

4th Road Safety Working Group Meeting (RSWG) Vienna, February 20-21, 2014

Present:

RS WG Members:

- Nikolin Berxhiku, Ministry of Transport and Infrastructure, Albania,
- Edmond Kazazi, Ministry of Transport and Infrastructure, Albania,
- Miroslav Djeric, Ministry of Communications and Transport, Bosnia and Herzegovina,
- Drazen Antolovic, Ministry of Maritime Affairs, Transport and Infrastructure, Croatia,
- Valben Mustafa, Ministry of Transport and Communications, the former Yugoslav Republic of Macedonia,
- Kiril Karkalasev, Agency for National Roads, the former Yugoslav Republic of Macedonia,
- Dalibor Milosevic, Ministry of Transport and Maritime Affairs, Montenegro,
- Igor Banovic, Ministry of Transport and Maritime Affairs, Montenegro,
- Demir Hadzic, Ministry of Transport, Serbia,
- Jasmina Jovanovic, Ministry of Transport, Serbia,
- Rame Qupeva, Ministry of Infrastructure, Kosovo*,
- Nenad Nikolic, General Manager, SEETO.

Guests and observers:

- Zoran Andric, Ministry of Communications and Transport, Bosnia and Herzegovina,
- Jakup Hoti, Ministry of Infrastructure, Kosovo,
- Nebih Shatri, Ministry of Infrastructure, Kosovo,
- Klaus Machata, KfV, Austria,
- Jesper Mertner, COVI TA for SEETO, Denmark,
- Kristian Duus, EIB - JASPERS, Austria,
- Marc Shotten, The World Bank, USA (via video link).

The background documents referred to in these minutes were sent in advance and hardcopies were distributed to all participants.

Introduction and welcome, adoption of the agenda

Meeting was opened by Mr. Antolovic, RSWG Chairman. He welcomed all attendants and asked all representatives to introduce themselves.

He reiterated the importance of Road Safety Working Group in SEETO cooperation, emphasized that meetings should be held on regular basis (at least one per year) and informing the RSWG members on the agenda.

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

Proposed Agenda of the 4th RS WG meeting was adopted.

Secretariat reminded participants that Croatia became EU Member State and therefore Croatian participants will have observer status in RSWG. Procedure for selection of new chairperson was launched and proposed candidate for RSWG Chairman was Mr. Demir Hadzic. All Regional Participants (RP) supported this idea and Mr. Hadzic was elected as RSWG Chairman. He thanked for support, took the chair and presented his background in road safety.

Conclusion:

- *Mr. Hadzic was elected as SEETO RSWG Chairman.*

Item 1 SEETO RP road safety situation in year 2013

Since, almost one and a half years passed from last RSWG meeting each RP was kindly requested to give short report on the current road safety situation.

Mr. Berxhiku stated that number of people killed is in constant decrease in last five years (except in year 2012) and that motorization is growing in Albania. Road safety statistics are collected by MoI and in 2013 number of killed decreased to 295, while strategic goal for 2020 is 250 killed per year. Number of serious injuries increased. Law on Road safety is modified with introduction of demerit points in 2013, and new Law on tunnel safety is adopted. Procedures of RSI in problematic roads and black spot management are foreseen.

Mr. Milosevic said that Montenegrin road safety situation in 2013 is improved, with sharp decline of number of killed and that is according to prescribed strategic goal. The results are achieved by stricter enforcement. Ongoing projects are preparation of national road safety database, mandatory analysis of accidents with killed persons and improvements of road infrastructure safety (€25 m EBRD).

Mr. Qupeva informed RSWG that fast development of road infrastructure sector in Kosovo is associated with a steadily increasing number of vehicles, drivers and improvement of road infrastructure condition. Total number of accidents and injured rose in 2013, but number of killed decreased almost 6%, especially pedestrians (22%). Road Safety Strategy and Action Plans are adopted by the Road Safety Council on 09/06/2012 and has been sent to the MoF for approval of the financial statement.

Ms. Jovanovic stressed that Road Safety Agency and inter-ministerial coordination body for road safety are fully established in Serbia. Road safety statistics showed that number of killed and accidents decreased and number of injured rose in 2013. She stated several ongoing projects: World Bank project (draft National Road Safety Strategy and Action plan; Unified crash data base; etc.), Project "Methods for monitoring of transport safety indicators in Serbia", Project of mapping the risk on „Ibar highway“(EuroRAP methodology) and development of ITS Strategy and Action plan for the Republic of Serbia.

Mr. Mustafa said that for successful monitoring and implementation of the Macedonian Road safety strategy 2009 – 14, a Coordinating Body for the Road Traffic Safety is established, chaired by the Deputy Prime Minister. Unfortunately, road safety record for 2013 is worse in killed and number of accidents categories. In the second half of 2014 through instrument TAIEX Expert Mission, it is planned to screen national road safety legislation relating to implementation of EU legislation. Several road safety campaigns and road infrastructure safety improvements are done.

Mr. Djeric gave presentation on road safety situation in Bosnia and Herzegovina where data from 2011 were last available/published. Situation in 2011 remained almost the same as in 2010 with slight decrease in number of accidents and increase in number of injured. Currently, public consultations on Law on Road Safety are underway. Bosnia and Herzegovina Road Safety Council is established in 2013 and process of drafting of national road safety strategy is ongoing.

Mr. Antolovic presented that road safety situation in Croatia is improved. Decrease of 6.4% in number of killed and -8.2% of traffic accidents in 2013 in comparison to 2012. In longer time span 2008-2013 decrease in number of killed is 44.6%. Special attention is given to reduce accidents connected with speeding and drink driving, while young drivers and children are recognized as vulnerable categories where additional efforts should be made. National road safety database for accidents, traffic flows and health sector data is established.

Item 2 EU Policy orientations on road safety 2011-20

Mr. Nikolic on behalf of Ms. Lindahl (DG MOVE Road Safety Unit) gave presentation on road safety situation in EU (ppt. disseminated to RSWG members) stating that policy objective - 50% killed is close to be implemented. In policy document for 2011-20 7 objectives are emphasized: Education and training, Compliance with road traffic rules, Safer road infrastructure, Safer vehicles, Intelligent Transport Systems (ITS), Emergency and post-injuries services and Vulnerable road users. Mr. Nikolic presented recent EU legislative initiatives: New driving licence model - January 2013, Roadworthiness package – adoption March 2014, Cross-border enforcement – transposed November 2013, In-vehicle safety systems – studies on-going, Serious road traffic injuries – data collection with new common EU definition started 2014. Mr. Mertner gave his overview on road safety policy orientation as expert which participated in preparation process on European level.

Item 3 EC Technical assistance to SEETO

Mr. Mertner presented ToR for SEETO TA, stating objectives, activities and time plan for implementation. He stated that TA will prepare detailed curriculum and materials for a multi-day workshop for Road Safety Auditors in the region which should later be used for training at a workshop – training of trainers. In preparation EU directive 2008/96, EUROAUDIT project and SEETO RWR/RSA project deliverables are going to be used. Furthermore, he gave insight on Danish training programme. One of the main questions

was do we need road safety basics crash course at the begging of training or we should focus on RSA procedures and preparation of report?

All regional Participants confirmed that mandatory RSA implementation is stated in the law and that system of certification and training of auditors is not established. Therefore, activities on the regional level could help RP`s in setting up the road infrastructure safety system. Training which going to cover road safety basics are more suitable for region, because there is a limited number of experts which are dealing with road safety and design in the same time.

In order to make road safety cooperation more fruitful Mr. Hadzic proposed that next RSWG meeting should be held in fall 2014. Accepted.

Conclusion:

- *Next RSWG meeting is planned for fall 2014.*

Item 4 Follow up of SEETO Regional Road Safety Strategy

Mr. Nikolic reminded on SEETO Regional Road Safety Strategy, prepared during the RWR/RSA project in 2009 (ppt. disseminated to RSWG members). He stated that goals and activities proposed is still valid and inspiring and that three RP`s took strategy as a platform for development of their national strategies – which is one of the main achievements of regional cooperation in last few years.

Item 5 JASPERS road safety work

Overall presentation on JASPERS, their goals and engagement in the region and especially on their road safety work was given by Mr. Duus. He stated that JASPERS is founded by EC and EIB. The RP`s are eligible for JASPERS help in preparation of project proposals and documentation aiming at better project quality and shorter implementation period. Furthermore, he presented several interesting examples how road safety audit in early design stages could save a lot in terms of better road safety and more self-explanatory design.

Item 6 The World Bank road safety initiatives

Via video link Mr. Shotten presented The World Bank road safety activities (ppt. disseminated to RSWG members). His comprehensive presentation started with overall global road safety problem identification, presentation of Global Road Safety Facility tasks and goals as well as field of action, World Health Organization proclaimed goals, activities of IRAP, Country Road Safety Management Capacity Review and finalized by case studies of India, Argentina and African Road Safety Corridors Initiative.

Item 7 Road safety situation in the EU and Austria and Austrian Road Safety Programme 2011-20

Mr. Machata from Austrian Road Safety Board presented KfV goals, tasks and organizational structure as well as detailed road safety situation in Austria. He emphasized activities in preventing speeding and drink driving (especially relation between enforcement density and compliance), section control, secondary driver`s education and infrastructure safety. In the same time he made comparison with EU data and examples stating that Austria plans to do much more in improving of road safety. Second part of Mr. Machata presentation was dedicated to Austrian Road Safety Action programme 2011-20. He highlighted strategic goals and list of 10 main priorities which should lead to much better road safety record. Seventeen areas of action with specific short to long term measures were presented and it is stated that monitoring and appropriate share of responsibilities are crucial.

Item 8 SEETO Regional Participants Road Safety Strategy

Kosovo Road Traffic Safety Strategy was approved by the national council on Road Safety on 09/06/2012. Strategy itself contains an action plan where parts of this plan have started to be implemented - stated Mr. Qupeva. Package of nine groups of measures were proposed alongside with financial aims for implementation. Mr. Qupeva stated that it is important that all institutions have decided to put road safety in their priorities, which allows achieving the target, zero accidents in road traffic. For a more efficient working in road safety, Accident Reporting System has particular importance. This system allows the recording of accident data and analysis serve for the measures to be taken to improve the situation.

In Albania implementation of road safety strategy started in 2011. National strategy is in line with SEETO RRSS and action plan for 5 year period 2011-2016 is in force. Action plan comprises of 55 measures based on Based on "4 E" approach. MoT will be in charge for monitoring and reporting on strategy results. Financial aims for road safety measure are defined in yearly budget of institutions in charge for road safety.

In Croatia National road safety program of the Republic of Croatia (2011-2020) is basis for coordinated road safety activities. Goals and activities are in line with EU road safety action plan and results achieved showing that Croatia is closing to -50% target. MoI is in charge for reporting and every year financial aims are dedicated to road safety measures according to yearly action plan. Road Safety Agency will provide Road Safety Strategy monitoring when established.

Mr. Djeric stated that on national level, road safety strategy in Bosnia and Herzegovina is in preparatory phase. Within the framework of IPA 2011, funds were granted to Bosnia and Herzegovina for the purpose of drafting the Road Safety Strategy and Action Plan. Furthermore, on entities lever Republic of Srpska adopted road safety strategy in 2012, while Federation of Bosnia and Herzegovina strategy is in adoption phase. He presented some of the strategic points from entities road safety strategies.

Mr. Karkalasev informed that Macedonian Republic Council on Road Traffic Safety proposed the National Strategy to improve road safety in 2009 – 2014. National Council role is to monitor and report on the implementation of the National Strategy to the Parliament on yearly basis. An Action plan for evaluation of the realized obligations arising from the National Strategy 2009-14 as well to determine the new priorities and objectives of the National Strategy 2015-20 was prepared. Furthermore, through IPA funds project for "Preparation of a Study and Action plan for improvement of road safety along the SEETO Comprehensive Network" is foreseen. Project should identify set of measures and concrete cost-effective actions that will positively impact road traffic safety.

In Serbia National Road Safety Strategy (2014-2020) is in billing procedure. Strategy is harmonized with the SEETO Regional Road Safety Strategy and the UN-declaration on a Decade of Road Safety Actions. Two major strategic goals are defined which are coupled with seven strategic areas of activities. Monitoring of strategy goals are highly dependent on road safety performance indicators which are going to be collected. Strategy is accompanied with Action plan where all activities, responsible and financial resources are stated.

Conclusion:

- *All RP started that strategic goals in national strategies are in line with EU,*
- *Many of measures/activities in national strategies are similar for all RP`s which presents common denominator for future regional work.*

Item 9 SEETO Road Safety Strategy Survey

Mr. Nikolic presented findings of SEETO survey done on the basis of information gathered within Road Safety Working Group cooperation and questionnaires filled by Regional Participants in November 2013.

Conclusion from report could be stated as:

1. Regional Participants undertake major effort to improve their road safety record, but crash results are still far below best performing EU countries. Five of sever RP`s adopted national road safety strategies and two others are in the drafting process – which enables implementation of road safety management system. This is just a first step - establishment and putting effectively into the force of monitoring and reporting institutions are duties to follow.
2. All national strategies proclaimed that -50% of casualties in 2020 is a main strategic goal (however, base year differs) and some of them quantified reduction of injured in road safety accidents.
3. Discussions and analysis showed that exchange of road safety data and indicators and road safety management capacity review on the regional level could highly support RP`s in implementation of described strategic goals.

4. Three of seven Regional Participants based their strategies on SEETO Regional Road Safety Strategy which gave a lot of opportunity to act in the coordinated way on the regional level. Common problem – Shared solution principle should be exploited when analysis from point 3 gave recommendations on region-wide applicable measures.
5. Road Safety Working Group should be a catalyzer for implementation of regional initiatives and play more active role in proposing project and analysis.

Conclusion:

- *All Regional Participants should send their comments on Survey three week after the RSWG meeting in order to finalize and publish report on the SEETO web site.*
- *The role and scope of the work of RSWG should be extended in order to cover all road safety issues and to become regional road safety forum.*

Item 10 AOB

Mr. Hadzic presented proposal from Italian Association of Road Safety Professionals, FEHRL, ERF, ETSC and ASECAP to participate in project proposal on road infrastructure safety for Horizon 2020. RP`s agreed to support participation and to present proposal to SEETO SC for further approval and finalization. Furthermore, he invited RSWG members on International Conference related to road safety data collection to be held on 6th March 2014 in Belgrade.

Mr. Nikolic pointed out that is already agreed that next meeting of RSWG should be foreseen in fall 2012 and that meeting could be planned to back to back with some road safety event in the region. He asked RSWG members to send their ideas on the next RSWG meeting topic by e-mail in next two weeks and thanked to all Participants for their contribution.

Mr. Hadzic thanked to all attendants for participation, closing the meeting.

Conclusion:

- *All Regional Participants supported proposal for participation in road infrastructure safety project for Horizon 2020. Proposal should be submitted to SEETO SC for approval.*
- *Topics for next RSWG should be sent in next two weeks.*