Conclusions and next steps from the 9ᵗʰ RSWG meeting of SEETO

September 12-13, 2017

Trebinje, Bosnia and Herzegovina

The 9ᵗʰ Meeting of the Road Safety Working Group of SEETO took place in Trebinje and was hosted by the Ministry of Communications and Transport of Bosnia and Herzegovina. Conclusions of the previous, 8ᵗʰ RSWG meeting held in April 2017 in Podgorica, Montenegro were presented and adopted, as well as the agenda of the 9ᵗʰ RSWG Meeting.

The Chairman, Mr. Said Dahdah, World Bank Group Senior Transport Specialist gave a special note on the work and fruitful contribution given from all RSWG members, while the participants were welcomed from Liljana Çela, Information Resources Manager in SEETO.

Update from the host: Ministry of Communications and Transport of Bosnia and Herzegovina is authorized for elaboration of legal regulative for the area of road safety. The Framework Transport Strategy (2016-2030), in Bosnia and Herzegovina, as well as the Action plans for the implementation thereof were adopted at 64th session of the Council of Ministers. At the entity level: the Federation of Bosnia and Herzegovina (FBiH) prepared Draft Transport Strategy for 2016-2030; The Republic of Srpska (RS), adopted Draft Transport Strategy for 2016-2030; Brčko District BiH adopted the Conclusion to accept the Draft Framework Transport Strategy of Bosnia and Herzegovina for 2016-2030. **Legislation changes:** *The Law on Amendments to the Law on Fundamentals of Traffic Safety on* Bosnia and Herzegovina *roads has been adopted; Activities on elaboration of Terms of Reference for the elaboration of* Bosnia and Herzegovina *Road Safety Strategy are still ongoing; Final activities on nomination of Road Safety Council members are underway; Project "Development of Traffic Accident Database "(finance by EBRD).* At the level of FBiH, several bylaws were adopted in the previous period, such as Rulebook on public Roads maintenance, Rulebook on licensing Contractors for regular public roads maintenance and Rulebook on the toll payments on highways, expressways and facilities subject to toll payments in FBiH. Furthermore, the project of modernization of Road Sector is in its initial phase being financed by EBRD. At the level of Republic of Srpska, Road Safety Law was adopted in 2011. As a result of the implementation process in the RS, Road Safety Strategy and Road Safety Programme were defined and RSA/RSI trainings were conducted. In the end, it was stressed that the Rulebook regarding Road Safety Audit and Road Safety Inspection as well as implementation guidelines had been adopted. *Road Safety Auditor/Inspector continuous training curriculum for the period of 10 years is in the preparation. Summary of general requirements according to the Rulebook* was asked for discussion on the following day.

Basic requirements for individual and team certifications: Tendency to require individual certifications instead of team certifications has been noticed and marked as a problem due to the fact that audit teams consist of 2-3 people. Requirements for the team leader are not the same as for the team members. General requirements for team leaders can be found at the IRF website: https://www.irf.global/docs/committees/IRF-Policy-Statement_Requirements-for-Road-Safety-Audit-Team-Leaders-151118.pdf. This document is designed by the International Road Federation (IRF) to create guidelines for the minimum qualifications for Road Safety Auditor Team Leaders to ensure the quality and effectiveness of audits & inspections.

Tendency to require individual certifications instead of team certifications has been noticed and marked as a problem due to the fact that audit teams consist of 2-3 people. Requirements for the team leader are not the same as for the team members. There is the prerequisite for the team leaders in the Rulebook, that they must have done at least 4 inspections in the past. The auditing process is more formal and strict then it has to be. Minimum standards and inter-recognition of certification are very important, because they would provide interoperability. There cannot be as many inspectors as needed unless it's been compromised on quality. In order to avoid such thing, generic minimum standards, that everyone would obey, should be set up. Connecta can help with their work on setting up a regional requirement. Sample reports of audits and inspections should be shared with them.

Regional road safety actions from Trieste Summit July 2017: RSWG members were introduced with the regional measures adopted on the Ministerial meeting of Ministers of Transport in Trieste. The document agreed between all RPS and EC in Trieste were submitted to RSWG members on July 2017.

The most dangerous portions of the TEN-T Network, according to the Regional Participants:

Kosovo*: They have data about traffic incidents in general. They've been discussing with the Kosovo Police to see how to get more detailed information. It's important to have the exact locations of the incidents to identify most dangerous parts where majority of accidents happen.

Albania: is covering all Core and Comprehensive network by Euro RAP.

Montenegro: Fist started Black Spot Management Programme in 2006, pointed out around 52 potential BS. Using reconstruction and regular maintenance measures decreased that number to 10-15 BS. Reconstruction programme of national roads includes all of the remained Black Spots. In the future is foreseen to use iRAP methodology.

Serbia: In 2008, 3000 km was finished according to the iRAP methodology. In the same year, dangerous spot study was conducted. Starting from 2015 Serbia was introduced the exact location of the traffic accidents with GPS coordinates and according to plan, BSM will start next year, in 2018.

Bosnia and Herzegovina: Road Safety act was imposed. BSM is one of the most important procedures in their RS unit. BSM guidelines were developed according to the Rulebook of BSM. Continuous work has been done regarding analyzing data during 2016-2017 and future plans are to use iRAP methodology for the main network.

the former Yugoslav Republic of Macedonia: A project using iRAP methodology is foreseen to start soon and will cover all Core and Comprehensive network.

Connectivity Reform Measure Management Plan: Participants were informed that the SEETO Annual Meeting of Ministers will take place first week of December in Brussels and that is expected that inspection of 10% of the network to be finalized by the end of November, so it could be included in Conclusions. Inspections reports are not necessary to be submitted until that time, but only field work – inspections themselves. Field studies should be carried out, with the previous kick off meetings with the Regional Participants. The three-year plans should be prepared for each Regional Participant by April 2018.

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* 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.

SEETO Suggestions and Recommendations: Within the 3year plan, all SEETO network, 5500 km of roads, are supposed to be inspected. It is not expected for all of it to be inspected in detailed manner, since it would take a lot of time and money. So, a quick screening of 5500km should be conducted in order to identify 1000-2000 km for which a thorough inspection should be done following detailed procedures. It should be performed systematically, with respect to SEETO or national guidelines. First, a plan of inspections for the next three years should be prepared and adopted, after which resources should be provided. Further, all these inspections should be linked to the Road Maintenance and Improvement Programme. Otherwise, it all comes down to inspecting and delivering inspection reports. The goal is to implement some of the inspection recommendations, ideally all of them. Furthermore, coordination and mutual understanding between Working Groups, Maintenance and Reconstruction departments at Ministry of Transport need to be secured.

Additionally, it was proposed that a case study could be organized at the next meeting in order to see how the consultants, auditors, contractors and designers were managed. It would be an act with a purpose to better understand the management of auditing/inspecting process, what questions to ask and what not to ask.

Accident Database System: During SAFEGE visit to the Regional Participants, within the Monitoring of Road Safety strategy, there was "Analysis Collection of Road Accident Data in accordance with CADAS" section in their report. They analyzed data collection method and compared it to CADAS.

Some of the Regional Participants have recently done a new data base, like Serbia, or are planning to do a new one and secured funds, like Bosnia and Herzegovina and Albania.

Given the fact that building a new data base is not a possibility, before sending a questionnaire to the Regional Participants, it should be looked into what they are doing regarding Accident data base. If they are doing a Road Safety data base, it is best to influence that data base.

Since Serbia already has a new data base, and Bosnia and Herzegovina and Albania are in the process of building one, there are 3 countries left that can benefit from this component. Not all Regional Participants are at the same level, which is why this component must be redesigned in order to be useful to all.

It seems that all RP want to have a similar methodology as CADAS and to have main CADAS components built into their data bases. New ToRs should be able to deliver minimum requirement for CADAS.

It was advised that it should be looked at what Serbia has done so far, and see what extra can be given them quickly. Kosovo, Montenegro and Macedonia should draft a new ToR.

The goal will be to call on these crashdata bases and pull them together in order to *make a single regional datbase* on traffic accidents covering the whole WB.

Next steps:

> One map should be produced for TEN-T Network that would identify the most dangerous sections. The information should cover the following:
> a) Work done under EuroRAP and iRAP belong to the methodologies which can contribute to designing of this regional map
> b) SENSOR produced half of TEN-T map, other half should be covered by individual studies.
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> What needs to be done:
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> 1) Understand what SENSOR covered under TEN-T Network and
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> 2) Make sure ToRs running on your countries includes all the other left sections of TEN-T Network.

> Basic standards for certification process **–** three to five pages document summarizing certification criteria should be delivered. While preparing their national certification criteria, Regional Participants should take into account the best experience from EU countries, recently EU members and their criteria and standards for RSA/RSI. Hence, new task for Connecta was defined and it requires preparation of small deliverable on the standards and basic trainings.

> Representatives of the Ministry of Interior Affairs (MIA) shall be part of SEETO RSWG meetings when the items in the agenda are treating the road safety as a shared responsibility between MIA and MoT.

Annex 1: List of participants of the 9th SEETO RSWG

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
- **Emir Morina**, Traffic and Transport Engineer, Ministry of Infrastructure of Kosovo
- **Nikolin Berxhiku**, Expert of road safety, Ministry of Transport and Infrastructure, Albania
- **Ariana Hasani**, Specialist in Department of Standards Directory, Albanian Roads Authority
- **Zoran Andrić**, Assistant Minister, Ministry of Communications and Transport, Bosnia and Herzegovina
- **Kiril Karkalashev**, Assistant Manager, Public Enterprise for Roads, the former Yugoslav Republic of Macedonia
- **Arsim Mulaku,** Technical Control Officer in vehicle department, Ministry of Infrastructure of Kosovo
- **Nikola Arnaut**, Independent adviser in the sector of construction, reconstruction and maintenance, 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
- **Burim Krasniqi**, Head of department for coordination and road safety, Ministry of Infrastructure of Kosovo

Speakers and observers:

- **Zana Joca**, European integration expert, Ministry of Transport and Infrastructure of Albania
- **Saša Jasnić**, Head of Road Safety department, Public Company Republic of Srpska Roads
- **Reuf Boračić**, Chief Engineer, Public Enterprise Roads Federation Bosnia and Herzegovina d.o.o. Sarajevo
- **Ivana Subotic**, Engineer for Traffic Safety, Public Enterprise "Roads of Serbia"

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

- **Chris Germanacos,** Team Leader, Transport Expert
- **Jesper Mertner**, Team Leader – Road Safety Project
- **Matthew Chamberlain**, Lead Road Safety Auditor
- **Stylianos Efstathiadis**, Lead Road Safety Inspection

SEETO Secretariat:

- **Liljana Çela**, Information Resources Manager, SEETO
- **Nerejda Hoxha**, Transport Planning Manager, SEETO

Apologies for absence from:

- **Zenaida Mulaganovic**, Senior Expert for Road Infrastructure, Ministry of Communications and Transport of Bosnia and Herzegovina
- **Nedzad Lisak**, Department for transport, federal Ministry of Transport and Communications of Bosnia and Herzegovina
- **Marko Vujačić**, Coordinator for negotiating chapters 14 (Transport policy) and 21 (Trans-European Networks, Ministry of Transport and Maritime Affairs of Montenegro
- **Saša Stojanović**, Assistant Minister, Ministry of Construction, Transport and Infrastructure of Serbia