

**MINISTRY OF TRANSPORT
STATE INSPECTORATE FOR ROAD TRANSPORT CONTROL–
I.S.C.T.R.**



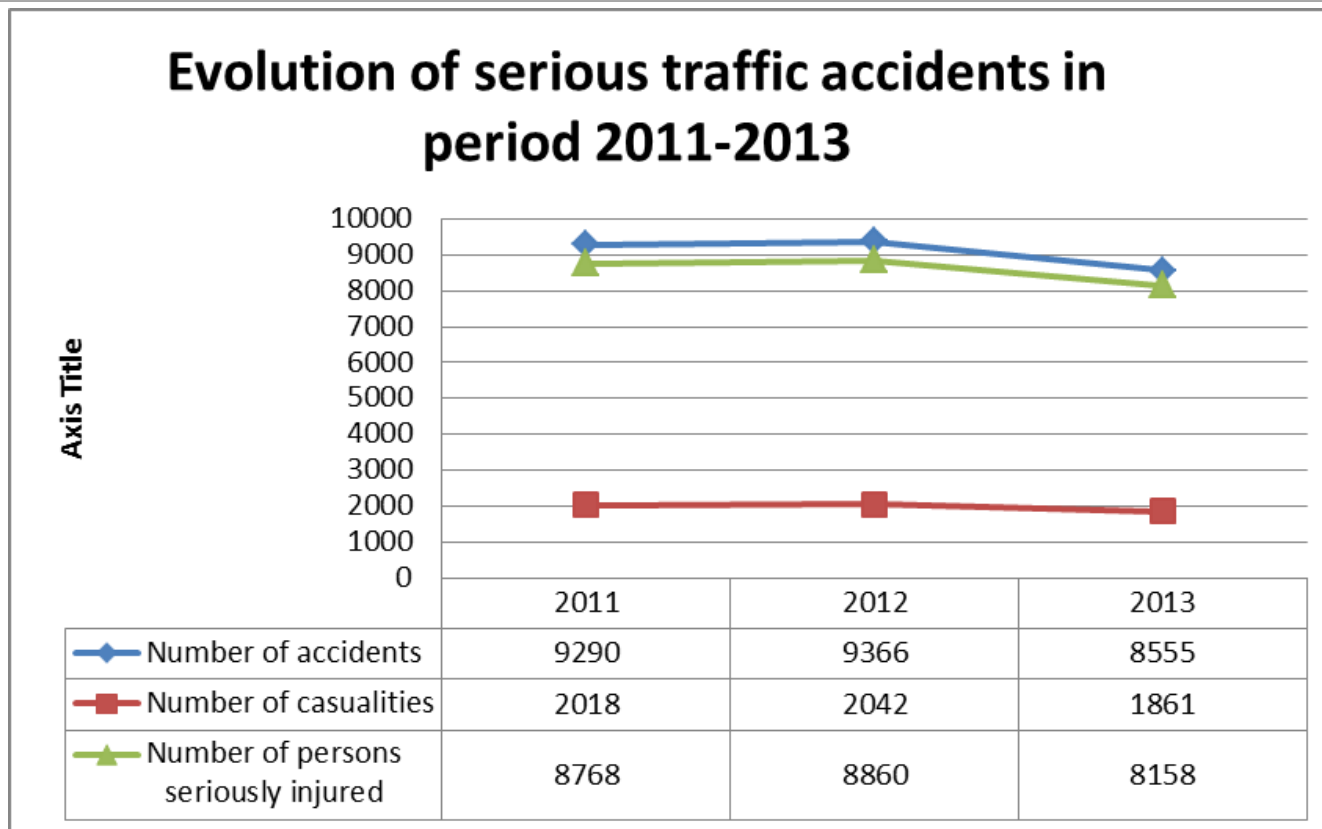
**ROAD SAFETY MANAGEMENT
(FROM THE PERSPECTIVE OF COMMERCIAL TRANSPORT)**

INTERNATIONAL CONTEXT

- **ORIENTATIONS ON ROAD SAFETY POLICY 2011-2020**
(Final Communication no. 0389 from 20th July 2010 of the European Commission)
- **DECADE OF ACTION FOR ROAD SAFETY**
- (UN General Assembly Resolution no. 64/255 of 2nd March 2010)
- **MAIN OBJECTIVE – TO REDUCE CASUALTIES DUE TO TRAFFIC ACCIDENTS BY 50% DURING 2011-2020**



EVOLUTION OF SERIOUS TRAFFIC ACCIDENTS IN 2011-2013

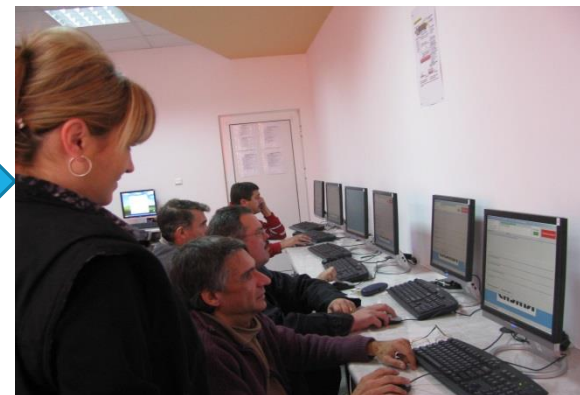


From the chart above it follows that during the year 2013 has decreased the number of deaths towards 2011 with 7.77%

STRATEGIC OBJECTIVES

Actions to improve road safety in the period 2011-2020

- I. Improving education and training of road users;**
- II. Increased compliance level with traffic laws and road transport legislation;**
- III. Safer Vehicles;**
- IV. A safer road infrastructure;**
- V. Promote modern technologies for improving road safety;**
- VI. Increasing the quality of emergency and posttraumatic services;**
- VII. Protection of vulnerable users to traffic.**



INCREASE COMPLIANCE WITH THE ROAD LEGISLATION AND WITH THE ROAD TRANSPORT LEGISLATION

- Checks and penalties for infringements of traffic rules and provisions of road transport field are some of the most effective means of prevention of the traffic accidents, especially through the discouraging effect they produce.
- Monitoring of compliance with national legislation in road transport is performed by:
 - State Inspectorate for Road Transport Control – ISCTR;
 - Traffic Police.





MAIN ACTIVITY CONDUCTED BY THE STATE INSPECTORATE CONTROL THE ROAD TO IMPROVE ROAD SAFETY

- I. Checking of training accomplishment to obtain driving license by driving schools;**
- II. Checking of training accomplishment in order to obtain certificates of training for the persons from the road transport field in the training centers;**
- III. Checking of compliance with driving and resting times by the drivers**
- IV. Checking the technical condition of the commercial vehicles (freight vehicles with total weight over 3.5 tons and passenger vehicles with more than 9 seats, including the driver seat);**



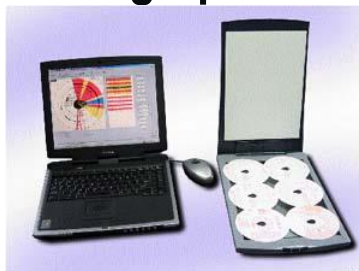
MAIN ACTIVITIES CONDUCTED BY THE STATE INSPECTORATE CONTROL THE ROAD TO IMPROVE ROAD SAFETY

- V. Compliance check of the maximum authorized total mass of vehicles.**
- VI. Checks of cargo securing;**
- VII. Compliance check of the provisions on dangerous goods transport by road vehicles.**
- VIII. Check of adequate training certificates held by the drivers who transport goods, passengers or dangerous goods.**
- IX. Check of medical and psychological certificate held by which contributes to road safety staff (transport managers, drivers, driving instructors).**

COMPLIANCE CHECK OF THE DRIVING TIMES, BREAKS AND REST PERIODS FOR DRIVERS

It is carried out by ISCTR inspectors on roadside and to carrier's premises with specialized equipment

- Laptop and software for tachograph records interpretation
- Scanner
- Printer
- Enforcement card
- TachoScan Softkey
- Card and tachograph Readers
 - Download tool
 - TachoReader Combo



Non-compliance with driving and rest times can result in traffic accidents due to carelessness growth in driving, increased fatigue (driver asleep during driving).

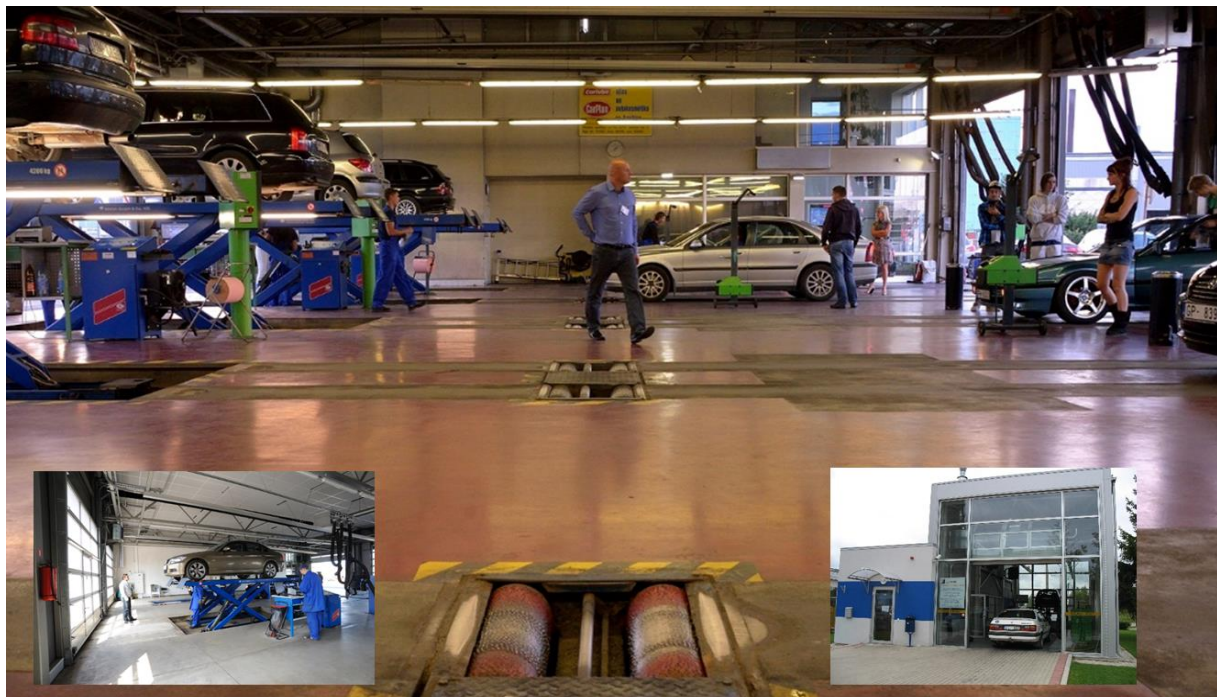
CHECKING TECHNICAL CONDITION OF THE COMMERCIAL VEHICLES

The checking is performed on roadside, visually using equipment supplied



CHECKING TECHNICAL CONDITION OF THE COMMERCIAL VEHICLES

If there is suspicion of major damage or hazardous deficiencies of the braking system or some abnormal movements of the steering system that can not be observed visually, the vehicle is accompanied by a periodic technical inspection station - ITP for a complete check.



CHECK ON CARGO SECURING OF THE MERCHANDISE

Securing the goods in road transport is one of the main factors of the road safety .

Examples of accidents caused by non-compliant cargo securing.



CHECK ON CARGO SECURING OF THE MERCHANDISE

In order to avoid traffic accidents during the enforcement actions shall verify whether the merchandise is stowed by at least one of the following methods:

- Locking;
- Blocking (local /general);
- Direct anchoring
- Friction.



VERIFICATION OF COMPLIANCE WITH THE TOTAL MAXIMUM AUTHORIZED MASSES OF THE VEHICLES

It is done using non-automatic weighting devices.

Vehicles overloading may have as consequence:

- lowering the steering capacity and increasing the braking distance which may have disastrous consequences for the traffic safety;
- Lowering the stability of the vehicle;
- Occurrence of technical defects;
- unfair competition to the operators who do observe the law.



VERIFICATION OF COMPLIANCE WITH THE REGULATIONS OF DANGEROUS GOODS TRANSPORT

These checks aims to avoid accidents/incidents and, even if they occur, the persons involved in the emergency interventions should be aware of the type of goods carried with these vehicles. Additionally, the ADR vehicles shall have onboard the minimum equipment used in such type of interventions.





MEASURES APPLIED BY ISCTR INSPECTORS

Penalties imposed by the inspectors aiming that ISCTR provides a normal competition climate, enhances the dignity of the staff activating in the field of road transport by improving their working conditions, increasing road safety, environmental protection and infrastructure protection, are the following:

- Sanctions for infringements;
- Administrative sanctions.

In case of identifying vehicles with technical deficiencies that constitute a direct and immediate risk to the road safety or have an impact on the environment, there is applied the measure of immobilization until the deficiencies are remedied

UNITARY ENFORCEMENT

In order to achieve a unitary enforcement the staff of I.S.C.T.R. participates to conferences, seminars and coordinated checks organized by :

- EUROPEAN COMMISSION
- EURO CONTROLE ROUTE & TISPOL
- CORTE

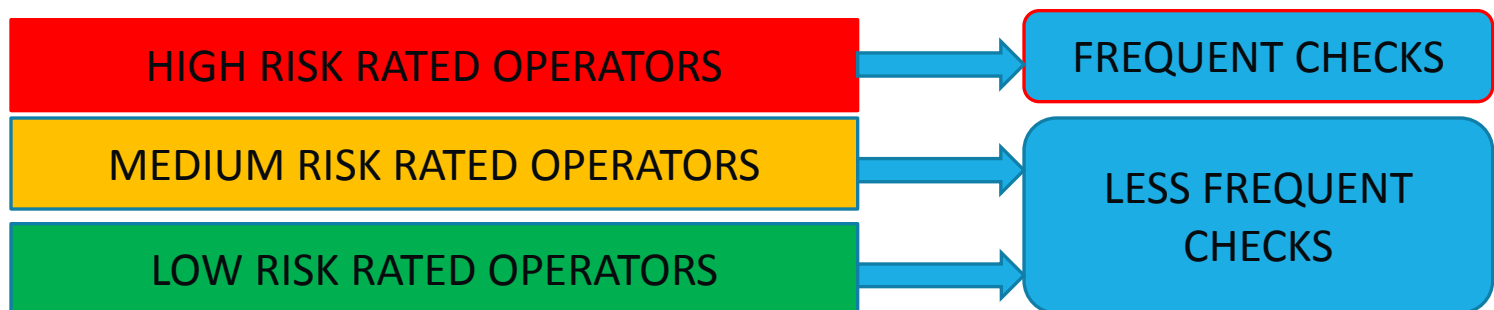


I.S.C.T.R. STRATEGY FOR A MORE EFFICIENT ENFORCEMENT AND FOR THE INCREASE OF THE ROAD SAFETY



- I. The creation and update of road traffic monitoring and information systems necessary for the inspectors in order to stop during their traffic controls the vehicles owned by undertakings classified with a high risk rate and **“NO TO BLIND CONTROLS”**

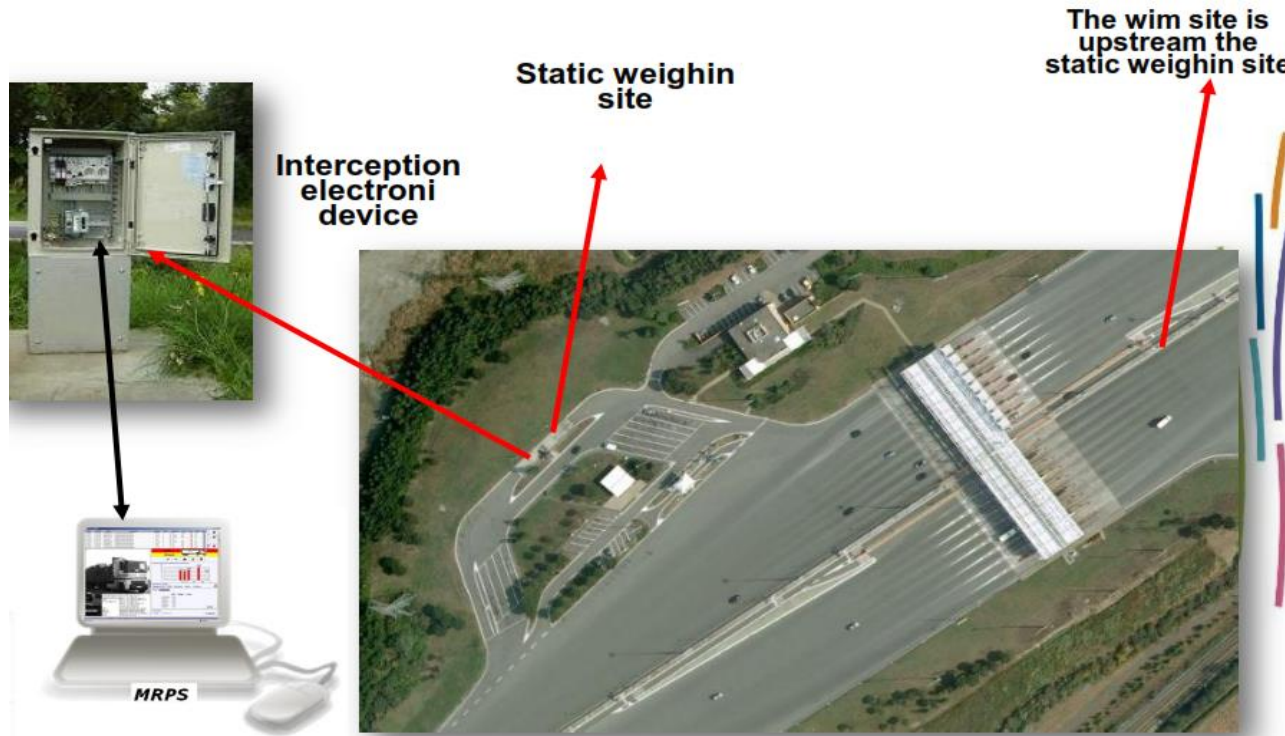
Ranking the transport operators over risk rates relies on the sanctions applied, their seriousness and on the dates they were applied, reported to the number of carried checks



I.S.C.T.R. STRATEGY FOR A MORE EFFICIENT ENFORCEMENT AND FOR THE INCREASE OF THE ROAD SAFETY



- II. Implementation of motion weighing systems for stopping road vehicles for static weighing road - when weigh in motion shows the overrun values of the maximum permissible masses for these vehicles.**



I.S.C.T.R. STRATEGY FOR A MORE EFFICIENT ENFORCEMENT AND FOR THE INCREASE OF THE ROAD SAFETY

- IV.** Acquisition of mobile equipment to check technical condition of road vehicles or establishment of control sites equipped with devices to check the effectiveness of the brakes and the detection of abnormal movements (of the braking components).





Thank you for attention!
Any questions?

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