



Support for implementing measures for the South East Europe  
Core Regional Transport Network Multi Annual Plan 2008-2012  
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# **ACTION PLAN**

## **FOR IMPLEMENTATION**

### **OF THE**

# **REGIONAL ROAD SAFETY AUDIT AGREEMENT**

**Final**

**Specific Project Result No. 15**

**November, 2009**

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# **ACTION PLAN FOR IMPLEMENTATION OF THE REGIONAL ROAD SAFETY AUDIT AGREEMENT**

**Final**

## **Specific Project Result No. 15**

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## 1. The Objective of the Action Plan

The requirement for an Action Plan derives from Phase 3 "Establishment" of Component B of the project. According to the TOR of the project *"the Action Plan for regularly implementing the Regional Safety Audit Agreement, conducting co-ordinated road safety audits in the SEE Region"* should be prepared.

In his tender proposal, the Consultant suggested that the Action Plan should be prepared for:

1. The implementation of the targets of the Road Safety Audit Agreement, especially the start of Road Safety Audit and Inspection activities in the Core Road network and
2. to organize a sustainable co-operation of the SEETO Participants and an effective monitoring by the SEETO Secretariat

The goals reached within the project need to be implemented in a consistent way. Therefore, the purpose of the Action Plan is to present in a consistent way the actions, priorities, steps and schedule that need to be considered and followed in the Regional and in the National context for the achievement of the development of the necessary institutional, legal and human capacity, as well as initiatives for the implementation of the Road Safety Audit (RSA) and Road Safety Inspection (RSI) in all SEETO Participants. In addition it calls for the cooperation and exchange of best practice in the SEETO Region, improvement and harmonization of the road design standards and adaptation of the legal framework to ensure the mandatory use of RSA and RSI in the Core Road Network.

According to the Regional Road Safety Audit Agreement, it is now agreed that the coordination and monitoring of the mandatory implementation of RSA and RSI will constitute the responsibility of the RS WG which will be supported by the SEETO Secretariat.

The RS WG shall monitor overall performance of road safety in all Participants. The RS WG supported by the SEETO Secretariat may organise the trainings for Auditors/Inspectors and push up the exchange of road safety best practise by potentially organising Regional Conferences and events. It is advisable that unified training curriculum should be prepared, even if training is also organised by National Organisation. The RS WG shall establish the system of Regional Certification of RSA and RSI auditors/inspectors and its register. This register database can be maintained by the SEETO Secretariat as an input for the MAP. Furthermore the SEETO Secretariat will register in the same database also all other Auditors who received their certificates by training courses of other institutions in the Region or in the EU.

The above will be also used as input to future MAPs to be produced by SEETO Secretariat. More details about the monitoring of the Action Plan will be presented in Chapter 4.

The objective of the Action Plan is to create the framework for the harmonized implementation of the proposals of the Road Safety Audit Agreement in all SEETO Participants. This framework provides replies to the following questions: what is to be done, who will do it, when it is to be done, how is it to be done and who and how monitors the implementation of the Action Plan.

Therefore the basic references to be used for the preparation of the Action Plan are:

- Specific Project Result 14: Regional Road Safety Audit Agreement and furthermore
- Specific Project Result 11: Proposal for law and regulation to implement mandatory road safety audits
- Specific Project Result 10: Regional Road Safety Strategy
- Specific Project Result 12A and 12B: Road Safety Audit Manual and Road Safety Inspection Manual
- EU Directives 2008/96 regarding Road Safety

## 2. Content and implementation of Action Plan (What, Who, When and How?)

### 2.1 Specific Actions that have to be planned and time frame (What?)

The foreseen specific activities that have to be planned as Actions of the Action Plan, derive from the Regional Road Safety Audit Agreement, Regional Road Safety Strategy and the Proposal for law and regulation to implement mandatory road safety audits prepared by the project for implementation in each of SEETO Participants and in the Region as well. The Actions for the implementation of the Regional Road Safety Audit Agreement can be grouped as follows:

- I. Institution building at the Regional and National level has to be properly organised. At the Regional level, the RS WG with the support of the SEETO Secretariat will be the actors to provide the needed technical support to the SEETO Participants regarding the Regional Road Safety Audit Agreement (RRSAA). At the National level, institution building (the CBMoT created in the Ministry of Transport and the Road Safety Audit and Inspection Unit created inside the Road Administration or the Road Safety Institute or Agency) is in addition crucial to fulfill the ambitious targets of the RRSAA;
- II. Installing of a sustainable cooperation in the field of Road Safety in all SEETO Participants with the support of the SEETO Secretariat and the Road Safety Working Group to ensure a good level of exchange of knowledge in the Region;
- III. Activities to implement the mandatory RSA and RSI including
  - training and certification of RSA auditors and RSI inspectors
  - the necessary changes or additions regarding laws and regulations
- IV. Improvements of national road design standards on the basis of European best practice. The focus of the changes should be oriented to the road safety. That means at least to review the following standards: network planning, design (alignment, cross section etc.) of motorways, highways and streets as well intersections, passive safety installations, civil engineering structures (bridges, tunnels), provisions for public transport, pedestrians and bicyclists etc.

The EU Road Safety Directive 2008/96 would be implemented anyway in SEETO Participants in the process of becoming members of the European Union. Therefore the project target is to use the Road Safety Audit Agreement to help the SEETO Participants to implement measures to increase the road safety in a most effective way even before they become EU Members and to use the regional synergy effects. The most suitable organisation to coordinate and monitor adherence to the Action Plan is the already established RS WG (See Chapter 4: Monitoring). The project proposes that the implementation of this Action Plan should be pursued from now in the forthcoming RS WG meetings which have to be organised by EC in coordination with SEETO Secretariat. The RS WG meetings will support the dialogue among the SEETO Participants and between them and the EC and will guarantee a longer duration and sustainability than this specific project, which is finishing in December 2009.

The time frame for the implementation of the Actions mentioned above is different depending on the type of Action. Details about the necessary time frame are explained in the Section 2.3. The schedule of activities is adjusted to fit the project's proposal concerning Regional Road Safety Strategy (Specific Project Result 10).

## 2.2 Stakeholders responsible for these Actions (Who?)

The stakeholders responsible for these Actions are many and often act in a sub-optimal pattern of coordination. The most important are:

- a. the Ministry of Transport or equivalent in each SEETO Participant (MOT),
- b. the Ministry of Justice in each SEETO Participant (MOJ),
- c. the Ministry of Finance in each SEETO Participant (MOF),
- d. the Road Authority or Public Enterprise for Road or similar in each SEETO Participant (RA).
- e. the SEETO Secretariat at the Regional level

Below we present briefly the most likely tasks of each stakeholder:

- The MOT is responsible to provide for new and cater for changes to existing laws and legal framework related to mandatory RSA and the RSI. In addition, it is responsible to prepare and have properly signed Ministerial Decrees, or Government Decisions concerning the implementation of the RSA and RSI. MOT is also responsible to evaluate the financial implications of implementing the EC Directive 2008/96 in each SEETO Participant and establish relevant agreements with the Ministry of Finance to ensure the necessary financing for the implementation of the activities that are mentioned under Section 2.1 of this report. In the level of the MOT a controlling body in the MOT (CBMOT) has to be installed<sup>1</sup>. The task of CBMOT is to ensure the high quality and sustainability of the RSA and RSI procedures. Also, MOT should give instructions to the Road Authority to create Road Safety Audit and Inspection Units (RSAIU). The representative of MOT should always participate to the RS WG meetings and provide the necessary information.
- The MOJ gives the necessary legal support in the process that has to be followed for the changes of laws and regulations and for the way that these changes will be implemented. The same applies for new laws and regulations<sup>2</sup>.
- The MOF task is to ensure the availability of financial resources for the institution building and training of auditors. As it is shown in Chapter 3, the relevant resources can be considerable. The tasks of the MOF regarding the RS Agreement will be adjusted to the relevant involvement of this Ministry, as it derives from the administrative structure in each SEETO Participant.
- The Road Authority is responsible to implement the RSA and RSI according to the law and regulation. It is recommended to install a RSA and RSI Unit in the Road Authority, or in the Road Safety Institute or Agency, depending on the relevant institutions existing in each SEETO Participant. These Units should have the necessary authority and power of implementation and they should be staffed by experts with profound knowledge about road safety in order to organize the RSA/RSI at national level<sup>3</sup>.

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<sup>1</sup> In the RSA and RSI manuals, a relevant proposal has been made. See Chapters 4.1 and 4.2 of RSA and RSI Manuals respectively  
This does not seem to be the case in SEETO Participants from ex-Yugoslavia where the autonomy of MoT is wider, but it is the case in Albania.

<sup>3</sup> See footnote 1

- The SEETO Secretariat's task is to facilitate the programming and implementation of the provisions foreseen in the MoU signed by the SEETO Participants to improve and modernize the Core Network. This will include also the support of the RS WG in the period of the implementation of the RSA and RSI as soft measures. For example, SEETO and RS WG can organise relevant training curricula and courses and can support certification and registration of RSA and RSI experts. After implementation of the RSA/RSI, SEETO Secretariat can for the purposes of MAP, follow up and register the results of the audits by collecting relevant data and comparing them as it was done by the project (e.g. information about the number and phase of RSA, categories of the reported deficiencies etc.). The collected information will be helpful to adjust the RSA/RSI procedures, to ensure a serious exchange of knowledge in the Region and to continue the cooperation among the SEETO Participants and the EC.

In summary the involvement of various stakeholders in the Actions relevant to the present AP, are presented in the following table:

Table 2.1 Actions to be pursued and responsible stakeholders

Actions to be pursued		MOT	MOJ*	MOF*	RA	SEETO
I	Institution building in the Region (RS WG + SEETO Secretariat) and Institution building in the SEETO Participants					
II	Measures for an exchange of knowledge and cooperation in the field of road safety					
III	Training and certification of RSA/RSI auditors and inspectors and change or addition regarding law and regulation					
IV	Improvements of design standards oriented in best practice and EU regulations					

Legend:

Stakeholder with direct involvement	Stakeholder with indirect involvement	The stakeholder reviews
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\* Note: Their tasks should be adjusted according to administrative structure in each SEETO Participant

### 2.3 Time scheduling of Actions and priorities (When?)

As already mentioned in Section 2.1, the overall time frame in which we envisage that the measures of the Road Safety Agreement have to be implemented according to the Regional Road Safety Strategy and the EU Directives 2008/96 regarding Road Safety, depend on the type of Action. The total time frame to fulfil all Actions of the Road Safety Agreement covers a period till the year 2017, of which most Actions are to be achieved till 2011 while some others will be achieved in subsequent 6 years, depending on the progress that SEETO Participants will have in adopting new modern road design standards.

In fact the last quarter of 2009 can be considered as internal consultation period during which, we expect that the Action Plan will be discussed within and among the stakeholders in each SEETO Participant. We expect the actual initiation of the effort to implement the Actions of the Action Plan as of January 2010.

In case that this Action Plan is also adopted during the next Annual Ministerial Meeting, expected to take place in December 2009 in Zagreb, the pressure to implement this Action Plan will be even bigger.

Table 2.2 below presents in the form of a simple Gantt Chart the likely duration and sequence of carrying out the actions and their likely duration. This sequence also reflects partly the priorities assigned to the actions taking into account the complexity of their implementation. The time scheduling is provided in calendar semesters, which is considered a satisfactory time period in which tangible results can be achieved. The following are observed:

- I. Continuing and strengthening of a sustainable cooperation at Regional level between the RS WG and of SEETO Secretariat for the process of the implementation of a RSA and RSI system. This depends on a clear mandate from the SEETO Steering Committee and/or the Annual Ministerial Meeting to the RS WG and the supporting tasks of the SEETO Secretariat, to assume the role foreseen for it in the Regional RSA Agreement. The creation of the proposed institutions at the level of the SEETO Participants is in addition necessary. This step is very depending on actual situation in each Participant. Some Participants have already started to built relevant institutions and institutional capacities.
- II. The exchange of knowledge, best practice and collaboration are tasks for the whole time period of this Action Plan.
- III. Next the RSA and RSI implementation should be organised. That includes:
  - a) The training, certification and registration of the needed auditors and inspectors;
  - b) The relevant changes of law and regulation to ensure a mandatory RSA and RSI according to the demands of the EU Directives 2008/96 have to be put into force. In the mentioned Directive a period by 2012 is foreseen to install all the necessary legal framework.

These demands have to be adapted to the situation in the SEETO Participants. In Albania the RSA is already in use and regulated by a ministerial decree and Serbia has added some paragraphs in new law on roads regarding road safety measures including RSA. Therefore, we believe that relevant time schedule is totally realistic.
- IV. Also the review and revision of design and planning guidelines is a target for the complete period by 2017 and has to be organised in a parallel way. This has to be organised with respect that some SEETO Participants have already started to revise their guidelines and have introduced also the relevant EU Standards (Albania and Croatia).

**Table 2.2: Time scheduling of activities of Action Plan for Road Safety Audit**

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017
I. Institution building in the SEETO (RS WG + SEETO Secretariat) and Institution building in the SEETO Participant									
II. Measures for an exchange of knowledge and cooperation in the field of road safety									
III. a) change or addition regarding law and regulation for RSA/RSI									
III. b) Training and certification of RSA/RSI auditors and inspectors									
IV. Improvements of design standards oriented in best practice and EU regulations									

## 2.4 Means to implement the Actions (how?)

The implementation of the Actions has two levels of relevance:

- the Regional level
- the National level

### 2.4.1 In the Regional level

The RS WG and the supporting SEETO Secretariat are important stakeholders for the implementation of this Action Plan in the Regional level.

The RS WG supported by the SEETO Secretariat shall give support to the implementation of the RSA and RSI in the following way:

- with the development of harmonised training curricula for the training of auditors and inspectors to ensure the quality of the RSA and RSI. Only with that harmonised approach is it possible to have a Regional certification on a comparable basis with the possibility that a pool of auditors can be shared in the Region;
- together they can also organise Regional training courses;
- the SEETO Secretariat will develop a data base to register the certified auditors and to ensure the exchange of the information to the interested stakeholders in all SEETO Participants
- SEETO Secretariat can for the purposes of MAP, follow up and register the results of the audits by collecting relevant data and comparing them as it was done by the project (e.g. information about the number and phase of RSA, categories of the reported deficiencies etc.).

The RS WG shall furthermore support the exchange of knowledge and best practice in the Region. The RS WG and/or SEETO Secretariat can initiate special Regional Conferences and workshops for RSA and RSI. Furthermore, in the SEETO Region, different scientific Road Infrastructure or Road Safety Congresses can be supported. For example there are such Conferences organized every second year in Novi Sad (Serbia), Sarajevo (Bosnia and Herzegovina), Opatija (Croatia), etc. These Conferences can also be used for a widespread exchange of knowledge regarding the RSA and RSI issues. The events are a way to use the existing network of Universities, professional organizations and experts. SEETO could initiate a cooperation to establish, for example, a "RSA and RSI" session in the mentioned conferences as platform for auditors, inspectors and other interested experts.

The SEETO Secretariat shall also support the revision of the design guidelines. That could be done by promoting the relevant project for financing to the EC and by organising exchange of information among future projects involved in design guideline preparation.

The RS WG and the SEETO Secretariat will ensure a close cooperation with the EC.

### 2.4.2 In the SEETO Participants

#### - Implementation of the RSA and RSI

Crucial for the mandatory implementation of the RSA and RSI procedures are the necessary **changes of law and regulation or new laws and regulations thereby**. This step is a

precondition for the technical implementation. In the Specific Project Result 11 "Proposal for law and regulation to implement mandatory road safety audits", different ways were explained concerning the implementation of the changes and amendments of the legal framework. Depending of the way of the implementation, the sustainable professional support of the Ministry of Justice may be also necessary.

It is the task of the MOT to ensure the **implementation and the sustainable use of the RSA and RSI**. The proposal for the new or to be changed law and/or regulation will come from MOT. The MOJ will cater for their implementation according to Government and other Republic procedures if it is necessary.

The next step should be organised in a parallel way (see table 2.2). In the level of the MOT a Control Body has to be installed. The task of this CBMoT is to ensure the high quality and sustainability of the RSA and RSI procedures. It is also the task of CBMoT to keep a close relationship with the RS WG member that represents the MOT. That includes a sufficient reporting about the progress and an exchange of relevant information. The MOT should give clear instruction to the Road Authority or the relevant Public Enterprise about the needed additions in their organisation structure regarding the Road Safety (installing the RSAIU). An alternative way is to create a National Road Safety Agency or similar institution, which could take the responsibilities for the implementation of RSA and RSI, for organising of the procedures as well as for training and certification of the needed audit experts. Both alternatives will be sufficient and are successfully used in the EU and can be taken into consideration.

In the SEETO Participant or in Regional training courses which could be organized by the RS WG and the SEETO Secretariat, the necessary number of auditors and inspectors should be trained on the basis of a harmonized training content (see also Section 3.2). Very useful for the training and in the implementation and establishing of the RSA and the RSI will be the Specific Project Result 12A. Road Safety Audit Manual and and 12B Road Safety Inspection Manual which were tested by the project during the pilots.

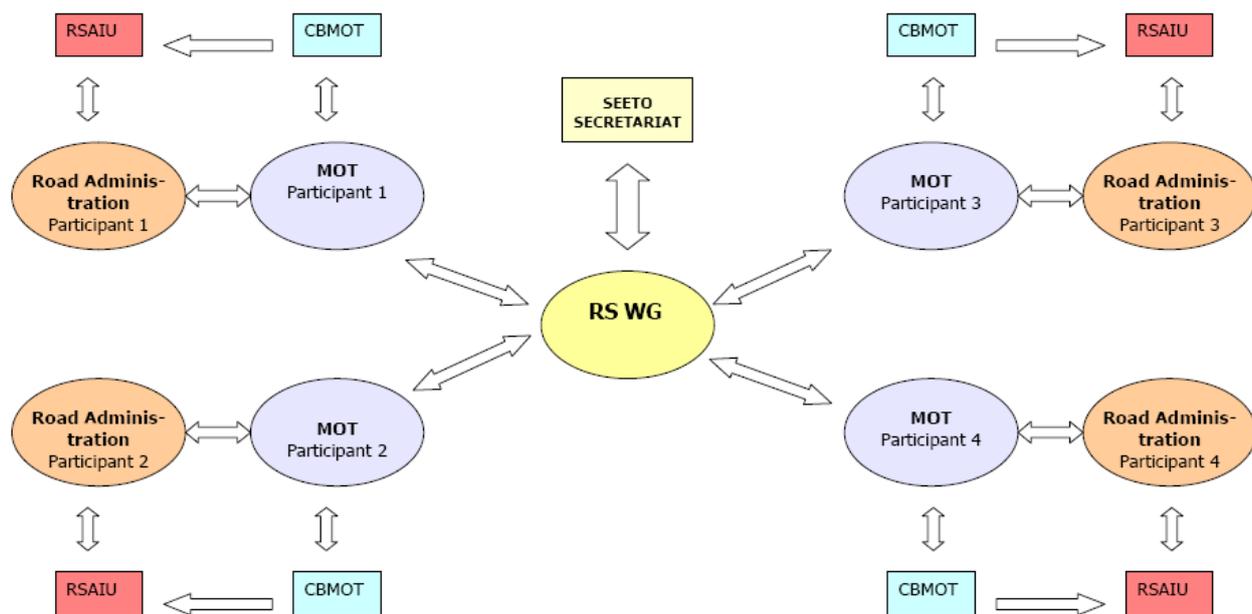
#### **- Regional exchange of best practice**

Every SEETO Participant should support the **regional exchange of best practice**. At least Road Safety experts from the MOT, Road Authority etc. should be sent to regional and international Conferences and workshops and should present their experience regarding the progress of the improvement of road safety in their country. That includes also a close cooperation in the case that the RS WG and/or SEETO initiate Regional Conferences and Workshops.

The coordination of this task shall be a task of the CBMoT. In addition, CBMoT should report to the RS WG and SEETO Secretariat. The reporting includes information about good examples of progress, difficulties and situation of the implementation of RSA and RSI.

SEETO Secretariat will support the exchange of knowledge, through the SEETO web site. The web site could be also used as discussion forum for auditors, to present to each other good examples from their reports.

Graph 2.4: proposed organizational structure (example with 4 Participants)



### - Review and revision of guidelines

For the review and revision of the road **design and planning guidelines** considerable time is necessary.

The needed steps of this task are:

- Evaluation of the existing guidelines and decision about what is obsolete, that should be organised in the level of the MOT and should lead to a "ranking" in a time schedule;
- Decision about the way of revision: There are two options: the adoption of standards of the EU (Eurocodes) and of the EU Members into national use; or revision of existing national standards;
- Time schedule for the revision of existing standards (if this is planned), meanwhile it might be necessary to give ministerial orders about solutions and details which have to change urgently;
- Depending of the mentioned time schedule, the needed expertise could be found in Universities or by external consulting services.

The focus of this Action is oriented to the road safety. Content of the mentioned process should be at first the network planning, design (alignment, cross section etc.) of motorways, highways and streets as well intersections, passive safety installations, civil engineering structures (bridges, tunnels), provisions for public transport, pedestrians and bicyclists, signing and marking, work zone provisions (furthermore can be the other road standards for the construction like earthworks, asphalt technology etc.).

An exchange of information with SEETO Secretariat about the review results and the progress of revision will be helpful for all SEETO Participants.

In some SEETO Participants [Albania, Croatia, Kosovo under (UNSCR 1244/99)] the revision of guidelines is already done or in process, but some SEETO Participants are using still the old Yugoslavian standards. A serious cooperation among SEETO Participants in the process of invention and implementation of the new guidelines could be an cost and time effective solution. Such a cooperation will lead to a harmonization of the design solutions and parameters which would have also advantages for the road safety overall in the Region.

### 3. Resources necessary to implement the Action Plan

The implementation of the Action Plan requires almost exclusively human involvement and financing input, as was presented and detailed in Chapter 2.4.

We should also distinguish here the different needs at the:

- Regional level
- National level

Some general estimations can be made at this point. This specifics will depend on locally prevailing conditions.

#### 3.1. In the Regional level

As it is explained before, the RS WG and the SEETO Secretariat have to fulfil several serious tasks in the future process of RSA and RSI implementation. In addition as it will be discussed in Chapter 4, after the implementation of RSA/RSI the RS WG will be responsible for monitoring. That means the work of the RS WG should be properly financed to operate and fulfil these tasks.

For the support to be provided by SEETO Secretariat to RS WG, like the preparation of training curricula, the organisation of conferences or the provision of a data bases with information about the auditors and the inspectors and for the audits themselves, the existing resources in the SEETO Secretariat will be used.

In addition to the personnel costs, the costs of international telephone or other type of communication, which are considered minimal and the costs of traveling of the SEETO expert should be foreseen. To support the progress in the SEETO Participants a visit to the relevant stakeholder at least twice a year should be considered in order to collect data and information collection that will support the work of the RS WG in an permanent way. This cost for 12 meetings per year that will be revolving in the Region, is estimated to be around 500 € per meeting or about **6000** € per year. In addition there should be available an average budget for traveling to EU road safety Conferences etc. of about **4000** € available.

If the RS WG/SEETO will arrange an annual regional road safety audit conference like is it proposed in the Agreement the budget with the attendance of 4 experts per Participant the budget can be estimated to **12000** €.

### 3.2 In the SEETO Participants

#### - Implementation of the RSA and RSI

As it is mentioned before, it is proposed to install a CBMoT in the MOT level. For this small unit only 2 experts are needed per Participant. This input can be provided by the existing personnel of the stakeholders and probably no new hirings are necessary. The situation regarding this issue varies from one SEETO Participant to another, and available human resources should be checked. In case of new hirings, it will be necessary to extend total MOT budget. Alternatively, existing professionals will have to be trained for the specific positions, for which a small budget should be reserved.

For the RSA and RSI unit in the Road Authority (RSAIU) we estimate a need of about 2 to 3 experts, if these Experts are only responsible for organising and monitoring of the RSA and RSI. This input can also be provided by the existing personnel of the stakeholders and probably no new hirings are necessary. But some additional further education and training could be organized for the Experts in the establishing period.

Some additional budget is needed like the costs of international telephone or other type of communication, which are considered minimal.

The experts from every Participant should have the possibility to travel to meetings with the SEETO Secretariat and to scientific Conferences to extend their knowledge. The costs for traveling for two experts for about 4 meetings and 2 conferences are estimated to be around 350 € per one person and meeting or total about **4200 €** per year.

#### - Resources for RSA and RSI implementation

In the Table 3.1 an estimation of needed auditors and inspectors is presented according to the Specific Project Result 13:

**Table 3.1** Suggested minimal number of certified auditors and inspectors

Participants	Suggested minimal number of certified Auditors	Suggested minimal number of certified Inspectors
<b>Albania</b>	6	18
<b>Bosnia and Herzegovina</b>	6	18
<b>Croatia</b>	8	24
<b>the former Yugoslav Republic of Macedonia</b>	4	12
<b>Montenegro</b>	4	12
<b>Serbia</b>	8	24
<b>Kosovo (under UNSCR 1244/1999)</b>	4	12
<b>Total</b>	<b>40</b>	<b>120</b>

The mentioned number of RSA and RSI expert means that these experts should be available more or less as "full time" experts with no other tasks to avoid bottlenecks in the investment process.

The needed number of auditors also depends on the decision about the position of the auditors.

The auditor can be an employee of the public administration or of a road safety authority ("internal auditor") or the RSA could be done from a consultant expert ("external auditor"). Both solutions are in use in different EU Members which have already implemented the RSA and both solutions have some advantages and disadvantages. The appropriate solution for a SEETO Participant has therefore something to do with decisions about the financing of human resource development for RSA. It could be useful to have internal and external experts for audit to reach a good level of flexibility.

For the RSI, the solution could be to improve the existing Road Inspection Departments with sufficient staff and to train the engineers that they can act in the future in the field of RSI. In addition auditors could support the practical RSI if it is necessary.

According to the information about similar training courses in EU Members, for a initial training the cost can estimated per person to **3.000 €** (in the case of an average of 10 attendees in the training course). The cost for the training of RSI experts are about the half of the RSA.

In addition the costs for travelling, accommodation etc. should be considered (if attendants are from the public sector, if there are from the private they should finance this themselves!).

It is recommended to organise the training in two sessions of total 11 days for auditors and 6 days for inspectors. The resulting costs are about **2000 €** per auditor and about **1000 €** per inspector.

The total about for the training of the 40 auditors and 120 inspectors are therefore **200.000 €** [40x(2000+3000)] for the RSA and **300.000 €** [120x(1500+1000)] for the RSI experts if all of them are employees of the public sector.

With this large budget in mind, should a Regional training of RSA/RSI experts is to be organised, it can be financed from EC are other IFI's road safety training programmes.

- Resources for the changes of law and regulation

The changes or adaptation of law and regulation to implement a mandatory RSA and RSI can be organised in the MOT in cooperation with the MOJ. No additional resources are needed.

- Resources for a exchange of best practice in the field of Road Safety

This task can also be provided by the existing personnel of the stakeholders and probably no new hirings are necessary.

Some additional budget is needed like the costs of international telephone or other type of communication, which are considered minimal.

The experts from every Participant from CBMoT and RSAIU should have the possibility to travel to Regional road safety Conferences to have an exchange of knowledge. The costs for traveling for two experts for about 2 Regional Conferences are estimated to be around 350 € per person per meeting or total about **1400 €** per year.

- Resources review and revision of guidelines

There is a need in almost all SEETO Participants for an review and revision of the road planning and design standards. In the Section 2.1 the minimum content of needed revision is explained and the steps that need to be followed have been presented in Section 2.4.2.

The costs of each guideline revision can be conservatively estimated -according to similar projects in the Region is estimated to be between **2.500.000€ and 5.000.000 €**. Therefore, such initiatives should be subject to financing by EC or IFI's.

Since the financing of previously mentioned costs by the EC or IFIs is not certain yet, an alternative for financing from the countries budgets exists as well.

In summary, the estimation of costs for implementation of RSA/RSI are shown at the following Table. It should be noted that national costs are not mentioned since they will be different among SEETO Participants.

**Table 3.2** Summary of costs for implementation of RSA/RSI at Regional level (SEETO Secretariat) and for all SEETO Participants

<b>Initiatives necessary to implement the Action Plan</b>	<b>Costs (€) at Regional level RS WG/SEETO</b>	<b>Costs (€) per SEETO Participant</b>
- Visits for monitoring to the relevant stakeholders in SEETO Participants*	<b>6,000/year</b>	<b>4,200/year/2 experts</b>
- Participation to EU road safety Conferences*	<b>4,000/year</b>	
- Annual Regional Road Safety Audit Conference organized by SEETO*	<b>12,000</b>	
- Training of the 40 Auditors	<b>200,000</b>	
- Training of the 120 Inspectors	<b>300,000</b>	
- Participation to Regional Conferences		<b>1,400/year/person</b>
- Review and revision of the road planning and design standards		<b>2,500,000 - 5,000,000</b>

\*Note: Salary related additional costs due to traveling and additional communication costs, are not considered in this budget

Table 3.2 is prepared only for estimation purposes of relevant budgets. All SEETO Participants should, according to their costs, prepare their own budget for implementation of RSA/RSI procedures.

#### 4. Monitoring of the Action Plan

The monitoring of an Action Plan is the key of its success. Action Plans that have been carefully prepared, whose implementation has not been properly and seriously monitored can not be considered sustainable and will sooner or later lose their meaning, their role and they will disintegrate. To monitor properly an Action Plan, those who monitor, those who are monitored and the means of monitoring have to be determined. Finally, the timing of monitoring should be well known.

Since this is a Regional project which aims at regional harmonization and integration, the monitoring should be exercised at regional level. For this reason the RS WG, supported by SEETO Secretariat should be involved in the monitoring as follows:

- the Road Safety Working Group (RS WG): The RS WG urgently needs some further development to reach a sustainable status. The advantage of the RS WG is that its members derive from the responsible for road transport ministries in each SEETO Participant. The RS WG should from now on shift its interest to the implementation of the Actions presented in the present Action Plan in a harmonized way by all SEETO Participants until the end of the Action Plan period. The RS WG should therefore also monitor the progress regarding this Action Plan.
- the SEETO Secretariat: The Secretariat has been following up closely the project since its start and is well informed about its objectives and outputs, which are both showing the way toward achieving regional integration and harmonization. The Secretariat being located in Belgrade and being financed by all SEETO Participants, is best fit to support the RS WG in its monitoring activities. SEETO Secretariat is also experienced in registering transport related information for its "observatory" role. We also believe that this kind of support to monitoring requires visits to beneficiaries and close collaboration with them for proper and complete monitoring results to be achieved, the objective of which is the implementation of the actions and not monitoring itself.

If the outcome of monitoring is not satisfactory, remedial actions have to be taken. Since it is very likely that the Action Plan would have been adopted on the next SEETO Annual Ministerial Meeting in Zagreb, in December 2009, its implementation assumes high importance for the Region. The remedial actions should be considered by RS WG and proper and coordinated decision have to be reached, in order to bring deviating or delayed SEETO Participants back into the time scheduling of the Action Plan.

Depending on the periodicity of the meetings of RS WG, short periodic reports should be prepared for the RS WG by the SEETO Secretariat on the results of the monitoring of the execution of the Action Plan for presentation to the RS WG and to the SEETO Steering Committee, but also to EC and to IFI's who all have vested interest in the implementation of harmonized RSA and RSI procedures in SEETO Region. The basis of these reports is the information and data from the SEETO Participants to the RS WG, to the SEETO Secretariat and the results of the additional missions of the SEETO Secretariat staff to the Participants.

In addition, at the end of each year a comprehensive Annual Report has to be prepared concerning the progress in the implementation of all three Action Plans proposed by the project. It will be sent to RS WG, to SEETO Steering Committee and to IFI's for their due consideration.

Both semester and Annual Reports should be published for transparency reasons on SEETO internet site in order to inform all stakeholders and all interested parties.

## 5. Conclusions

This Action Plan tries to create the framework for the implementation of the outputs and measures suggested by this project in order to achieve the overall goal of the project which is:

*“to continue to pursue joint efforts for fostering a harmonized reform and integration process in the transport sector across the South East Europe Region and to support the improvement in the efficiency of the SEE Core Regional Transport Network”.*

The Action Plan prepared for Task B of the project serves in addition to this overall goal, the following specific objective:

*“prepare an Action Plan for regularly implementing the Regional Safety Audit Agreement, conducting coordinated road safety audits in the SEE Region”.*

This Action Plan answers comprehensively to “What?, Who?, When? and How?” to implement all those Actions that will render the specific objective of Component B Action Plan reached. But it goes one step further to suggest the monitoring methods, which in the opinion of the Consultant are necessary in order to attain this specific objective.

The total time frame to fulfill all tasks of this Action Plan covers a period till the year 2017. But the most important target – improvements of the institution building and implementation of the RSA and RSI – can be reached until the end of 2011. Very useful in the implementation and establishing of the RSA and the RSI will be the Project Result 12A Road Safety Audit Manual and 12B Road Safety Inspection Manual which were tested during project pilots.

The RS WG should be responsible for the coordination and monitoring of this implementation of Component B results in a coordinated way through the Region. The RS WG will be supported by the SEETO Secretariat. An effective exchange of knowledge among SEETO Participants is also anticipated.

The resources needed for the achievement of the overall goal and of the specific objective are described in detail in this Action Plan. Some of them are minimal and totally manageable for the SEETO Participants and for the SEETO Secretariat. But for others support by EC and/or IFI's is necessary, if the required training of RSA auditors and RSI inspectors as well the review and revision of guideline is to be developed within the frame prepared in this action plan.

What is needed is commitment of SEETO Participants to the common goal that this project has tried to serve and a vision to use the RSA and RSI for a quick and efficient improvement of the road safety and to reduce the number of fatalities and injuries on roads in the SEETO Participants and to be prepared in that field too to be eventually a member in the EU.

We believe that as project we have contributed to this vision as it was requested and is it was considered necessary. It is now the turn of the Beneficiaries of the Region to put their share in the same direction.

**REFERENCES:**

- Specific Project Result 14: Regional Road Safety Audit Agreement and furthermore
- Specific Project Result 11: Proposal for law and regulation to implement mandatory road safety audits
- Specific Project Result 10: Regional Road Safety Strategy
- Specific Project Result 12A and 12B: Road Safety Audit Manual and Road Safety Inspection Manual
- EU Directives 2008/96 regarding Road Safety