



**THE REPUBLIC OF SERBIA
MINISTRY OF CONSTRUCTION, TRANSPORT AND INFRASTRUCTURE**

How to achieve Transport – and Trade-related SDGs

ROAD SAFETY STATISTICS

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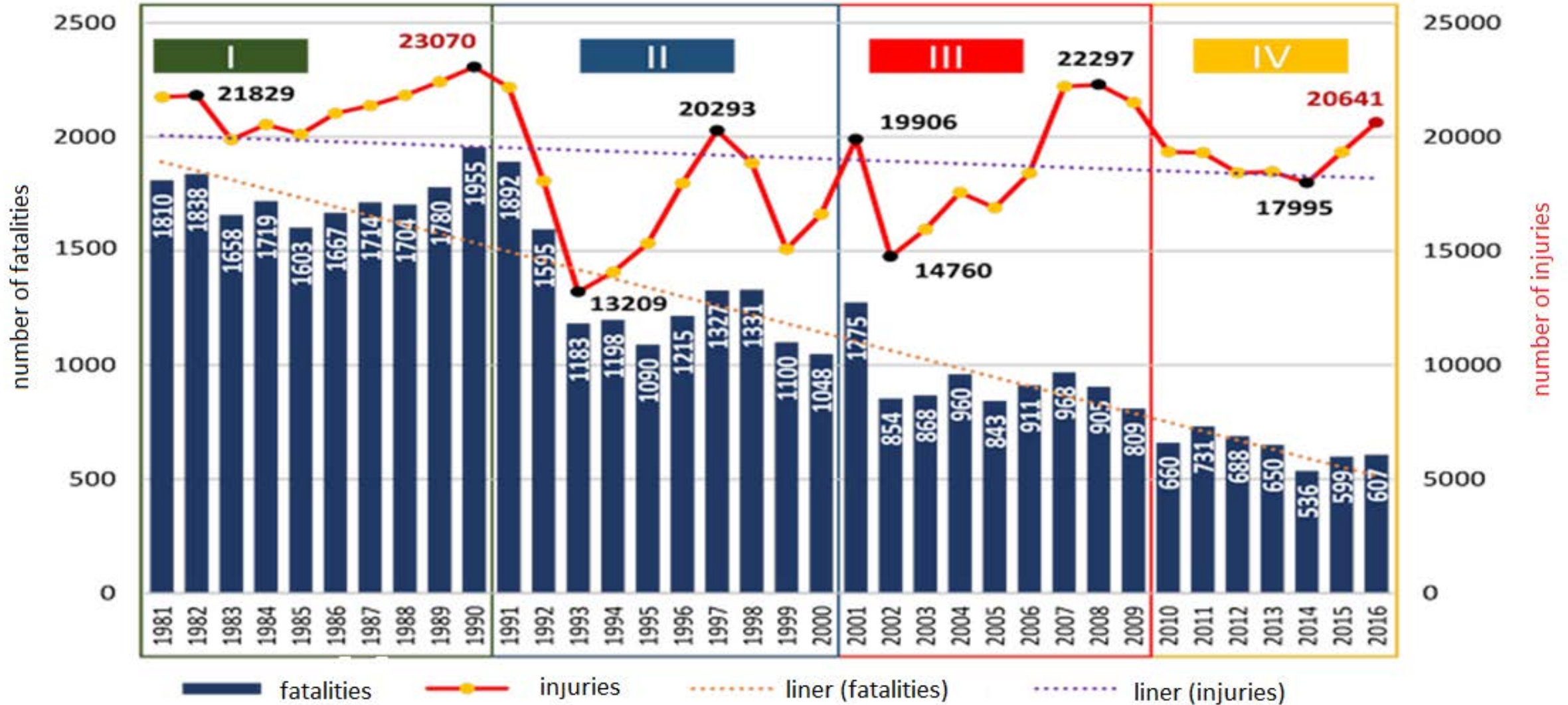
Podgorica, 11-12 October 2017, UNECE



MINISTRY OF CONSTRUCTION, TRANSPORT AND INFRASTRUCTURE

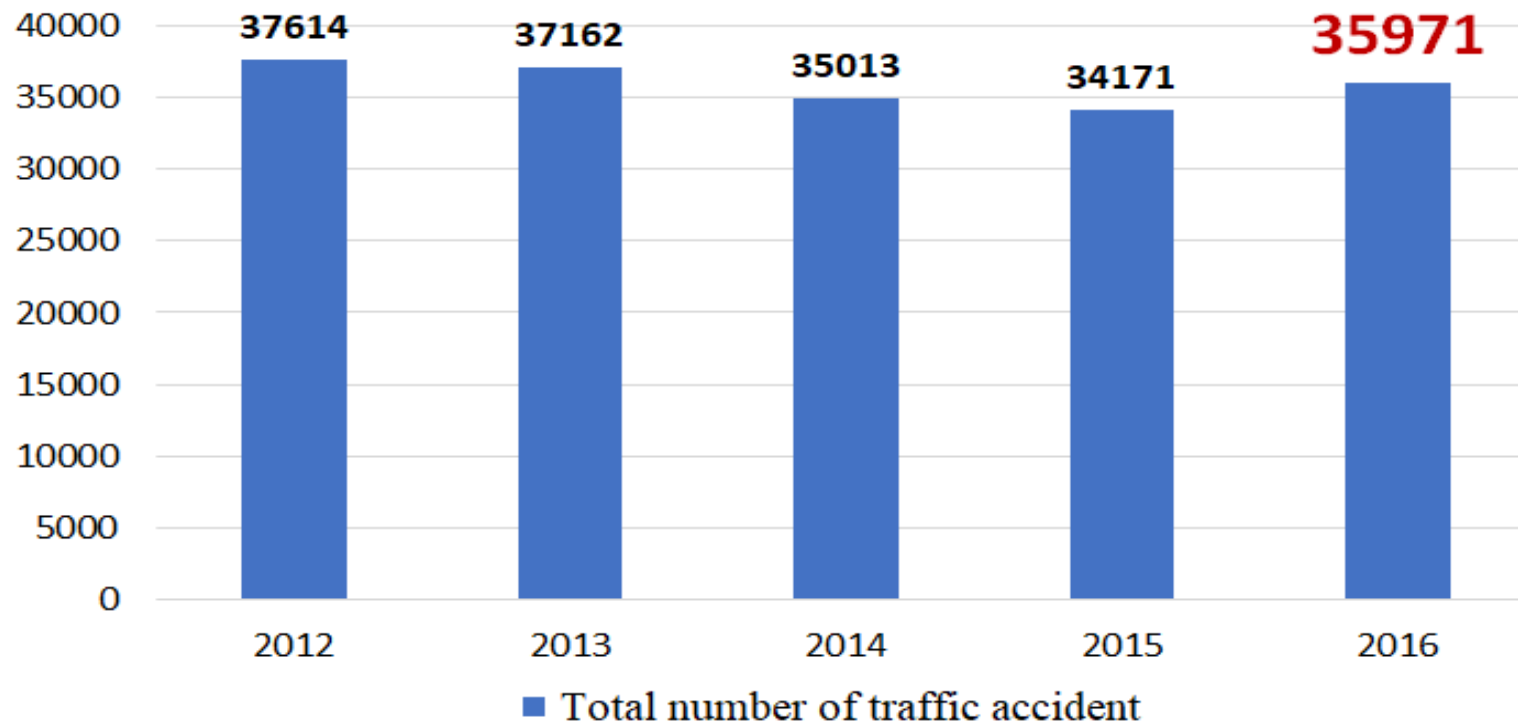
- Road Safety Trends
- Road Safety Data Collection
- Integrated Road Safety Database
- Road Safety Performans Indicators
- Future plans

Number of killed and injured in traffic accidents in the Republic of Serbia from 1981-2016



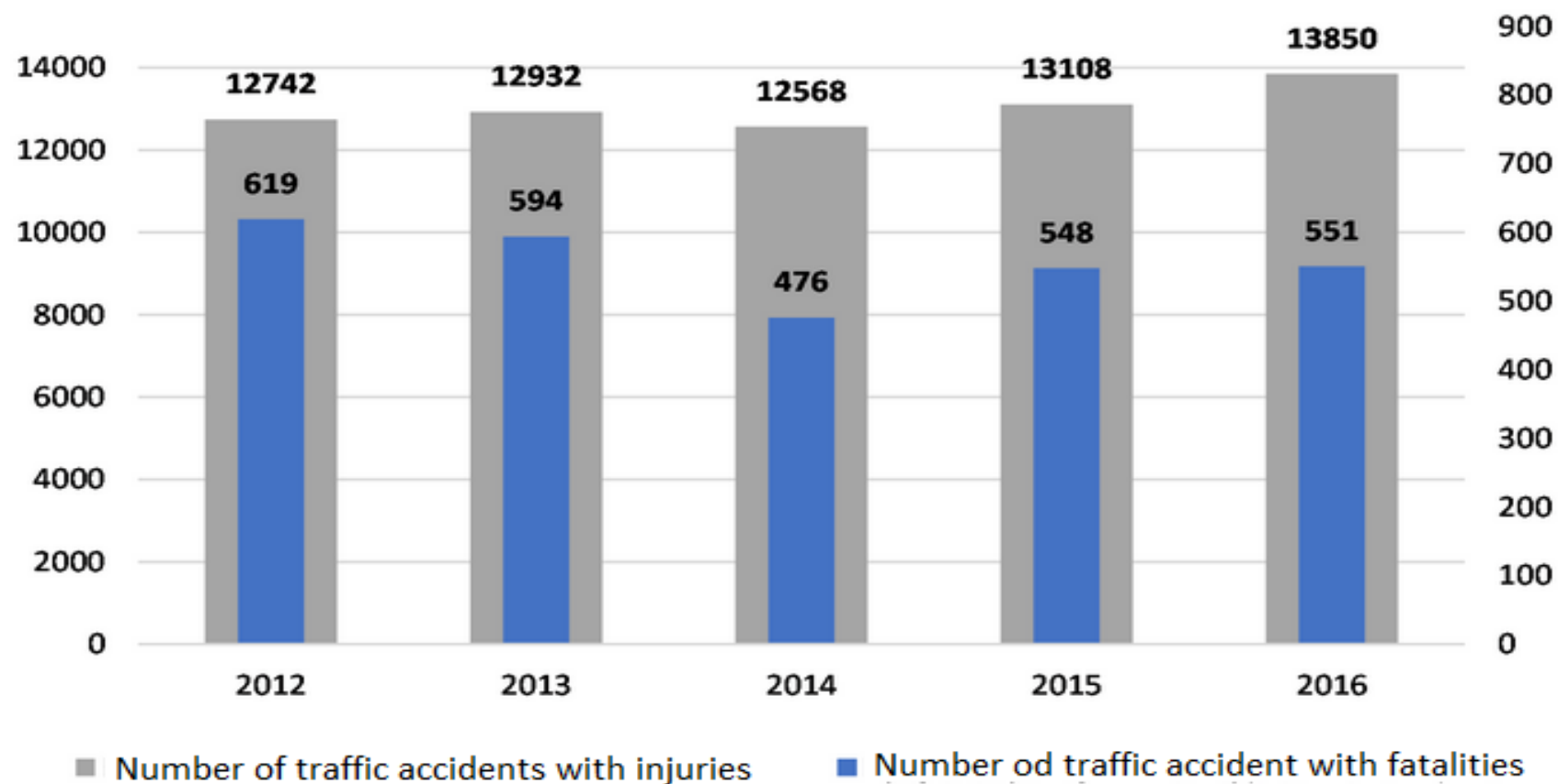
Total number of road traffic accidents in the Republic of Serbia in the period 2012 - 2016

- Decreasing trend of total road traffic accident (until 2016)
- Total road traffic accident in last 5 years is **179.931**
- Average **35.986** road traffic accident per year

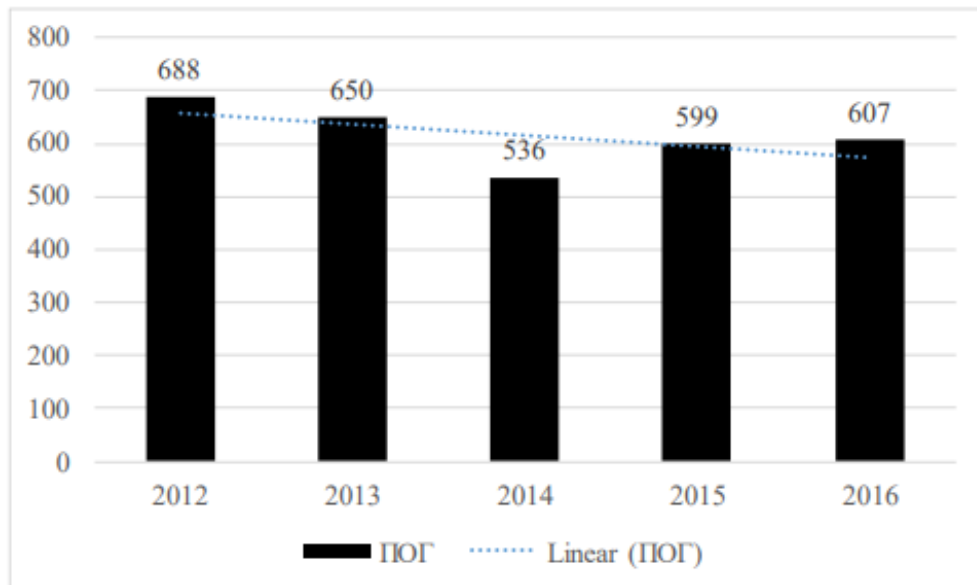


Number of road traffic accidents in the Republic of Serbia in the period 2012 - 2016

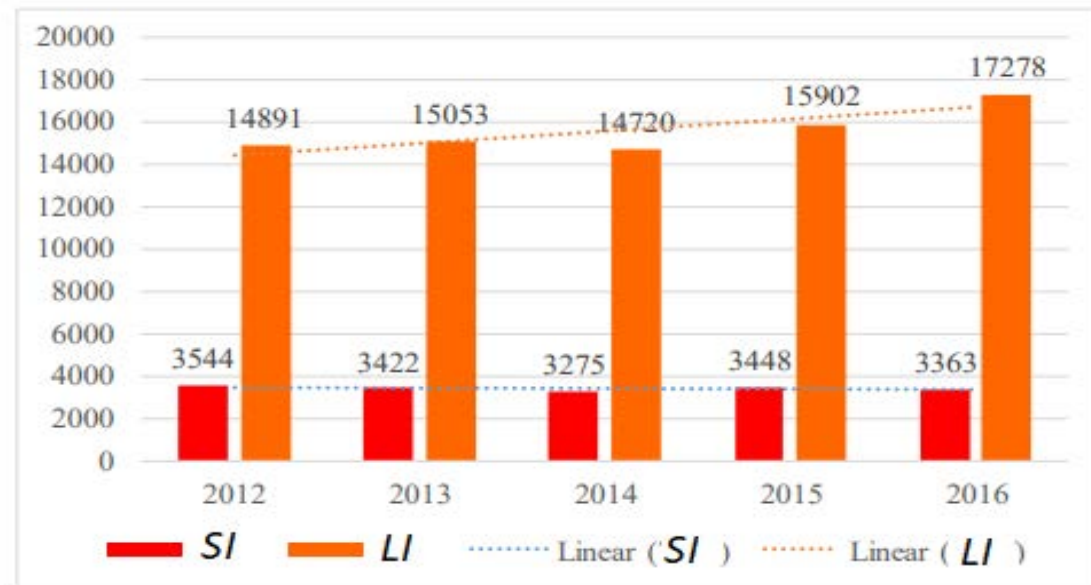
- Total road traffic accident with fatalities in last 5 years is **2.788** with **3.080** fatalities
- Total road traffic accident with injuries in last 5 years is **65.200** with **94.896** injuries



Number of fatalities and injuries in traffic accidents in the period 2012 - 2016

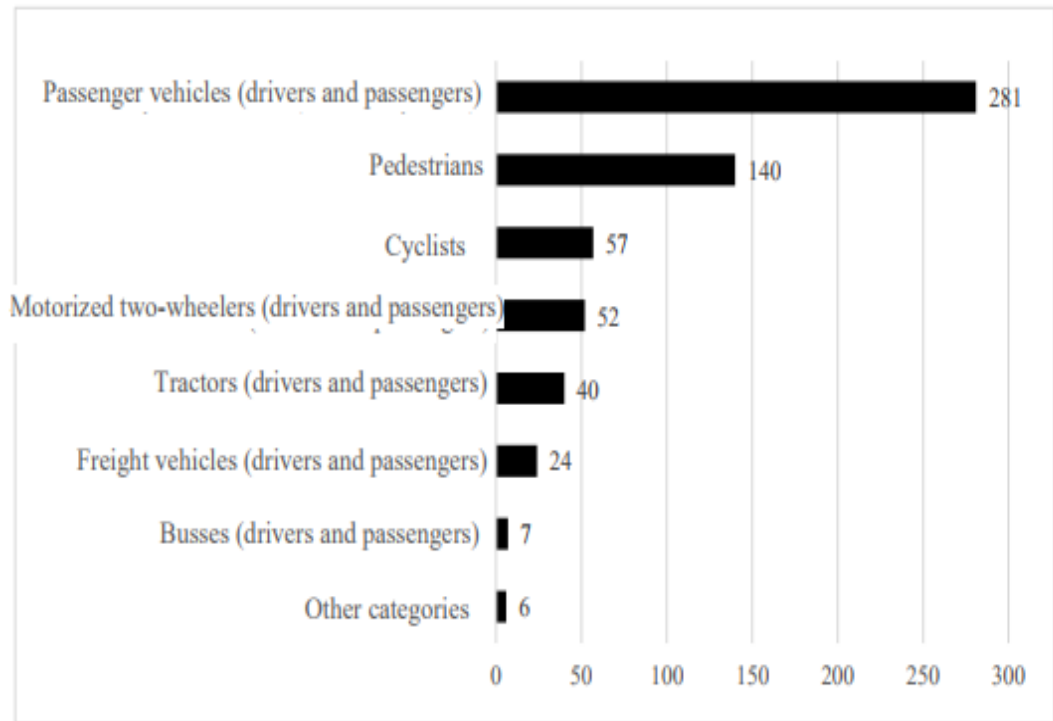


Number of fatalities in RS, period 2012-2016

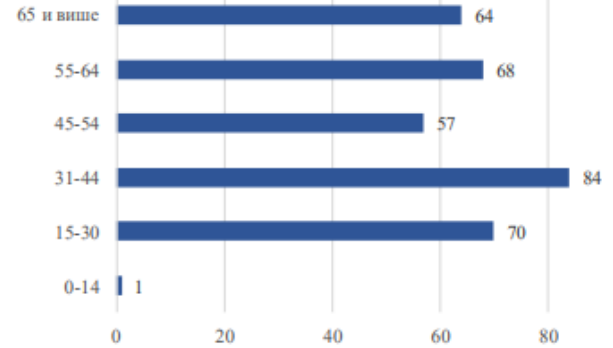


Number of serious and light injuries in RS, period 2012-2016

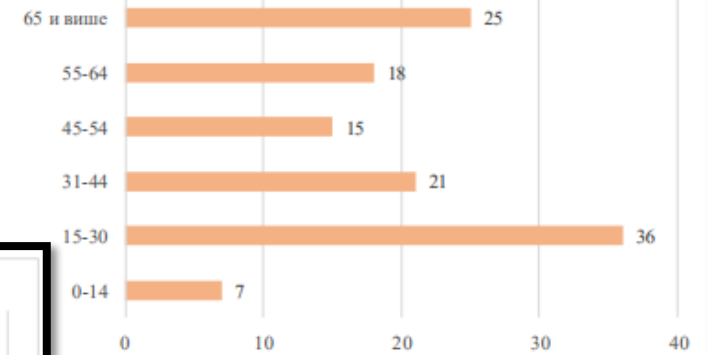
Number of fatalities according to categories of participants in traffic accident, 2016



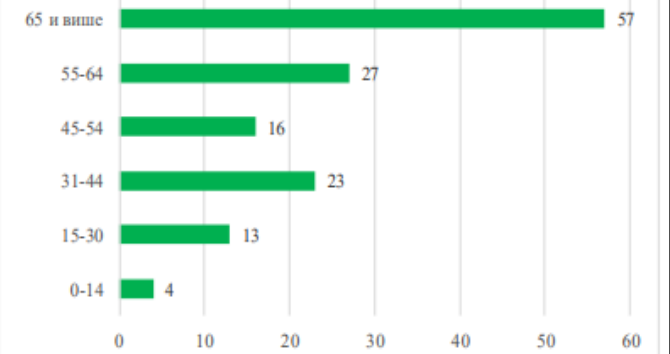
Number of fatalities in relation to the category of traffic participants



DRIVERS killed according to age categories



PASSINGERS killed according to age categories



PEDESTRIANS killed according to age categories

Number of fatalities according to gender and category of participants in traffic accident in period of 2012-2016



FEMALE - 22%

- Passenger – 42 %
- Pedestrian – 42%
- Driver – 16%



MALE - 78%

- Driver – 63%
- Pedestrian – 20%
- Passenger – 17%

Number of fatalities according to months, days per week and hours per day, in the period 2012-2016

- The most fatalities in road accidents occurred during:
 - the **summer months** (July-August)
 - during the **weekend** (Saturday and Sunday)
 - during the **dusk** (17th and 18th hour)

Road safety data collection

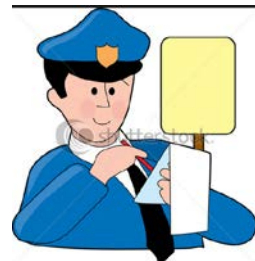
- Main institutions and organisations:

- **Ministry of Interior – Traffic Police**

- road accident database (all data about traffic accident and its consequences)



road accident with:
-fatalities
-injuries
-material damage
(above 2 000 e)



report on road
accident



police data base

Road safety data collection

2014

2015

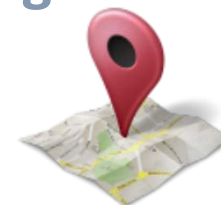
Police accident database

- **RTSA** realized **two significant projects** for **CADaS** implementation in Serbia
Project: Monitoring of basic characteristics of road accidents in Serbia according to **CADaS** recommendations of the European Commission (2014)

Project: Quality improvement of data collecting and entry into road accidents' database (2015) – **police officers trainings**

- More than **400 police officers** is getting through **training** for new way of data collecting

- Road accidents **coordinates are now being collected**



2016

- Data **collection according to CADaS** started from **January 1, 2016**

Road safety data collection

➤ Hospitals

- Road traffic accidents with injuries
- No official definition of serious and slight injuries used for the purposes of statistical recording of traffic accident and their consequences
- **Future plan:** MAIS 3+ Scale for injuries

➤ Insurance companies

- traffic accidents with minor material damage (below 500 e)
- Special form of report of road accident

Unique (integrated) road safety database

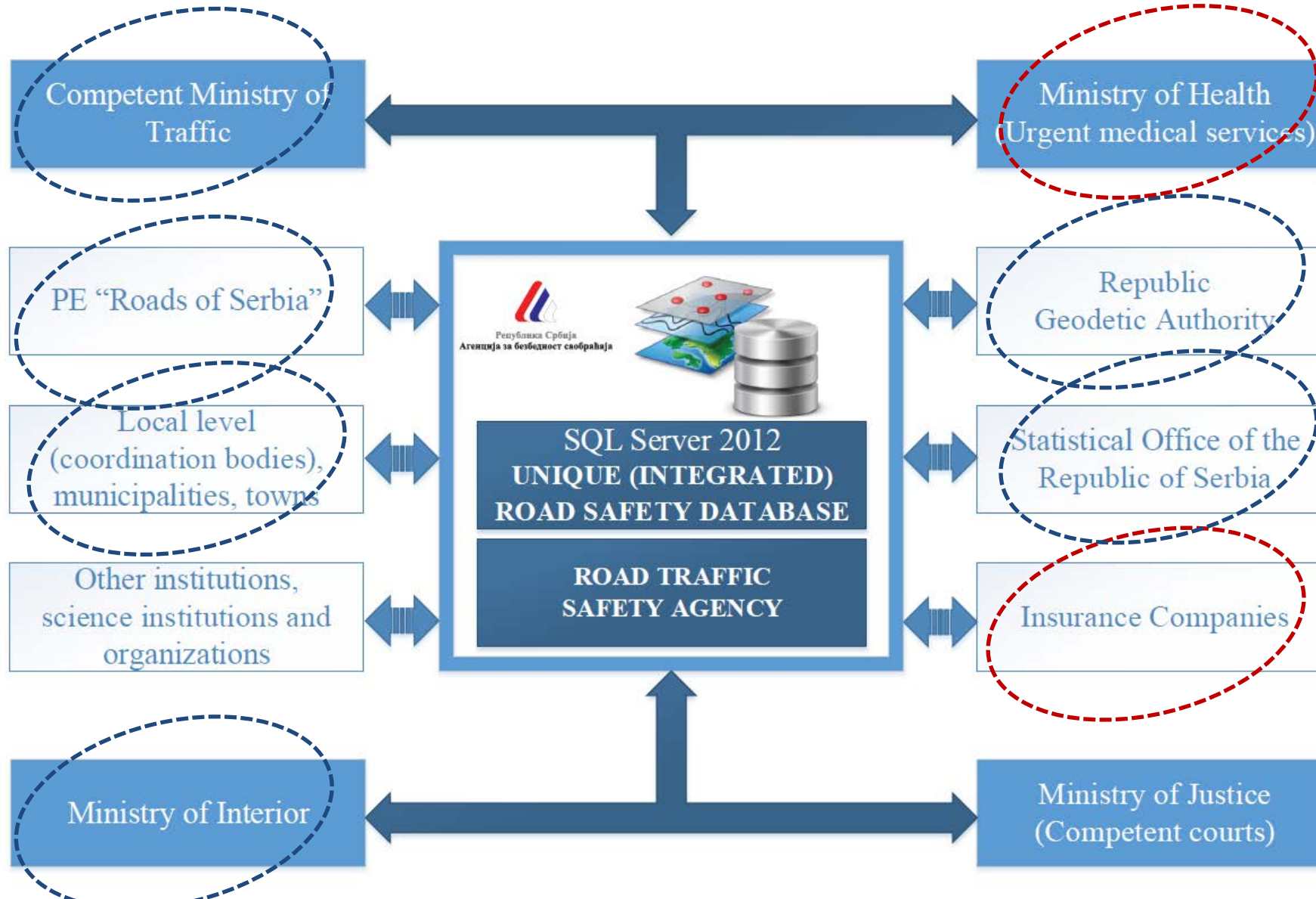
Law on road traffic safety

- Road Traffic Safety Agency analyses, monitors and improves road safety system (development and usage of **integrated road safety database**)
- **Agency proposes a common database system** for recording and monitoring the most important characteristics of road traffic safety
- State authorities and other entities are required **to submit to the Agency provided information** on the features important to safety

Data on road accident and consequences

- **Complete Export of Police Database** (with excluded personal data) each year
- Data for previous year shall be submitted to the March of the current year
- **Statistical information** on road safety in current year are delivered **monthly**
- **Plans: Complete Export** of Police Database at the monthly level

Unique (integrated) road safety database



Unique (integrated) road safety database

- **Available datasets:**

- Data on **road accidents and their consequences** (persons and vehicles involved in road accidents) from year 1997 to year 2014, which the Agency receives in cooperation with the Ministry of Interior Affairs, the Traffic Police Directorate)
- Data on the **road accident risks**. Relative indicators (risks) are involved (public risk and traffic risk)
- Data on **road safety performance indicators**. Road safety performance indicators (e.g. the percentage of use of seat belts) are measured from 2013.
- Data on assessments of **attitudes of traffic participants** (according to a survey done in year 2014, next survey planned in 2017).

Unique (integrated) road safety database

WEB GIS Application

- Statistics of **road accidents** and **persons involved in road accidents** available for everyone
- Available from **any platform anytime** (no waiting for delivery procedure)
- **Cross-tables** creation using application
- **Excel and PDF** exporting available, and also **Live Tables** inside application
- Possibility to **analyze (search) interactive maps**
- Possibility to **paint directly on map** (create custom maps)
- **Exporting to PDF** (A4 or A3)

Available at
serbia.gdi.net/azbs

Road Safety Performans Indicators

- Serbia conducts recording and monitoring of road safety performance indicators
- Road Traffic Safety Agency monitors the following SPI, which describes a road user behavior and the state of medical emergency services:
 1. Using of **seat belts** by drivers and passengers on the front and rear seats;
 2. Using of **helmets** by drivers and passengers of mopeds and motorcycles;
 3. **Speeding** (in settlement and out of settlement);
 4. Improper use of **mobile phones** while driving;
 5. Driving under the influence of **alcohol**;
 6. SPI which describes the state of **medical emergency services** (time response, numbers of medical services per municipality/city, quality of medical emergency equipment, etc.);
 7. Using of **daylight**.

Road Safety Performans Indicators



Passenger vehicle & Light goods vehicles (SAFETY BELT)

Drivers -> 77,0%

Front seat -> 75,1% (German, France -> 98%)

Rear seat-> 10,1% (German-> 98%)



SAFETY HELMET (drivers)

Moped -> 80,2%

Motociklist -> 90,6% (Swiss -> 100%)



Passenger vehicle & Light goods vehicles (SPEEDING)

Over 10 km/h -> 18,3%

Over 10 km/h -> 11,5%



FUTURE PLAN

- **MAIS 3+ Scale for injuries**
- **FURTHER IMPROVEMENT OF ALL DATABASES FROM THE FIELD OF ROAD TRAFFIC SAFETY WHICH ARE CONNECTED WITH INTEGRATED ROAD SAFETY DATABASE**
- **2ND PHASE OF IMPROVEMENT OF INTEGRATED ROAD SAFETY DATABASE (connection with hospitals and insurance compnies)**
- **RSPI (revision of existing methodology, RSPI about vehicles and roads untested,...)**

Ministry of Construction, Transport and Infrastructure

THANK YOU FOR YOUR ATTENTION

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