

United Nations Economic Commission for Europe



Conference on Improving Road Traffic Safety in South-Eastern Europe Setting Regional and National Road Traffic Casualty Reduction Targets

Hosted by Evia Chamber of Commerce and Industry and the Hellenic Chambers Transport Association with the support of the Ministry of Transport and Communications of Greece

25-26 June 2009, Halkida, Greece



BOSNIA AND HERZEGOVINA **Ministry of Communications and Transport**

Presented by Izet Bajrambašić, Assistant Minister

Content

- I Part: Current situation
- II Part: Plan for future
- III Part: Road Safety Regional Study

I Part: Current situation

- The National Road Safety Law
 - It covers all areas, all citizens and all aspects of road safety.
 - This Law was adopted by the Parliament of B&H in 2006.

Road Safety Data by 2008

Year	Population	Number of vehicles	Number of accidents	Number of accidents with killed or injured	Injured	Killed
2006	4 346 116	736 001	36 087	7 028	10 273	424
2007	4 346 116	790 084	39 959	8 168	11 888	430
2008	4 346 116	882 783	40 859	8 353	11 884	434

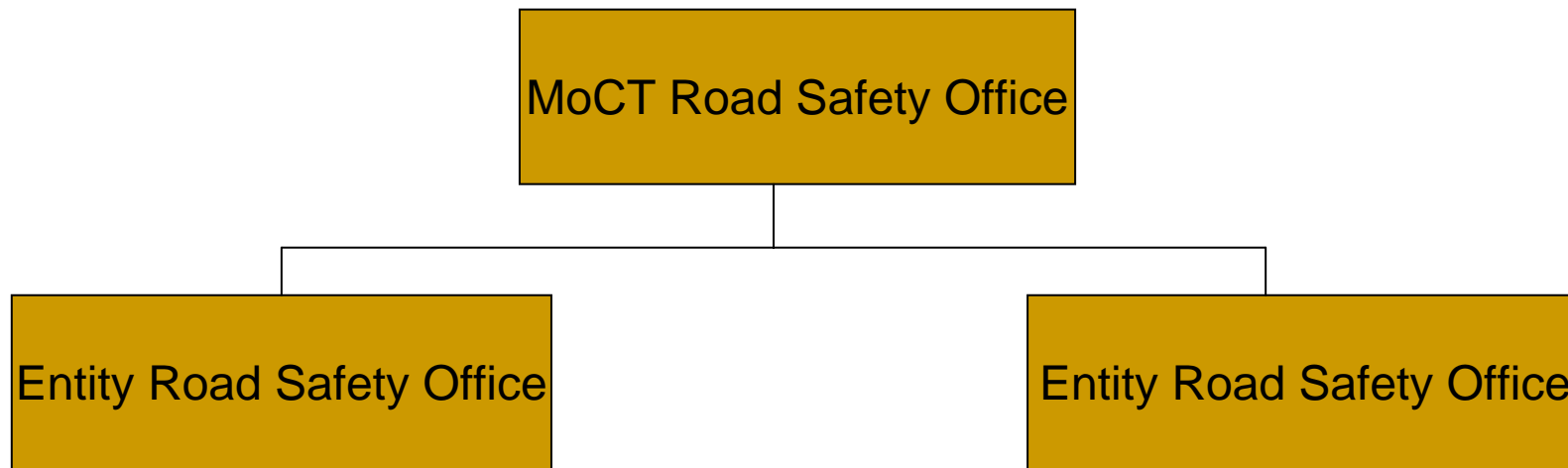
- It is very worrying: bad trend has increased
- A traffic accidents caused by: speed (it is reported to be the single most frequent cause of traffic accidents about 24%), poorly maintained roads, usage of old and technically unsound vehicles, young drivers, etc.
- It seems that rigorous Law has not *many* changed behavior and awareness of the people.

-
- **Over the past few years, BH authorities have already undertaken a number of activities aimed at improving road safety. A state-level Road Safety Law was passed in 2006, which has harmonized key road safety rules of the entities.**
 - **Working with the WB we have prepared Road Safety Study and new approach proposed could be of help.**

II Part: Plan for future

- According to the Study we are going to establish the office in the State Ministry and in the each of Entities for better Co-ordination and Management.

(Road safety strategy, policy and action programs, road safety statistics, road safety economics and road safety promotion).



The actions for the lead agency at State and Entity levels to be focused on:

- Agreeing the **clear management responsibilities** of the key government stakeholders – transport, roads authorities, police, health and education - for road safety, at State (where relevant) and Entity levels, ensuring that regulatory and compliance functions are separated according to good European practice.
- Preparation of a basic **national road safety strategy** at State level with supporting State and Entity action plans.
- Identification of **national projects** to launch strategy & commence capacity building initiatives.
- **Establishing key linkages** and partnerships between stakeholders e.g. police and roads authorities within the Entities and between State and Entity counterpart Ministries.
- For all MoCTs', carrying out **multi-sectoral coordination, preparing proposals for legislation, funding and resource allocation; high-level promotion; monitoring and evaluation; and fostering research and knowledge transfer within a results focused environment**

The National Road Safety Coordination Council

- **According to the Law The National Road Safety Coordination Council should be a smaller group of Ministers (Transport, Interior, Health and Education) supported by a senior executive group of department heads, who in turn are supported by senior road safety managers.**
- **The Council and supporting structure should also be mirrored at Entity level for the coordination on Entity input to the national strategy and development monitoring and review of Entity Action Plans.**

B&H and WB

- **The World Bank has also supported BH authorities in their plans to improve road safety management through a series of projects over the past decade. The last one is the Road Infrastructure and Safety Project (RISP) worth USD 25 million, which is currently under implementation.**

III Part: Road Safety Regional Study

- **South East Europe Core Regional Transport Network**
(Albania, Bosnia and Herzegovina, Croatia, Kosovo, Macedonia, Montenegro and Serbia).
- Objectives of the Study:
“to continue to pursue joint efforts for fostering a harmonized reform and integration process in the transport sector across the South East Europe Region and to support the improvement in the efficiency of the SEE Core Regional Transport Network”.

Results of the Road Safety Audit are:

- A draft short term Road Safety Strategy;
- A proposal for law and regulations to implement mandatory road safety audits;
- A draft Road Safety Manual prepared;
- A standardised set of common road safety auditing procedures, in accordance with EU standards and directives, prepared for each Participant and tested through pilot projects;
- A draft model of the Regional Safety Audit Agreement and an Action Plan for its implementation;

Resultats:

- **Component B: Road Safety Auditing**
- To assist the participants in the SEE Core Regional Transport Network for implementing MAP soft measures in the Roads sub sector, with the focus on Road Safety Audit. The most important results related to this Component are:
 - A draft short term Road Safety Strategy;
 - A proposal for law and regulations to implement mandatory RSA;
 - A draft Road Safety Manual;
 - A draft RSA Agreement and an Action Plan for its implementation;
 - Testing RSA procedures through pilot projects with reference to design documents and existing roads on the core road network.

Thank you very much

izet.bajrambasic@mkt.gov.ba