FRAMEWORK ROAD SAFETY STRATEGY FOR BOSNIA AND HERZEGOVINA 2024 - 2028
Accidents and trends

Who gets killed in road crashes, how, when and where?

What are the key problems in road safety system in BiH?

How to define and achieve goals?
Accidents and trends

- Children
- Young drivers
- Pedestrians
- Cyclists
- Moped riders and motorcyclists
- Elderly people
- Drivers of commercial vehicles
- Drivers under the influence of alcohol and psychoactive substances
- Tractor drivers

**RISKY GROUPS**

**SERIOUSLY INJURED:** 20,718

**SLIGHTLY INJURED:** 106,077

**MORE INTERVENTIONS NEEDED (KPIs...)**
UNECE – Inland Transport Committee Recommendations

INTRODUCED AND APPLIED UN METHODOLOGY OF ROAD SAFETY INDICATORS
SAFE SYSTEM APPROACH

01
ACCEPTING THE EXISTENCE OF HUMAN ERRORS

02
DRIVER MISTAKE COMPENSATION

03
SHARED RESPONSIBILITIES
METHODOLOGY OF FRSS

**Implementation of UN road safety agreements/conventions, UN Decade and EU road safety policy frameworks**

- Support and stimulate usage of UN Global Plan for the Decade approach to road safety improvement and the Road Safety Policy Framework. In all relevant road safety policies and activities, ensure inclusion of road safety strategic documents.

- Strengthen the capacities within the key road safety stakeholders for implementation of road safety measures and risk management. Provide technical and financial assistance to road safety stakeholders.

- Define Road Safety Goals and KPIs and use them in all strategic documents.

- Develop and implement monitoring and evaluation systems.

- Establish the lead RSM function within the NCT (Department within the MCT as a managing/coordination body for the road safety).

- Strengthen and support the role of recently re-established RSC (Road Safety Coordinating body) and its coordination function.

- Strengthen and support involvement of key road safety stakeholders (government/private sector and NGOs) in RSM (RSC).

- Strengthen the expert and political support to road safety activities within lead RSM function (NCT Department) and coordination body at all levels (including road safety programs).

**Education**

- Development of training materials, implementation of the training within entities/administrative district.
- Staff education through workshops and seminars.
- Exchange of best practices.
- Campaign on RSM tools, benefits throughout entities/district and local communities.
- Development of studies/methodologies in RSM.

**Technology**

- Implementation of ITS technologies at the core and comprehensive road network.
- Ensuring road safety mechanisms in accordance with National Plan 2004.
- Implementation of ITS.
- Development of database for road safety infrastructure management tools (Network Safety Management).
- Provide safe parking facilities on motorway/expressway road or TEN-T networks.

**Legislation**

- Full attention of BHI authorities for implementation and monitoring of the FRSS.
- Strengthened implementation of RSM tools and procedures in accordance with FRSS.
- Development of framework for ITS architecture in terms of enforcement for BHI.

**Enforcement**

- Improvement of the legal framework of BHI in terms of road infrastructure safety management (missing RSM tools to take place in legal framework).
- Improvement of the legal framework and standards for safe road design and road protection.
- Identification of lead organization/unit for monitoring performances of RSM.
- Legal aspects of ITS and tunnel safety to be incorporated within the national laws.

**Framework Road Safety Strategy**

- Realistic and long-term targets.
DIFFERENT LEVELS IN BIH

Challenges and specifics of the country:

- Complex country system and organization of jurisdiction of the authorities
- Different levels of legislation development among both Entities and Brcko District
- Lack of coordination mechanisms/capacities for road safety management on BiH level
- Data availability for monitoring and reporting vary across government levels
MISSION VISSION AND GOALS

THE ROAD TO ZERO is the vision of the new road safety strategy of BiH 2024-2028, which practically means road traffic without deaths and with significant decrease in the number of injuries and incurring costs of road crashes.

"THE SAFE SYSTEM APPROACH ON THE MOVE - IMPLEMENTED AND EFFECTIVE"
This is the mission of the new Road safety strategy of BiH 2024-2028, which means that road traffic system (road users/road infrastructure/vehicles/environment) should take into account the human tolerance to physical force and minimize both the opportunities for errors and the harm done when they occur.

GENERAL GOAL

Reduction of deaths and serious injuries on BiH roads, cycle lanes and footpaths by 50% over the next 10 years (2021-2030).

Priority areas (14)

1,300 DEATHS AND 8,300 SERIOUS INJURIES TO BE PREVENTED
GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 1

- Support and stimulate usage of UN Global Plan for the Decade approach to road safety improvements and EU Road Safety Policy Framework in all official road safety oriented efforts and activities, especially in road safety strategic documents.

**Implementation of UN road safety agreements/conventions, UN Decade and EU road safety policy frameworks**

- Establish the lead RSM function within the MCT (Department within the MCT as a managing/coordination body for the road safety).
- Strengthen and support the role of recently re-established RSC (Road Safety Council) and its coordination function.
- Strengthen and support involvement of key road safety stakeholders (government/private sector and NGO) in RSM (RSC).
- Strengthen the expert and political support to road safety activities within lead RSM function (MCT Department) and coordination body at all levels (including road safety programs).

**Framework Road Safety Strategy**

- Strengthening the capacities within the key road safety stakeholders for recognition of main road safety risks and risky road user groups (enable evidence based RSM).
- Define Road Safety Goals and KPIs and use them in all strategic documents.
- Develop FRSS and AP with specified activities, responsible stakeholder/s, intermediate indicators, final outcomes, KPIs, timeframe for implementation, dedicated funds and effective monitoring/evaluation.
- FRSS and AP promotes Safe System Approach and ISO 39001.

**Realistic and long-term targets**

- Establish/strengthen the capacity/integrity for monitoring/reporting/evaluation of road safety targets.
- Within the FRSS introduce and use quantified road safety final/intermediate targets and KPIs, including of identified road safety system deficits, survey of road user attitudes, awareness, performance indicator of road user behaviour, road crashes and casualties and total socio-economic costs.
- Within the FRSS annually monitoring/reporting to institutions/public about achievement of targets/KPIs shall be stimulated and promoted.

**Funding of activities**

- Safety Support systems
GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 2

LEGISLATION
- Improvement of the legal framework of BIH in terms of road infrastructure safety management (missing RISM tools to take place in legislation).
- Improvement of the legal framework and standards for safe road design and road protection.
- Identification of lead organization/unit for monitoring performances of RISM.
- Legal aspects of ITS and tunnel safety to be incorporated within the national laws.

ENFORCEMENT
- Full attention of BIH authorities for implementation and monitoring of the FRSS.
- Intensified implementation of RISM tools and procedures in accordance with FRSS.
- Development of framework for ITS architecture in terms of enforcement for BIH.

EDUCATION
- Development of training materials.
- Implementation of the training within entities/administrative districts.
- Staff education through workshops and seminars.
- Exchange of best practices.
- Campaign on RISM tools benefits throughout entities/districts and local communities.
- Development of studies/methodologies in RISM.

TECHNOLOGY
- Implementation of ITS technologies at the Core and Comprehensive road network.
- Implementation of RWIS.
- Development of database for road safety infrastructure management tools (Network Safety Management).
- Provide safe parking facilities on motorway/expressway road on TEN-T network.
GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 3

LEGISLATION
- Develop the roadmap for accession to UN Agreement 1997
- Develop the RSI implementation roadmap and action plan
- Defining the ITS and goals in the part of Intelligent vehicles, V2I and V2V
- Upgrading vehicle technical inspection to control new technologies
- Implementation of next generation of Smart Tachographs
- Introduction of Euro NCAP rating
- Define and develop the data exchange and database creation for monitoring of vehicle analytical KPIs
- Prevent and reduce the share of used and unapproved spare parts
- Promote safe and green vehicles through public procurement

TECHNOLOGY
- Defining the RSI technology in terms of equipment, capacities, traffic analysis, risk analysis, locations for control, mobile stations characteristics, recording and records keeping, data exchange and standards
- Technological upgrade of Technical services and Technical inspection stations, enabling control of vehicle components and equipment based on new technologies and ITS standards
- Implementation of technology of Smart digital tachographs, cards production, reading and control of data
- Develop technological solutions for vehicle analytical KPIs, vehicle data exchange as well as data exchange on technical inspections outcomes

EDUCATION
- Promotion of Euro NCAP rating
- Periodic education and trainings in the area of ITS deployment and use of New technologies, all operational level within competent organizations
- Programmes for projects aiming to exchange the best practice and knowledge in promotion of safe vehicles and research the influence of vehicles to overall road traffic safety
- Public awareness rising through promotion of safer and greener vehicles and its influence on

ENFORCEMENT
- Strengthen control of Technical services for approval and certification of imported vehicles and spare parts
- Increase enforcement measures in preventing import and installation of used or unapproved spare parts
- Strengthen enforcement to prevent use of unregistered vehicles
GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 4

- Improvement of the legal framework of BiH in terms of learner driver education and training, reckless drivers and social legislation in transport, e-scooters
- Adoption of the legislation for regulating the system of professional drivers in accordance with Directive (EU) 2022/2561,
- Amendment of the legislation to enable full alignment with EU legislation regulating the fields of safety belts and child restraint systems and equipment in vehicles.
- Putting forward the monitoring mechanisms for road safety education.

- Full attention of BiH authorities for implementation and monitoring of the FRSS,
- Police enforcement in areas where non-compliance is recognized or expected, especially in terms of drink- and drug-driving, speed, seat belt and child restraint systems, helmets, use of handheld devices while driving, e-scooters
- Reporting on enforcement in accordance with Commission Recommendation 2004/345/EC,
- Application of ITS in function of enforcement.

- Ensuring qualitative road safety education in pre-schools, schools and high schools,
- Improving learner driver education and training,
- Establishing qualitative system of professional drivers training,
- Capacity building for all staff in road safety education,
- Development of road safety campaigns, especially towards endangered road user groups.

- Introduction of Electronic Centralized Driver Training System,
- Ensuring equipment for qualitative police enforcement,
- Ensuring equipment and facilities for qualitative driver training,
- Providing safety equipment (child restraint equipment, helmets, safety pillows, vehicle markers etc.),
- Ensuring control devices compliance with AETR, Regulation (EU) 165/2014 and Directive 2006/22/EC.
GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 5

Pre-hospital care

- Stimulate usage of WHO guidance on pre hospital trauma care;
- Introduction of unified emergency call number;
- Improvement of First aid, Rescue and Police equipment and training;
- Implementation of “Golden hour” for ambulance (to be at the crash site within 15-30 minutes).

Care in transit

- Enable ambulance cars fully equipped and crew - emergency medical staff well trained;
- Enable transit time from crash location to the hospitals within 15-30 minutes;
- Development of regular assessment of emergency services against performance targets.

Hospital trauma care

- Improvement of hospital trauma care;
- Enable full equipment of hospitals emergency departments;
- Improvement of trauma care treatment among emergency department staff.

Rehabilitation

- Implementation/improvements of comprehensive road crash rehabilitation insurance scheme for crash victims;
- Encourage and stimulate employers to employ disabled crash victims;
- Initiate and stimulate research and development of post-crash responses/treatments.

Action plan
THANK YOU!