

## **7<sup>th</sup> Road Safety Working Group Meeting**

**December 15-16, 2016**

**Belgrade**

### **Conclusions**

The 7<sup>th</sup> meeting of the Road Safety Working Group (RSWG) took place in Belgrade and was welcomed and hosted by the representatives of the Ministry of Construction, Transport and Infrastructure (MCTI) of Serbia.

Conclusions of the previous meeting held in November, 2015 in Zagreb, Croatia were presented and adopted during the 48<sup>th</sup> Steering Committee (SC) meeting held in March 2016 in Sarajevo, Bosnia and Herzegovina. Since the EC Technical Assistance (TA) was delayed, the 7<sup>th</sup> RSWG was held one year after the last meeting. The adopted conclusions were presented at the meeting to all the Regional Participants, resulting with their approval. Also, at this RSWG Meeting new nominated members from Montenegro, the former Yugoslav of Republic of Macedonia and Bosnia and Herzegovina were present, the Chair welcomed them to the RSWG

**Serbia Update.** *Road Traffic Safety Agency (RTSA)* of Serbia was established by the Government of Republic of Serbia in year 2009, based on the new RS Law that came into force in 2009, which defined the financing and functioning of the Agency. The RTSA has about 55 employees and consists of five departments: Drivers department, Vehicles department, Research department, Planning and Local Self-Governments department and Legal, Financial and General Activities department. The work of these departments in the RTSA is well connected and they have a good collaboration with the road safety departments in the MCTI, PERS, as well as the Traffic Police department in the Ministry of Interior Affairs. For the purpose of establishing cooperation and harmonized work efforts in order to improve road traffic safety, the Government has formed the Road Traffic Safety Coordination Body composed of ministers in charge of the issues of traffic, interior affairs, health, labor, justice, education and trade and services. Establishment of expert work groups for the needs of the Coordination Body, as well as organization and work of the Coordination Body is regulated by the act of the Government or the competent executive bodies.

The RTSA is a governmental institution but functions as an independent body financed from its own budget which is earned based on RTSA's yearly activities. Hence, this model makes

the functioning of the RTSA smoother and sustainable. Among several activities carried out by RTSA are the road safety campaigns, a tachograph network, as well as a new accredited programme on road safety education of pupils in schools, which was launched this year. RTSA has developed the national data crash collection system on a GIS platform that includes MIA, PERS and MCTI, and in the future, in the second phase, it plans to include the Ministry of Health and Insurance Companies, also. Having a sustainable data collection system, a centralized database and reliable data, made the process of becoming a member of IRTAD easier for Serbia. A research study carried out by the Faculty of Traffic Engineering in Belgrade developed the national methodology on the collection of crash data and defined the performance indicators in line with EU standards. The 27 RS indicators defined in the study, are done twice per year, and continuously work is done to improve the methodology like introducing additional new indicator.

PERS conducted audit of design of 7 major intersections from their annual budget (RSA done by Faculty of Transport and Traffic Engineering in Belgrade) and inspection on 1100 km of road, which was financed by IFIs (World Bank, EIB, EBRD). Serbia has also done iRAP surveys. One of the obstacles noted is that Serbian road standards are lower than the EU recommendation.

RSI under the Road rehabilitation project financed by World Bank will be done on 1,000km of road (section chosen by criteria of being connected to rehabilitation section). Under this project 20 road safety experts are expected to be trained on RSA, however they will not be able to start working as auditors as there is no formal national certification system established yet. Road Safety Campaigns are foreseen on the rehabilitated road sections too (minimum 20 elementary schools).

Severe obstacles and challenges are noted during the work on the project as: 1) Adoption and improvement of sublegal documents (guidelines, manuals, etc.) 2) 3C system between stakeholders (communication, cooperation and collaboration) 3) Need for Design Standard changes – implementation of best practice 4) Funds for road safety (redirection, lack of permanent sources, etc.)

**Connectivity Reform Measure Management Plan (CRMMP)** 2016-2017 has foreseen the following three measures in Road Safety: 1) Prepare three-year RSI plan for the core and comprehensive network and pilot RSIs on high accident sections -a rolling plan in line with 2020 and align it with the investment or maintenance plan. 2) Carry road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network; 3) Establish a national system for continuous road crash data collection (by 2018). The work on the

achievement of the given measures will mostly be based on the input of the Regional Participants (in this case road safety experts from Ministries of Transport, Public Road Authorities and Leading Agency in coordination with Ministries of Internal Affairs coordinated and steered from RSWG members) and on the technical assistance expected to be provided from CONNECTA which will start in January 2017. The focus is given on the fact that some of the regional participants have started to work on many of the given measures, which gives a good reason to quickly start moving from planning to implementing the measures. If there are RSI plans in any of the Regional Participants, the first step would be to bring these plans to the same status level under the first measure of the CRRMP, and then the CONNECTA Consultant can build their work on top of it. The most important measure is the establishment of the national road data crash collection which Serbia is now doing and it can be used not just as a learning experience, but as a base example for the CONNECTA work. Having said that, the role of the RSWG will be to steer the CONNECTA Consultant while avoiding any duplication of work that has already been done in the region, and in this way using their resources in the most efficient manner. The RSWG look forward to receiving the inception report from the CONNECTA Consultant to comment on it.

**Road Safety Inspection (RSI) and Road Safety Audit (RSA)** certification is a national issue, however SEETO brings to the table the harmonization of the respective Guidelines and Training Curricula and can be a possible solution for the recognition of the certificates among the regional participants which remains a problem that needs to be solved. Given the fact that at the national level RSI and RSA work is a small market, certified Inspectors and Auditors from any SEETO member should be able to work in all other SETTO members. Most of the RPs have started to translate the SEETO RSA and RSI guidelines and started a procedure for necessary changes in the law bringing the region to a step forward and preparing the terrain for having more RSA/RSI trainings in order to build capacity in this area. Expectations from CONNECTA on fulfilling and implementing the RSA and RSI Reform Measures are: to screen all the legal and capacity building needs of the RPs and to provide a national platform as well as a regional approach on the training and certification issues.

**Views of the RPs on the SEETO RSI Guidelines and update on RSI and RSA Activities:**

**Albania:** Albania has developed and adopted its own guidelines. All the necessary steps for creating a national system of licensing are defined in the bylaws. A draft agreement between

Ministry of Transport, Polytechnic University of Tirana and Institute of Transport is prepared and RSA/RSI trainings are foreseen to start next year.

Albania is implementing a Results-Based Road Maintenance and Safety Project financed by the World Bank and whose objectives are to: (a) maintain the condition and improve the safety of Primary Road (1,053 km) and Primary-Secondary Road (282 km) networks, and (b) strengthen sustainable and efficient road asset management and safety practices, for the benefit of road-users. This project will target road sections on SEETO's Core and Comprehensive Network, it will also include Road Safety Inspections of existing road sections (using iRAP method) prior to defining their maintenance requirements. This project will also support the development of a Road Safety Audit system in Albania.

**Bosnia and Herzegovina:** The Law at the State level came into force in 2010 but up until now no bylaw has been issued on national level only. In Republika Srpska, Road Safety Agency conducted training for RSA/RSI which produced approx. 20 trained and licensed individuals. RSA on highways is being done, but it is not systematic and a process is underway to adopt guidelines for RSA in Republika Srpska. Bosnia and Herzegovina is also in process to adopt the SEETO guidelines and of developing three-year RS Action Plan in coordination with CONNECTA consultants

**Montenegro:** The EC Directive on Road Safety Management is transposed in the current Road Law that entered in force in 2011 year; however, the statement of not applying it until the accession of Montenegro to the EU is a current bottleneck. The country is in process of changing the current Road Law where it is foreseen edit the above mention statement and transpose the RSA and prescribe it to the bylaws which will not be finished before 2018. RSA and RSI guidelines developed from SEETO are used and published in the website of Ministry of Transport and Maritime Affairs of Montenegro.

Having said that, Montenegro is currently not in position to deliver such an extending progress in RSA and RSI implementation up to Rome summit. Expectations from CONNECTA consultancy are: 1) screening the entire region by individual regional participants and in cooperation with their representatives define the gaps and come with specific recommendations in national and regional level in order to reach the standards; 2) A common regional solution for the certification of the auditors.

Though the legal basis is not firmly set up, Montenegro is doing some work on RSA/RSI. Designers have the obligation to apply certain standards related to the RSA of the new section

roads on primary network in Montenegro, pilot section – risky one hoping to finalize it till Rome summit. One of the novelty is, that the construction of the primary road Lubnice Jezerine, partially will be financed from EBRD loans, RSA is prescribed to be performed.

Montenegro has applied for 1.2 million Euro under IPA2 funds for financing the road crash database. As a part of road safety data management, additional requests are made to finance additional traffic counters, black spot management and procurement of iRAP survey vehicles

**the former Yugoslav of Republic of Macedonia:** is developing its own guidelines in line with SEETO guidelines and will be in process of changing the Law including editing the actual statement of not applying the EC Directive on Road Safety Management until the accession to EU. Until now, RSA was carried along Corridor X, branch Xd. There are two ongoing projects that include road safety elements: 1) World Bank Technical Assistance for Public State of roads providing capacity building, training and black spot management, and 2) Road Asset Managements (RAM) providing hardware, consulting and services, iRAP – delivering clear information on road conditions to increase safety measures.

**Serbia:** The Road Traffic Law that entered into force in 2009 is missing Article regarding system licensing for Auditors and Inspectors and procedure is under way to add this. After adoption of the Law on Amendments to The Road Traffic Law and rulebooks it is foreseen that The Road Traffic Safety Agency will carry out RSA/RSI training and licensing in Serbia. Public Enterprise “Roads of Serbia” (PERS) will be obliged to implement RSA and RSI. Current situation is vague since the in the old Law the RSA/RSI system of licensing is missing.

**Effective Coordinated Road Infrastructure Safety Operations:** The project brought in the SEETO region the compound team of tunnel and road safety experts that inspected three test site tunnels: Krrabe, Strazevica and Demir Kapija and provided with detailed RSI report to the Public Enterprise Road Authorities of the respective test sites. It was this the first time a practical RSI exercise was offered to the RS experts of the region resulting with success in raising their level of understanding of the RSI procedures especially for tunnels infrastructure. During the inspections, RSI guidelines and check lists developed from SEETO were used. It is highly recommended the implementation of the safety measures suggested in the RSI reports.

**EuroRAP** has started to develop a new tool on Star Rating of road designs to complement its standard model of Star Rating of existing roads by drive-through assessment. RADAR project is foreseen to cover countries in the Danube region and EuroRAP is looking for other possibilities to cover all the SEETO region at least with the same role for SEETO being as Associated Strategic partner.

**EC Technical Assistance:** In support of the Implementation of the SEETO Strategic Work Programme (2015-2017), a component in Road Safety is foreseen under the action: Monitoring of the road safety strategies in SEETO members and drafting a short-term Action Plan. The scope of the study is the following: 1) make analysis of RS strategies of SEETO participants and its targets; 2) check if EU targets exist within National RS Strategies; 3) check RS indicators and its trends. These three points are meant to help assess if National RS Strategies and Action Plan will deliver expected targets (50% reduction of fatalities). If not – proposal of measures (policy, legislative, activities...) to improve likelihood of achieving EU targets in each SEETO participant.

SAFEGE was selected to undertake this study and the RSWG has shared with the Consultant team during the meeting its comments on the inspection report which will be finalized shortly. Regional visits will be conducted by SAFEGE team up until end of February and SEETO will help the Consultant team arranging these meetings by sending letters to all RPs announcing these visits. It was agreed that the RSWG members should be the main contact point for SAFEGE team during the implementation of this study especially during the in-country work.

**Next Steps:**

1. Road safety is a high priority topic in the agenda of EC which is brought to the attention of the Ministers of Transport on the 12<sup>th</sup> SEETO Annual Meeting of Ministers, held in 06<sup>th</sup> of December in Brussels and noted in the AMM conclusions.
2. Training in Road Safety Management for senior officials of the SEETO regional participants will fill the current gap identified in capacity building. SEETO will explore with the EC and the IFIs ways to deliver such training.
3. SEETO is highly recommending RPs to avoid duplication of work from different consultants on developing new RSA/RSI guidelines. Such guidelines as well as corresponding training curricula were already developed by SEETO and should be used by RPs as a sound base terrain to quickly customize them if needed and move forward with implementing them.
4. The work and deliverables of the *CONNECTA Consultant-RS actions under CRMP 2016-2017* and *SAFEGE-Road Safety study under EC TA for support of SEETO Working Programme 2015-2017* must meet the requirements and needs of the regional

participants and must take into consideration all previous work done by the RPs and by SEETO in order to avoid duplication. It was agreed that their work must be managed by the members of the RSWG.

5. RSWG members to submit before the next working group meeting all the sections on the SEETO Core and Comprehensive network (funded by various sources: government funds, IFI loans etc.) where work is ongoing or planned till 2020 for carrying road safety inspection. This mapping exercise will steer the CONNECTA Consultant in the right direction from the beginning to work to *prepare a three-year RSI plan for the Core and Comprehensive network*.
6. RSWG members to submit before the next working group meeting all the sections on the SEETO Core and Comprehensive network (funded by various sources: government funds, IFI loans etc.) planned for rehabilitation or new construction till 2020 year. This mapping exercise will steer the CONNECTA Consultant in the right direction from the beginning to *prepare a plan for carrying road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive and based on the SEETO RSA guidelines*.
7. Regional Visits of the SAFEGE Consultant require the collaboration of road safety experts from Ministries of Transport, Public Road Authority, Leading Road Safety Agency (where present) and bringing on board the representatives of Ministry of Interior Affairs. Visits are foreseen to be completed by end of February and the results to be presented in the 8<sup>th</sup> RSWG meeting.
8. The 8<sup>th</sup> RSWG meeting will take place in March-April 2017, pending progress of work of both Consultant (CONNECTA and SAFEGE).

## 1. Annex1: List of participants of the 7<sup>th</sup> SEETO RSWG

**Present:**

### **RSWG Members:**

- **Said Dahdah**, Senior Transport Specialist, World Bank Group - **RSWG Chairman**
- **Nikolin Berxhiku**, Expert of road safety, Ministry of Transport and Infrastructure of Albania
- **Miroslav Djerić**, Specialist advisor for international cooperation, Ministry of Communications and Transport of Bosnia and Herzegovina
- **Spasoje Micić**, Senior Associate for Road Transport, Ministry of Transport and Communications of Republika Srpska
- **Darko Miceski**, Head of Unit for IPA planning and preparation of project documentation, Ministry of Transport and Communications, former Yugoslav Republic of Macedonia
- **Kiril Karakalasev**, Road Transport Engineer, Public Enterprise for State Roads, the former Yugoslav Republic of Macedonia
- **Marko Vujacić**, Coordinator for negotiating chapters 14 (Transport policy) and 21 (Trans-European Networks) within the MoTMA, Ministry of Transport and Maritime Affairs of Montenegro

### **Guest and observers:**

- **Ariana Hasani**, Albanian Road Authority, Ministry of Transport of Albania
- **Angelina Zivković**, Director General for State Roads, Ministry of Transport and Maritime Affairs
- **Olivera Stević Ledенčan**, Senior Advisor, Ministry of Construction, Transport and Infrastructure of Serbia
- **Desimir Desnica**, Advisor, Ministry of Construction, Transport and Infrastructure of Serbia
- **Jovica Vasiljević**, Assistant Director in the Cabinet Director, Road Traffic Safety Agency of Serbia
- **Miroslav Rosić**, Expert, road safety databases, Road Traffic Safety Agency
- **Rajko Branković**, Road Safety Specialist, Public Enterprise "Roads of Serbia"
- **Steve Lawson**, Partnerships & Research Director, EuroRAP
- **Olivera Djordjević**, Senior Project Director, EuroRAP
- **Edo Memisević**, Road Safety Expert, Bosnia and Herzegovina Automobile Club
- **Mersiha Ismirović**, Road Safety Expert, Bosnia and Herzegovina Automobile Club

- **Aleksandar Labus**, Senior Associate for International Cooperation and continuous improvement of the work of the Agency, Agency for Accreditation of Health Care Institutions in Serbia; South East Europe Health Network (SEEHN)

**SAFEGE Consulting Engineers** –present just during Day II

- **Dejan Jovanov**, Road Safety Specialist and Team Leader, Independent Consultant
- **Dragoslav Kukić**, Road Safety Specialist, Director, R&D Department; The Automobile and Motorcycle Association of Serbia (AMSS)
- **Dusan Mladenović**, Road Safety Specialist, Assistant Professor, The Faculty of Transport and Traffic Engineering; University of Belgrade

**SEETO Secretariat:**

- **Liljana Čela**, Information Resources Manager, SEETO
- **Marijana Dijan**, Administrative Assistant, SEETO

**Apologies for absence from**

- **Irena Janković**, Ministry of Transport and Maritime Affairs of Montenegro
- **Saša Stojanović**, Assistant Minister, Ministry of Construction, Transport and Infrastructure of Serbia
- **Rame Qupeva**, Head of Road Infrastructure Department, Ministry of Infrastructure of Kosovo

\* 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