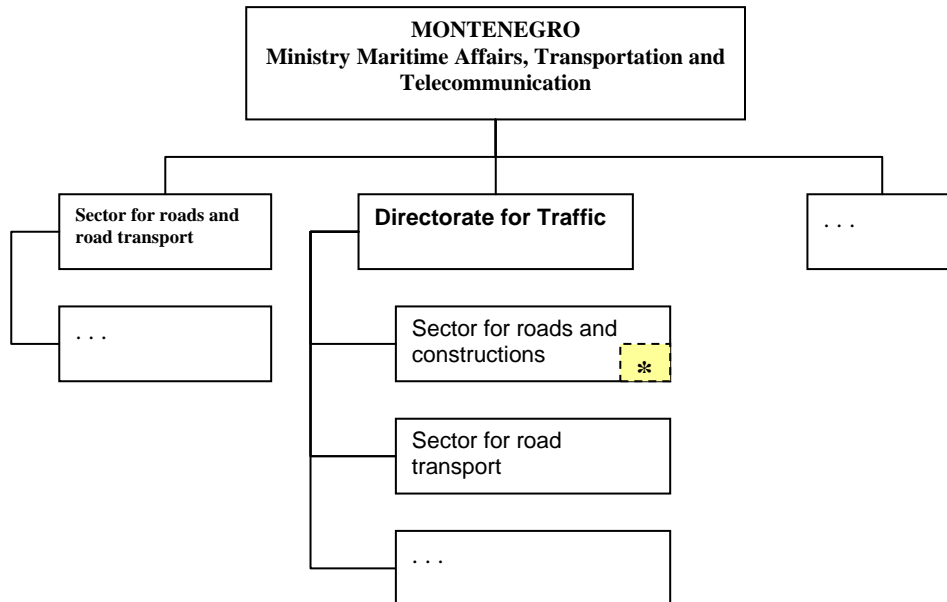
B) Ministry of Interior



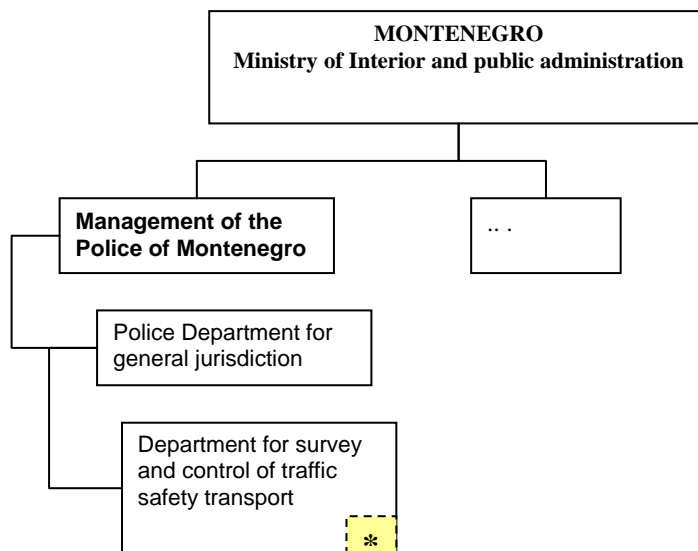
 - Existing traffic safety activities

4.5. SEETO – Participant: Montenegro

A) Ministry Maritime Affairs Transportation and Telecommunication



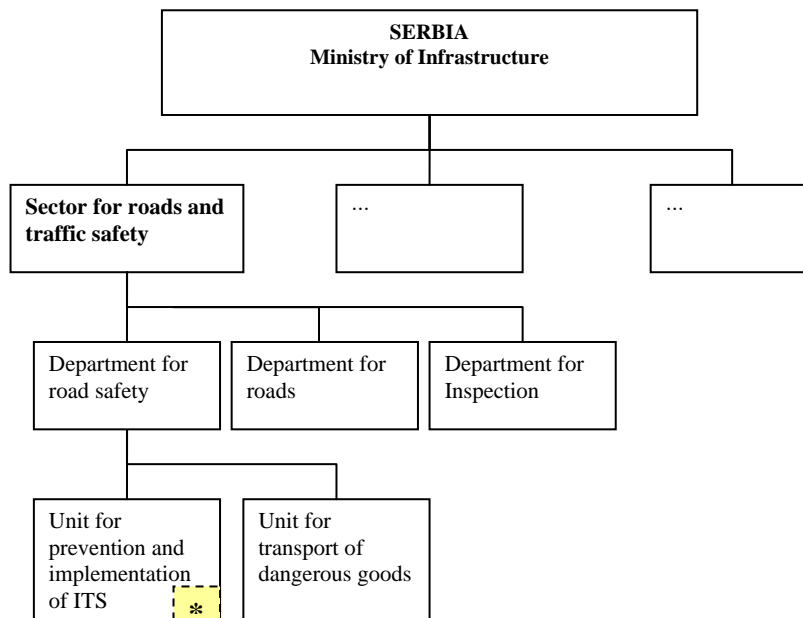
B) Ministry of Interior and public administration



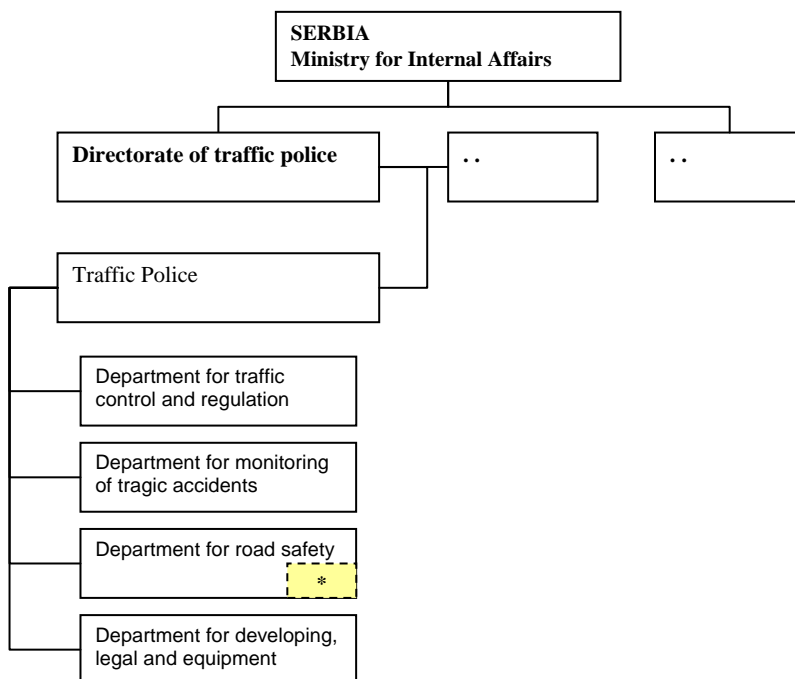
 - Existing traffic safety activities

4.6. SEETO – Participant: Serbia

A) Ministry of Infrastructure



B) Ministry for Internal Affairs



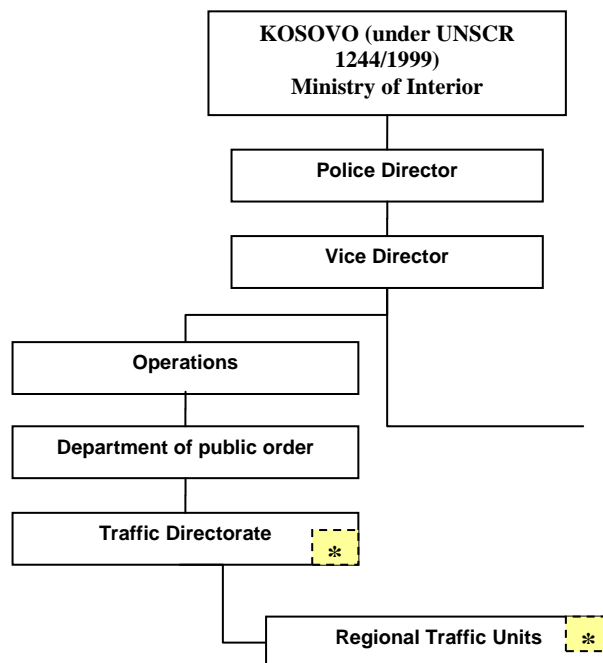
***** - Existing traffic safety activities

4.7. SEETO – Participant: Kosovo (under UNSCR 1244/1999)

A) Ministry of Infrastructure and

Not available.

B) Ministry for Internal Affairs



* - Existing traffic safety activities

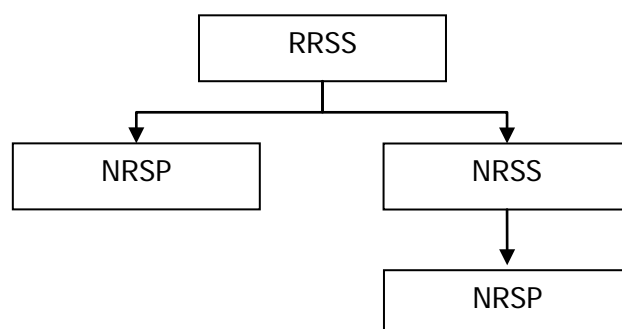
5. REGIONAL ROAD SAFETY STRATEGY AS BASIS FOR THE PREPARATION OF A NATIONAL ROAD SAFETY STRATEGY

5.1. Preparation and adoption of National Road Safety Strategy

The presented RRSS could be used as a platform for development of National Road Safety Strategy (NRSS). SEETO Participants which do not plan to introduce NRSS could use RRSS in full extent. Additionally, there are two ways how to implement RRSS at national level (see figure below).

One of the ways is if the SEETO Participants declare in an official way that they will follow the RRSS and that they will support at their own level the RRSS with a National Road Safety Program (NRSP). This program can be covering shorter periods (maybe 2 – 3 years), can be monitored, renewed and extended stepwise as well as it can provide some more customized regulations and explanations.

An other way is, if any particular SEETO Participant wants to prepare National Road Safety Strategy (NRSS). It can do so, by using the RRSS as a basis and extend it with some more information of national SWOT or other road safety elements. Also, NRSS should be carefully prepared in cooperation with different National stakeholders, and followed by NRSP. The two ways of implementation are shown in following figure.

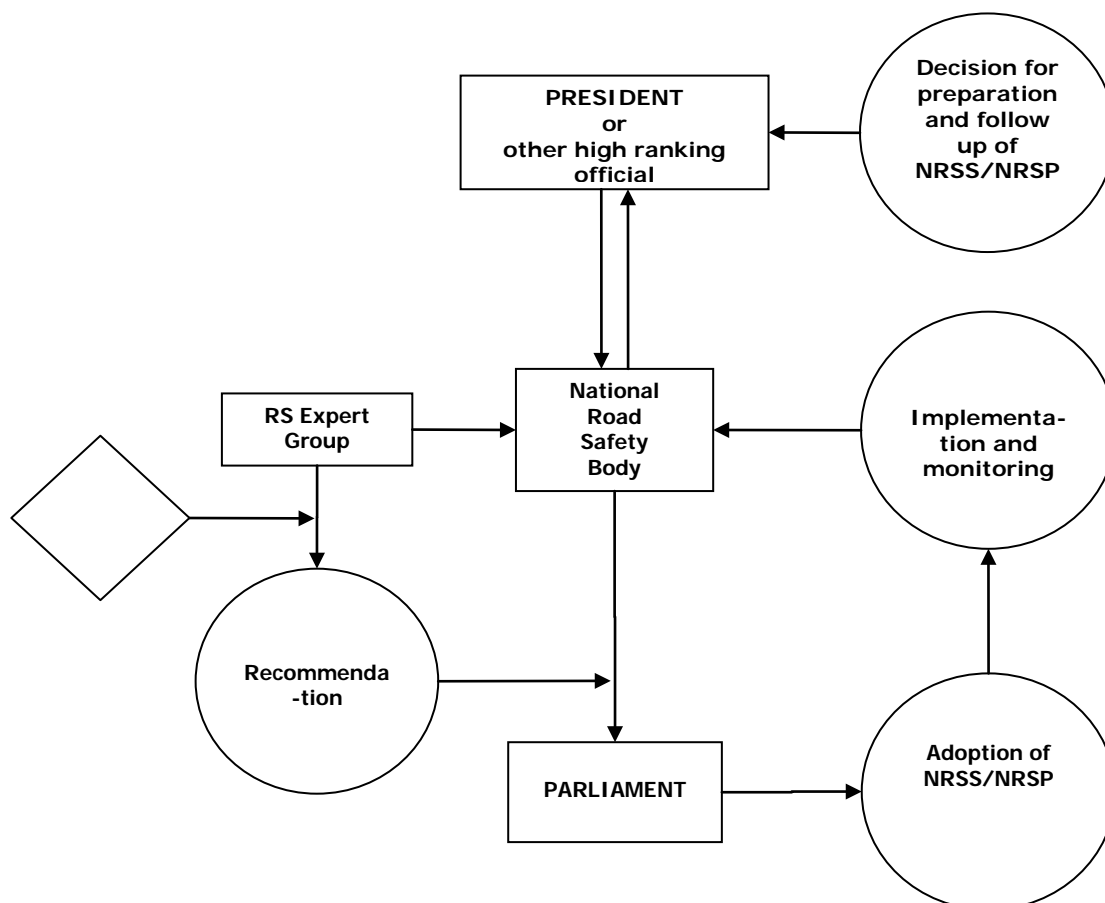


In both cases, the SEETO Participants, can use the Main Report – Core Document “Regional Road Safety Strategy” as a start up document.

A successful example of preparing the NRSS or/and a NRSP can be as follows (see figure at the next page):

- a) Strong support from an important “political” figure (President, Chief Judge, ...) is highly recommended.
- b) Installation of National Road Safety Body - NRSB, (which can be named National Agency for Road Safety, National Council for Road Safety, National Coordination body for Road Safety, etc.), as a main institution responsible for preparing and monitoring the realization and effects of NRSS. In some SEETO Participants, National Road Safety Councils exist since decades but do not deliver today since they are usually without any reasonable power and do not produce results. If there is an existing organization like this, it is necessary to find out which improvement or reorganization for strengthening and encouragement should be done. The suggested NRSB will be responsible for organizing the practical road safety work, for data collection, for monitoring the progress of the

- NRSS/NRSP, for promoting the road safety and for support the political stakeholder. The NRSB should also organize the partnership with any ad hoc expert group.
- c) Forming of ad hoc Road Safety Strategy Expert Group, with wide inclusion of different stakeholders from public administration, Universities, NGO's and private sector stakeholders for preparing the NRSS/NRSP. The task of such expert group is to have a widespread and scientifically founded expert knowledge as a background for decisions.
 - d) Usage of wide public consultation process about different aspects of NRSS, before it is finalized and prepared for adoption.
 - e) Adoption of NRSS by Parliament.



It is very important that the measures specified in NRSS and implemented are quantifiable and their results as well as impacts are continuously monitored. If proposed measures do not provide expected results, they must be revised.

5.2. Political support to the National Road Safety Strategy

Existence of National Road Safety Strategy is directly connected to the level of social awareness for the road safety problems. Sometimes political leaders should be pushed by citizens (political parties, NGO's, etc.) for improving the level of road safety. One of the most recognizable classifications of countries concerning road safety awareness is done by the World Bank, which recognizes 3 levels of road safety awareness:

Awareness level 1. In these countries, there is little safety awareness. Accident data may or may not be collected and any data system will be primitive. Little will be known about trends or road users at risk. General interest by Government will be low, although there may be a few interested individuals (often doctors). There will be few traffic engineers and virtually no one working specifically on road safety matters;

Awareness level 2. The Government is aware of the road safety problem but has given it little priority. Accident data are sparse but available. Occasionally, there may be road safety pressure groups and there may even be an ineffective National Road Safety Council. A few underfunded Ministries with fragmented responsibilities may be interested in “doing something”. The media may be beginning to press for action. Some university research may be underway;

Awareness level 3. The Government will have recognized the need for assistance. An improved accident data system will have been established and staff will have been trained in safety operations. Analysis is undertaken to identify high risk road sections and road user groups most at risk. A National Road Safety Council (NRSC) provides support to local safety committees, and coordinates a national road safety program. Road engineers and highway authorities are skilled in basic accident “black spot” improvement work. Efforts are made to improve driving tests and vehicle examinations, to develop children’s traffic education and improve legislation. There is a core of professionals specialized in safety who are keen to tackle the problem but lack resources. Road safety research is being actively undertaken and the media are pressing for action.

In the SEETO Participants usually road safety becomes an issue of prime attention after huge road safety disasters (accidents) occur. This type of ad hoc approach should be changed by a systematic and permanent approach. It must be a target for all society (especially for political parties on power) and stakeholders to leave awareness level 1 and 2 and to reach as soon as possible the awareness level 3.

5.3. Stakeholders and important partners in Road Safety

One of basic principles of successful Road Safety stories is the shared responsibility between all important stakeholders. The following explanations are related to the NRSS but are analogous also for any NRSP.

Among these stakeholders who should become partners, special reference should be made to:

President or other high ranking official, should be deeply and seriously involved in initiating and following up NRSS/NRSP. He should encourage the promotion of road safety between all stakeholders.

Parliament, which provide the NRSS necessary political support and approval.

Government, will put NRSS/NRSP as one of important priorities in their work.

National Road Safety Body, should concentrate, cooperate and coordinate all road safety involves stakeholders. NRSB should prepare NRSS and NRSP in road safety and monitor their realization.

Responsible Ministries (Ministry of Transport or similar, Ministry of Interior, Ministry of Health, Ministry of Justice, Ministry of Education, Ministry of Economy, etc.) will organize and promote a system of measures which will improve the Road Safety System and make the

effort to guarantee safe roads a permanent priority activity.

Road Administrations (Directorates, or Road Public Enterprises), will prepare and realize their own implementation plans and programs for safer roads. They will follow and evaluate the traffic accidents on their roads, establish the management of high risk sections, use the RSA and RSI, and other road safety measures.

Insurance companies, will place special attention to the prevention of road accidents and promote the safe drivers in traffic.

Automobile clubs, will continue to improve the system of drivers education, they will continue to provide good and quality information about road conditions, as a service of help-information on roads.

All written and electronic media, should give proper attention to the road safety. They should start the road safety campaign, and increase the road safety awareness.

Universities, Institutes and the scientific organizations, will enable the transfer of knowledge and "know how" and should embark in the necessary research effort and seek the implementation of results.

NGO's and other pressure groups, which are involved in the field of road safety, will work on increasing the awareness of road safety problems in the society.

Local Governments, will establish the road safety protective system and make all necessary road safety documents at the local level and their constituency. They will manage all stakeholders on their territory.