Road Safety Management

Federal public service
Mobility and Transport

Regional Road Safety Capacity Building Workshop
Belgrade - 16 October 2014
Competent authority

Latest state reform: July 2014

- Transfer of competences to regions

Federal

- Traffic regulation (incl. motorway speed limits)
- Penalization in general

Regional

- Road infrastructure
- Speed limits + penalization
- Road safety campaigns
Competent authority (2)

Local
- Speed limits
- Road infrastructure

Mixed competences
- Cooperation agreements
- Participation procedures
- Different majorities
Coordination

Federal Commission for Road Safety

• Multiple levels of government and stakeholders represented
• Advisory commission for all competent authorities
• Source of national strategy on road safety
Strategy for 2020

Guiding principle: less road victims

• Halve the number of road casualties between 2010 and 2020, meaning a maximum of 420 casualties in 2020

• Evaluation in 2015

Themes

• Driving under influence
• Inappropriate and excessive speed
• Not wearing seat belt
20 recommendations

• Regarding: education, engineering, enforcement and data collection

• Defining: target group, timing for action and effects, goal, execution, actors and key performance indicators
Goals for driver education matrix

- Introduced in 2013 for motorcycle driving training and testing
- Other vehicles will follow (regionalized in 2014)
- Indicator: number of accidents involving young drivers and drivers who obtained their licence in the new system
Enforcement

Effectively punish repeat offenders

- Integrated approach and concrete measures
- Same type of offence; not just same offence
- Extension of offences leading to driving ban
- Higher punishment for repeat offenders, including lengthy driving ban and tests to regain licence
- A combination of serious offences will be treated as a repeat offence
- A combination of serious offences within 3 years will lead automatically to driving ban
- Specific measure for novice drivers
Enforcement (2)

Increase probability of detection

- Objective and subjective probability
- The police are continuously increasing the number of road checks
- Indicator: decrease number of checks, tickets and immediately collected fines
- Targeted and thematic checks on speed, DUI and seatbelt use
- Source of information for the development of behavioural indicators
Enforcement (3)

Alternative measures

- Educational measures
- Judicial and administrative
- Optional or as part of a (conditional) judicial sentence
- Special courses for alcohol and speed offenders
- Indicator: number of courses, participants
Enforcement (4)

Licence plate for mopeds

• As from April 2014
• All mopeds and quads up to 50 cc
• All new and pre-owned vehicles are to be registered
• No road tax
Enforcement (5)

Administrative treatment of offences

- Raise effectiveness of enforcement and punishment
- Minor offences (speed, parking, seatbelt, etc)
- Minor DUI offences have recently been added
- Big fines
- Prosecution still possible, but not likely
Thank you!