

Conclusions and next steps from the 8th RSWG meeting of SEETO

April 3-4, Podgorica

The 8th Meeting of the Road Safety Working Group of SEETO took place in Podgorica and was hosted by the Ministry of Transport and Maritime Affairs of Montenegro.

The meeting was opened by the Chairman Mr. Said Dahdah, Senior Transport Specialist, World Bank Group. Ms. Liljana Cela, Information Resources Manager, SEETO welcomed all attendees. Conclusions of the previous, 7th RSWG meeting were adopted, as well as the agenda of the 8th RSWG Meeting.

A special note was made that work done by different stakeholders: SEETO Regional Participants, EU Delegations, IFIs, EC Technical Assistance, consultants, ministries, road authorities and agencies must not overlap but rather complement each other. The RSWG should play the important role of coordinating all these road safety efforts

Update from the host: The Ministry of Transport and Maritime Affairs of Montenegro (MTMA) is authorized for the implementation of the legal policy that regulates the area of road safety but just from the aspect of road infrastructure.

The country is in the process of changing the current Road Law foreseen to be adopted by end of 2017 and to fully transpose in it the Road Safety Management and Directive 2008/96 as well as to prescribe it to the bylaws which will not be finished before 2018. In terms of data accidents, The Ministry of Interior is submitting to MTMA the aggregate data on a yearly basis.

Representative from police administration informed the meeting that the government of Montenegro adopted a strategy for improving road traffic safety that foresees the establishment of a coordination body which will meet 2 times per year at the level of ministers and 4 times per year at a lower level (due to mandatory quarterly reporting). The head of the coordination body will be from the Ministry of Internal Affairs and the members of the coordination body shall be representatives from the MTMA, Ministry of Education, Traffic Directorate, NGOs and media. The strategy has the baseline year 2007 and has a goal to lower the number of fatalities by 50% by 2019. One of the objectives of this strategy is creating a database of crash sites information and the data should be in line with the established methodology. The Montenegro police have a contract with MONSTAT (Statistical Office of Montenegro) and a MoU with EUROSTAT.

EC update on Valletta Declaration - Transport ministers of the Member States of the European Union, met in Valletta on 29 March 2017 under the Maltese Presidency of the Council of the European Union. They reconfirmed their commitment to improving road safety. A round table was held with the Ministers from Western Balkans. Road Safety issues are treated as a subject in most of the high level meetings with the Ministers of transport, though the most actions that need to be undertaken are under the Ministries of interior. This is to say that it is important to create a RS agency or a body to coordinate the work in the area of road safety. Having clear targets and being able to achieve those targets is necessary and it requires having data about the accidents, as well

as having a common methodology. Subsidiarity and shared responsibility are emphasized as most important in road safety, together with other measures to be implemented and included in the new framework of the 2020-2030 and thinking about the instrument that will help to implement policies.

EC update on Data Statistics/Collection: The framework for what is being done at the EU level is defined by two documents: 1) *The White Paper on Transport (2011)*, and 2) *Policy orientations on road safety 2011-2020*. The objective in the EU, for all member states, is to decrease the number of fatalities by 50%. The first time this objective was set was for the period of 2001-2010, during which a decrease of 43% was achieved. In the following period from 2011-2016 a decrease of 19% of the number of fatalities has been achieved. In the EU, for 2016 the following data is applicable: 25,500 people died in road accidents, average is 50 fatalities per 1 million inhabitants, there were 1 million road accidents, 1.5 million persons injured out of which 250,000 were seriously injured. Looking at fatalities by transport mode, 45% of fatalities in Europe are in passenger cars, 26% are two-wheelers (15% motorcycle, 8% bicycle and 3% moped), 22% are pedestrians and 7% are other. Comparing 2001 and 2015 statistics are in favor of 2015 for number of fatalities (decrease from 51% to 45%) but the opposite when looking at powered two-wheelers (increase from 14% to 18%), pedestrians (19% to 22%) and cyclists (6% to 8%), as well as the elderly (18% to 26%).

Decision 93/704/EC (30 November 1993) on the creation of a Community database on road accidents (CARE), requires all member states to have an accident database, and submit the set of data to the EC at least once per year. Conditions in member states are different, so the methodology for collecting data is left up to MS. All the already existing data from the previous model was transferred to a new ambitious model called CaDaS, requiring a lot of information that most member states did not have, however the idea of the EC was – raise the bar to the maximum.

Connectivity Reform Measures: CONNECTA consultant's presentation and scope of work was followed by a discussion which extended to all other stakeholders that are currently funding projects for road safety, in the region: DEU to Albania, DEU to Montenegro, World Bank and EIB. Several projects addressing road maintenance and rehabilitation that are ongoing or planned until 2020 include a road safety component, therefore the road sections foreseen for inspection and auditing are going to be considered in order to avoid overlapping work with CONNECTA. The ToR in RSA and RSI measures were in advance submitted to the RSWG members for their comments and discussion which resulted with their approval. The final text of ToR will include all the RS measures foreseen in the CRRMP 2016-2017. The RSWG members will provide information on their needs in the given aspect and SEETO will finalize the ToR for road safety connectivity measures. Amongst the three new CRM measures, it is still an open question whether the RSWG will play a role on the Regional Certification RSA/RSI licensing system and whether CONNECTA can be involved in giving a proposal on it, since this is still a major legal issue in most of the regional participants. SEETO in cooperation with the World Bank has delivered the first action which is the **Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings**.

IFIs contribution to Road Safety in SEETO region: The **World Bank** is actively working in road safety and offering support in capacity reviews, capacity building, investment projects, technical assistance, etc. Currently there are several projects ongoing, in 4 countries out of 6 SEETO's members. Albania - Result-based road maintenance and safety project; Bosnia and Herzegovina (Federation) - Road Sector Modernization project (EUR 58 million); the former Yugoslav Republic of Macedonia - National and regional roads rehabilitation project; Serbia - Road rehabilitation and

safety project and Corridor X highway project. Tremendous support was given by the World Bank to SEETO Secretariat and SEETO regional participants, to achieve and accomplish 90% of the fulfillment of CRM 2015-2016 where the curricula, revised SEETO RSI guidelines and the training were delivered by June 2016.

EIB's approach to road safety is focusing more on the road infrastructure operations, RSI and RSA, and providing guidelines, as well as scaling up existing EIB lending, blending and advising activities in support of road safety improvement projects and providing the Road Safety Action Plan. EIB is present in the SEETO area with projects in Bosnia and Herzegovina with road modernization and new section projects, in Serbia - road rehabilitation and safety and new section construction in Albania. EIB's support dedicated to road safety projects/programmes is linked with the infrastructure investments having the road safety as main objective, where the existing accident problems should be documented and analysed, as well as the costs should be justified by cost-benefit assessments.

EU Delegation in Montenegro: Under the IPA II national programme for 2014, the EU Delegation is supporting ongoing activity for creation of a comprehensive road database of national roads of Montenegro and also road safety inspections of the national roads of MNE. The main components of this project are divided in 4 slots. The first slot is operation of freight management maintenance system, which is to cover the complete national road system, including the core and comprehensive networks. The contract for this project is expected to be signed by the end of June, or July at the latest. Parallel to the above project (2nd slot) there will be one component related to building and restoration of road traffic counters which is also supportive to the update of the road traffic database. Another core activity (3rd slot) is road safety inspection in accordance with iRAP or EuroRAP protocols and standards. The 4th slot/component of this project is project preparation for at least 10 so-called black spots on MNE national roads. Finally, the recently signed Transport Community Treaty (TCT) by three WB6 countries could be used as a basis for addressing the licensing issue, ie. serve as a basis for the establishment of this kind of market for road safety inspections.

EU Delegation in Albania: According to the numbers and statistics provided by the World Bank it is evident that road safety is a big concern in Albania. The EU has supported the transport sector in Albania in all components, starting with the preparation of the legislation, capacity building, training as part of the capacity building, as well as infrastructure - where road safety was partially addressed under this component. With IPA II it was decided that a sector approach be taken in order to have a good basis for EU Delegation to support the Ministry of Transport and Infrastructure of Albania in the preparation of the transport strategy. For the first time the transport strategy covers all the components and this time in addition to having the points which are a priority for the Albanian government, included are the SEETO soft measures, and the EU Delegation intends to follow their implementation very closely. The EU Delegation in Albania is now starting the budget support and in a different way from how it was done before. Now the money goes to the treasury, and targets set by the EU Delegation in cooperation with the Ministry are promoted. Only in case the targets are reached - the disbursement is done. Three components of budget support are: 1) good governance, 2) maintenance and 3) road safety. There is another project dealing with RS which is receiving TA and has a supply contract that is to start being implemented by the end of year. The main objective of this project is the road side checks. The TA will also support the Ministry with legislation

preparation, with design for constructing these road side checks, for the speed management system to be put in place and an awareness campaign dealing with RS.

Experience of an EU member state: Case of Slovenia as a member of EU from 2004 year in the implementation of the road infrastructure management Directive 2008/96/EC is bringing its experience to our regional participants and explaining that it is not an automatic process, and the transposition shall be in the substance, not literally. The regulation shall foresee the harmonization with road operators and when the legal act is adopted a verification procedure shall start. After the full transposition of the directive and creation of the curriculum Slovenia trained and certified, with a certificate of competence, 21 road safety auditors in October 2011. The law foresees, beside the basic training, periodical training every three years for the certified auditors as well, which is undertaken by the Traffic Safety Agency. **Slovenian Traffic Safety Agency (STSA)** is the central government institution for road safety, established in September 2010. It is funded from the state budget for the regulatory, developmental, professional and supervisory tasks carried out in the public interest, with funds of sponsorship and donations, and with funds from EU projects. There are 116 employees and STSA has a gender balanced team with 31% women. Agency is undertaking severe tasks, such as: organization and implementation of analytic research in the field of road safety; preventive and education programmes; tasks related to the national road safety programme; tasks related to drivers and vehicles; organization and implementation of independent investigations of the most serious traffic accidents; road safety audits relating to all phases of road planning, constructing and maintaining, in accordance with Directive 2008/96/EC of the European Parliament and of the Council of 19 november 2008 on road infrastructure safety management and based on Public Roads Act, implementation of rehabilitation programmes for drivers convicted of speeding, driving under the influence of alcohol, drugs and medicines. Slovenia has an open market and recognizes the RS auditors of other countries based on the nostrification procedure of the curricula programme.

Experience from the newest EU member state - case of Croatia: The legislation on transposing the Directive 2008/96/EC on road infrastructure safety management is based on the "Roads Act" from 2013, which applies the implementation of the Directive as mandatory on TEN-T roads. The Directive is applied through „Regulation on activities to improve TEN-T roads safety“, "Regulation on road safety audit and education of auditors", "National road safety programme of the republic of Croatia 2011-2020" and "Road Traffic Safety Act". Several stakeholders dealing with road safety are involved and collaborate with each other in the process: Ministry of the Sea, Transport and Infrastructure; Ministry of Interior Affairs; Road inspection; Croatian association of drivers and vehicle owners (HAK); Faculty of transport and traffic sciences (FPZ); Road management authorities (HC, HAC, ARZ, etc.). Croatia provided practical examples of applying the new methods in BSM. Croatia, as a new member of EU, has done a lot in the implementation of the directive. However, there is still room to fully achieve the set goals.

The establishment, functionalities and the role of the **Regional Road Safety Observatory** of Latin American countries (**OISEVI**) that were presented from the former Head of the National Observatory of Road Safety at the Ministry of Interior of Spain. Heads of Road Safety and Traffic Agencies from 18 countries agreed in 2011 to create the *Ibero-American Road Safety Observatory*. A Memorandum of Understanding was signed at the OECD headquarters in Paris in November 2011, to formalize the agreement and establish a regional road safety database, based on the IRTAD model. Every year, the heads of road safety from 21 countries meet to discuss common issues

being faced and major strategies to reduce accidents in the region. The **main objective of this Observatory is to** monitor road safety indicators/performance in the LAC region, and share relevant road safety information related to best practices concerning policy-making, planning, road safety indicators, etc. The collection was supported by a road safety database linked to IRTAD, specific for Ibero-American countries (the "IRTAD-LAC Database"). Among above mentioned, OISEVI, has other objectives with a wide scope like agreeing on road safety policies between governments; promoting bilateral and regional technical cooperation; establishing a common road safety data repository that allows comparative analysis; sharing good and bad experiences based on similar realities, and providing reliable data systems under international standards.

The EC Technical Assistance in support of the Strategic Work Programme of SEETO 2015-2017 is funding the study for "*Monitoring of the road safety strategies in SEETO members and draft a regional short term action plan*". The study is undertaken by **SAFEGE** that has already submitted the draft Progress Report to the respective contacts in DG MOVE and SEETO. Until now the data on legislative, the initial benchmarking of road safety system based on EU objectives on road safety 2011-2020 and benchmark list for accident data systems, based on CaDAS protocol (recommendation from European Commission) were collected during the regional visits that consultants had in the SEETO regional participants and Croatia. The visits brought on board the respective expertise of representatives of the Ministry of Transport, Road Safety Traffic Agency (where applicable) and Ministry of Internal Affairs. SEETO RSWG members played an important role as the main contact points in organizing the meetings, coordinating the work and providing the information required from consultants through SEETO Secretariat. A gap analysis in the legislative documents, data accident trend analysis and the first examples of benchmarking of road safety performance for each regional participant were illustrated with graphs and figures and presented to all the participants. A timeline with the detailed activities and deliverables of the work plan was given to all attendees.

Next steps:

- *The Road Safety study under EC TA in support of SEETO Programme 2015-2017 is expected to include among other deliverables a draft short term Regional Action Plan by end of May 2017. However, they are asked to provide SEETO with 4-5 important actions quite before the deadline in order to be used **to draft the declaration for the Trieste Summit**. This step is also in line with the CSSER speech in the last SEETO AMM and an extension of the Malta Declaration to WB6 countries. The RSWG members are included in the process of discussion and the SC members will be provided with the draft version in advance.*
- **SEETO being a Transport Observatory** has a similar structure of a Road Safety Observatory, sustainable base platform and a data collection system that can be extended with the road safety performance indicators required as basics from the EC. The unified questionnaire defined from UNECE/ITF/EUROSTAT can be used as a sample to be introduced to the SEETO regional participant as the new road safety questionnaire for SEETO. The statistical offices of some of the regional participants are already submitting the common questionnaire in UNECE/ITF/EUROSTAT. Given that, the extended questionnaire will help in better road safety and benchmarking analysis of the SEETO region.

- *RSWG members took note to try to combine iRAP surveys with road asset management and come out with one civil contract that includes road safety measures. A mix of inspection methods is preferred for undertaking: firstly, do an iRAP assessment for the whole road network and secondly undertake a detailed manual road safety inspection for the high risk sections, the 1 and 2 stars, as identified by iRAP.*
- *Each regional participant shall define the 25% highest risk portion of its Core and Comprehensive road network. This 25% should carry at least 75% of the fatalities and serious injuries that occur on the Core and Comprehensive road network. It is recommended then to divide this 25% into several homogeneous road sections that are 20-30 km long each. These lists of sections will be given to the CONNECTA consultant to inspect some of them. The aim is for the CONNECTA consultant to inspect about 550 km in total, in 2017.*
- *On the road safety audit CRM, it is preferable to choose the sections whose projects are in the concept and design stage, which is more useful than choosing sections that are at the bidding stage.*
- *Add the third CRM according to the current CRMMP 2016-2017 (related to crash database) to the TOR of the CONNECTA consultant*

Annex 1: List of participants of the 8th SEETO RSWG

Present:

RSWG Members:

- **Said Dahdah**, Senior Transport Specialist, World Bank Group - **RSWG Chairman**
- **Miroslav Djerić**, Expert associate 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 of the former Yugoslav Republic of Macedonia
- **Kiril Karakalasev**, Assistant Manager in Department of maintenance and toll collection, Public Enterprise for State Roads of 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
- **Emir Morina**, Traffic and Transport Engineer, Ministry of Infrastructure of Kosovo*

European Commission:

- **Maria Teresa Sanz Villegas**, Policy Officer, Directorate-General for Mobility and Transport - Unit C4: Road Safety, European Commission

EU Delegations:

- **Entela Sulka**, Project manager in Operations Section II, Delegation of the European Union to Albania
- **Ivan Lagator**, Delegation of the European Union to Montenegro

IFIs:

- **Svetlana Vukanovic**, Transport Specialist, Transport and ICT Global Practice, World Bank
- **Anna Maria Ferrer Gimenez**, Consultant, Transport and ICT Global Practice, World Bank
- **Per Mathiasen**, Senior Sector Engineer, Mobility Department, Roads Division, EIB
- **Radoslav Ralevic**, Associate banker, Regional office in Podgorica, EBRD

* 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

Speakers and observers:

- **Zana Joca**, European integration expert, Ministry of Transport and Infrastructure of Albania
- **Armela Maxhelaku**, Expert of foreign projects, Ministry of Transport of Albania
- **Dalibor Milosevic**, General director of Directorate for road traffic, Ministry of Transport and Maritime Affairs of Montenegro
- **Danilo Janjusevic**, Senior Police Inspector I Class, Police administration, Ministry of Interior of Montenegro
- **Olivera Stević Ledenčan**, Senior Advisor, Ministry of Construction, Transport and Infrastructure of Serbia
- **Desimir Desnica**, Advisor, Ministry of Construction, Transport and Infrastructure of Serbia
- **Ivana Subotic**, Engineer for Traffic Safety, Public Enterprise "Roads of Serbia"
- **Arsim Mulaku**, Technical Control Officer in vehicle department, Ministry of Infrastructure of Kosovo
- **Arber Zhitia**, Road Traffic safety Council Coordination Assistant, Department for Coordination Council on Road Traffic Safety, Ministry of Infrastructure of Kosovo
- **Zvonko Zavasnik**, Head of Road Unit, Land Transport Directorate, Ministry of Infrastructure of Slovenia
- **Milan Vukovic**, Senior adviser/ specialist, Directorate for road and railway traffic - Sector for road and railway infrastructure, Ministry of Maritime Affairs, transport and Infrastructure of Croatia

SAFEGE Consulting Engineers

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

ConnectA Consulting Engineers - Support to the implementation of the SEETO strategic Work Programme (2015-2017), ConnectA project of DG NEAR

- **Chris Germanacos**, Team Leader
- **Konstantinos Georgiou**, Transport Expert - Deputy Team Leader

SEETO Secretariat:

- **Liljana Çela**, Information Resources Manager, SEETO
- **Nerejda Hoxha**, Transport Planning Manager, SEETO
- **Marijana Dijan**, Administrative Assistant, SEETO

Apologies for absence from:

- **Nikolin Berxhiku**, Specialist for road safety, Ministry of Transport and Infrastructure of Albania
- **Ariana Hasani**, Specialist in Department of Standards Directory, Albanian Roads Authority
- **Zenaida Mulaganovic**, Senior Expert for Road Infrastructure, Ministry of Communications and Transport of Bosnia and Herzegovina
- **Nedžad Lisak**, Department for transport, federal Ministry of Transport and Communications of Bosnia and Herzegovina
- **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
- **Burim Krasniqi**, Head of department for coordination and road safety, Ministry of Infrastructure of Kosovo