



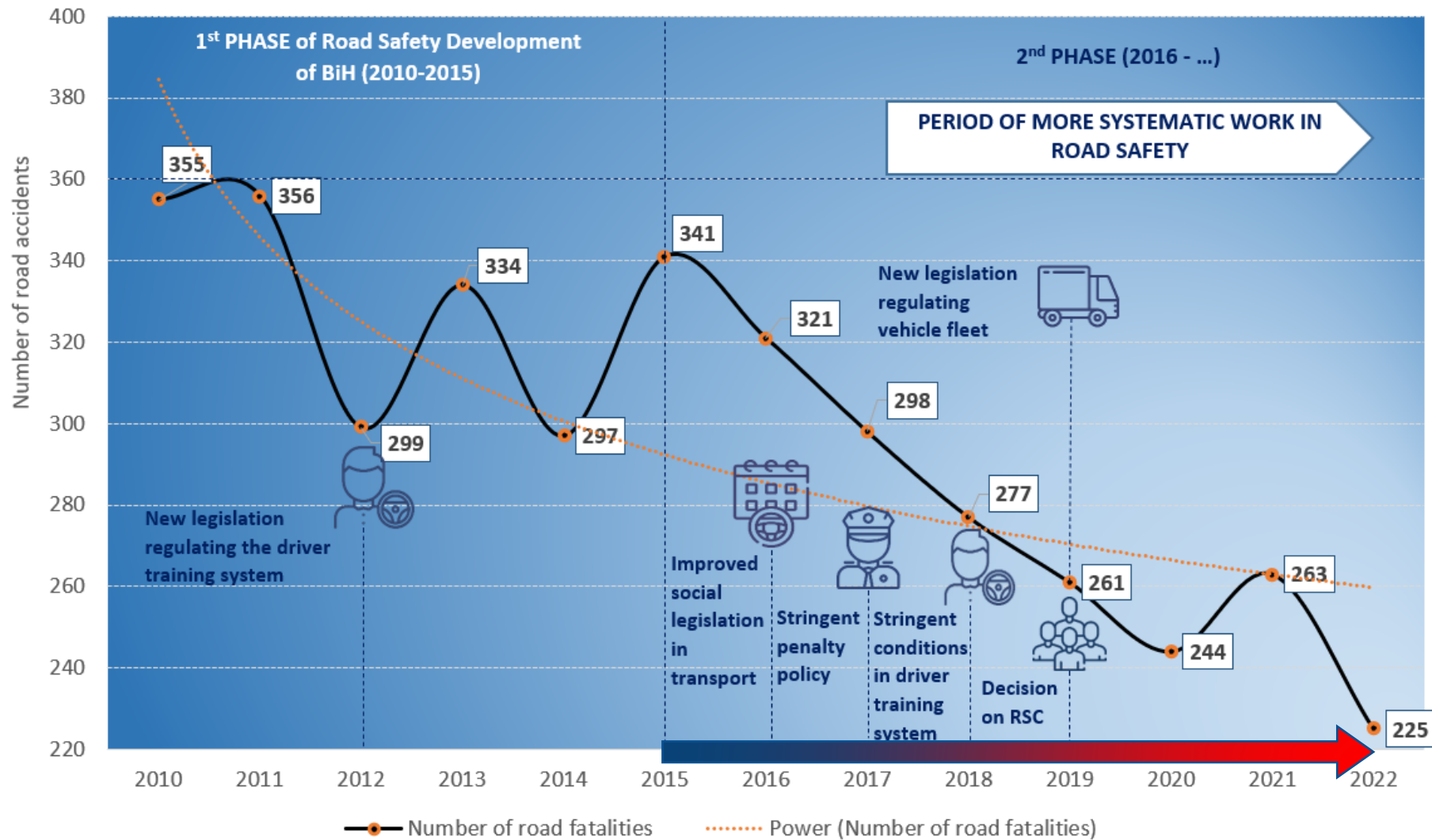
UNECE



FRAMEWORK ROAD SAFETY STRATEGY FOR BOSNIA AND HERZEGOVINA 2024 - 2028



Accidents and trends



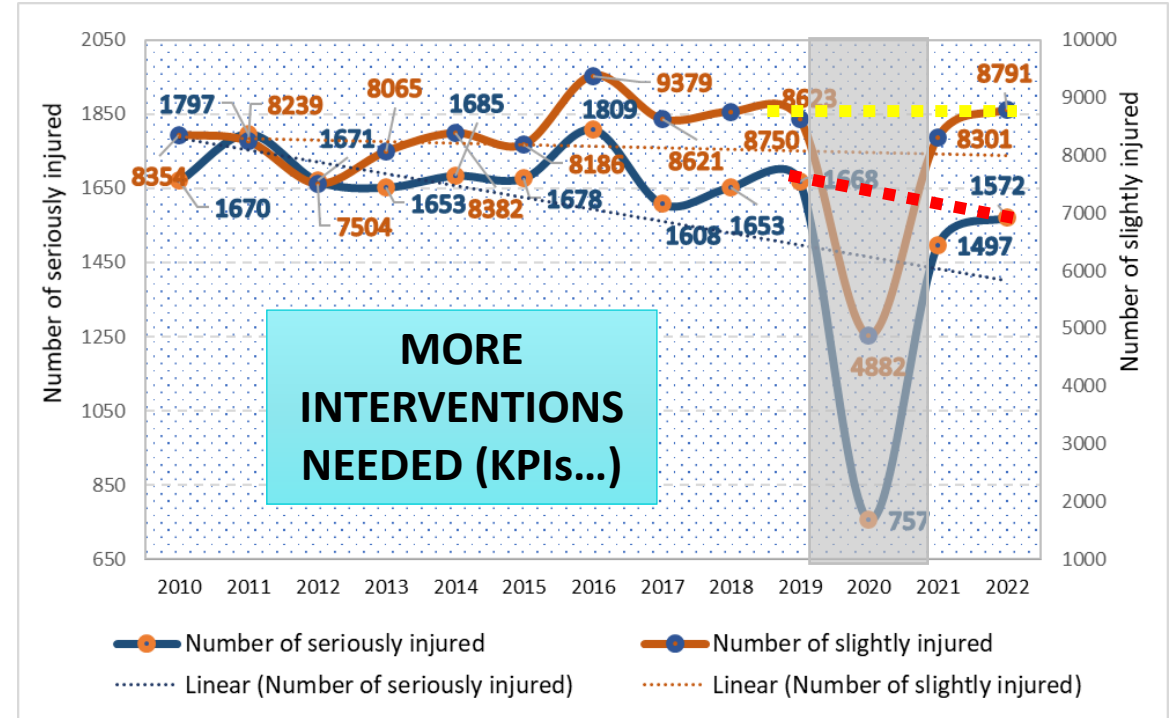
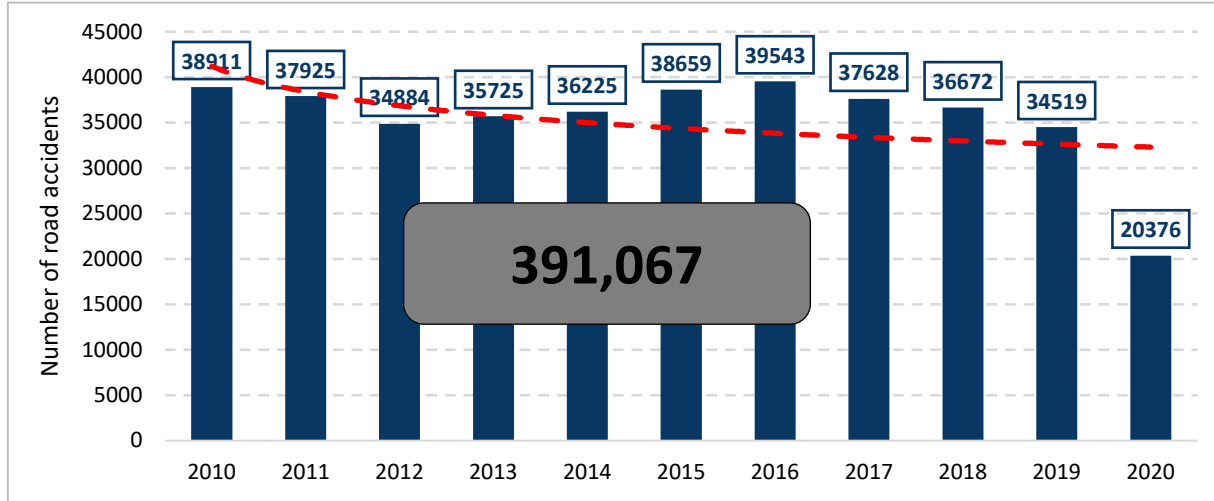
MAJOR QUESTIONS

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



RISKY GROUPS

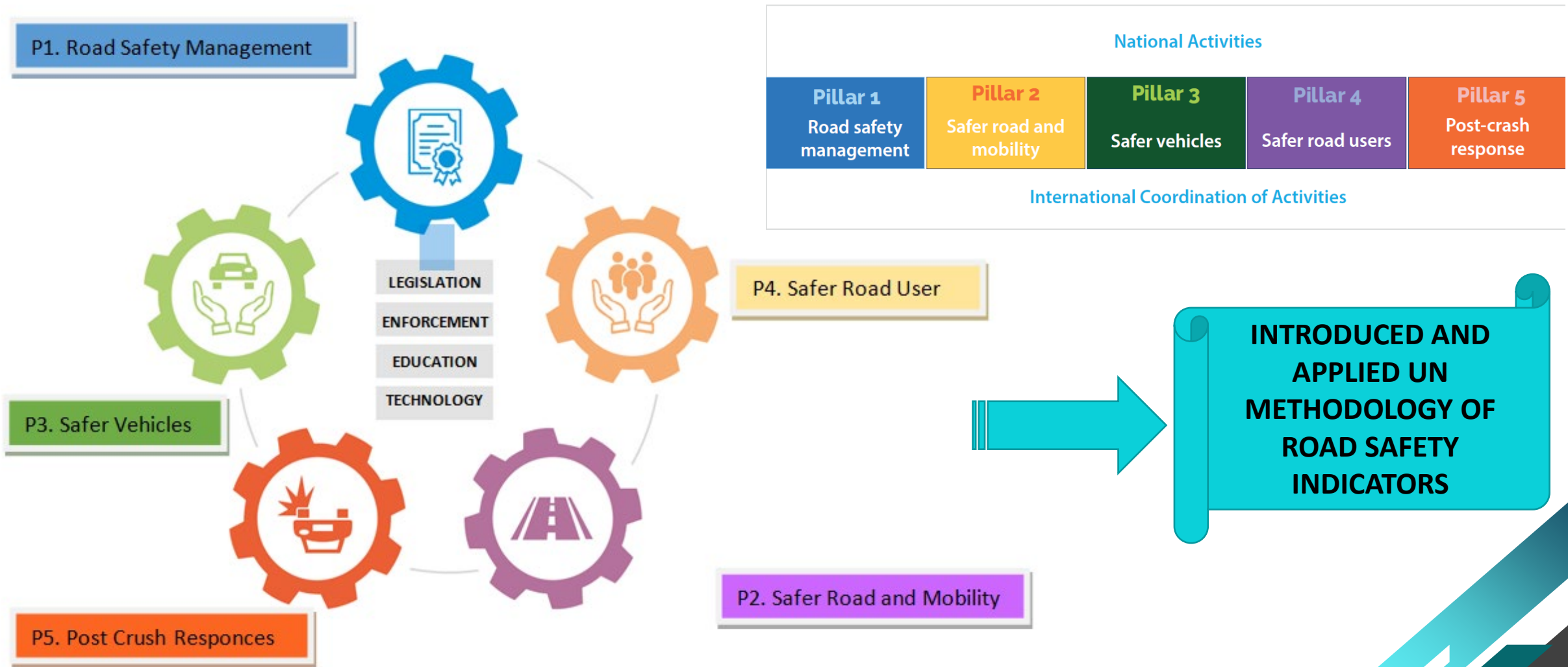
- Children
- Young drivers
- Pedestrians
- Cyclists
- Moped riders and motorcyclists
- Elderly people
- Drivers of commercial vehicles
- Drivers under the influence of alcohol and psychoactive substances
- Tractor drivers

SERIOUSLY INJURED: 20,718

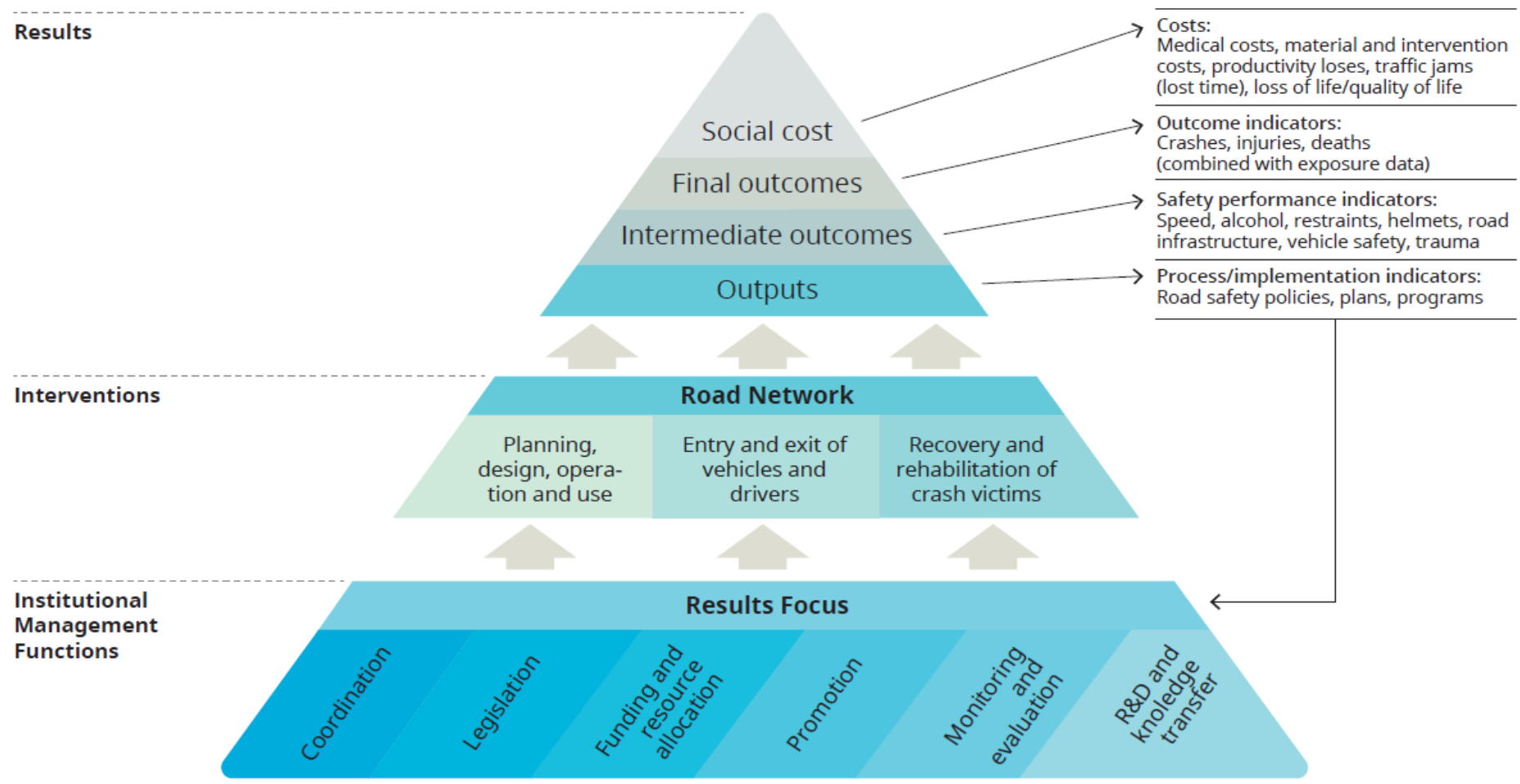
SLIGHTLY INJURED: 106,077



UNECE – Inland Transport Committee Recommendations



EU Road Safety Framework



SAFE SYSTEM APPROACH



01

ACCEPTING THE EXISTENCE OF HUMAN ERRORS

02

DRIVER MISTAKE COMPENSATION

03

SHARED RESPONSIBILITIES



METHODOLOGY OF FRSS

- 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



- 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.

Framework Road Safety Strategy



- 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 or road safety programs).

Lead agency and coordination



- 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.

Realistic and long-term targets



LEGISLATION

ENFORCEMENT

EDUCATION

TECHNOLOGY

- 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.

LEGISLATION



- 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.

ENFORCEMENT



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

EDUCATION



- Implementation of ITS technologies at the Core and Comprehensive road network,
- Ensuring tunnel safety in accordance with Directive EC 54/2004,
- 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.

TECHNOLOGY



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 accross 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 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



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Lead agency and coordination



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- Within the FRSS annually monitoring/reporting to institutions/public about achievement of targets/KPIs shall be stimulated and promoted.

Realistic and long-term targets



Funding of activities

Safety Support systems

GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 2

- 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.

LEGISLATION



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ENFORCEMENT



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EDUCATION



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- Provide safe parking facilities on motorway/expressway road on TEN-T network

TECHNOLOGY



GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 3

- 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



LEGISLATION

- 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



TECHNOLOGY

- Promotion of Euro NCAP rating
- Periodic education and trainings in the area of ITS deployment and use of New technologies, at 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



EDUCATION

- 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



ENFORCEMENT

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.

LEGISLATION



- 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.

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.

EDUCATION



- 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.

TECHNOLOGY



GENERAL SUM OF MAJOR BIH PROPOSALS FOR PILLAR 5

- 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).

Pre-hospital care



- 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 assessments of emergency services against performance targets.

Care in transit



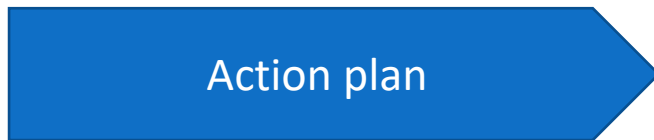
- Improvement of hospital trauma care;
- Enable full equipment of hospitals emergency departments;
- Improvement of trauma care treatment among emergency department staff.

Hospital trauma care



- 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.

Rehabilitation



2.3.	BiH	Active coordination through coordination body	2024	Establish, strengthen and/or support the work of coordination body (E.g. Road Safety Council), especially its horizontal and vertical coordination function (work)	MCT BiH, FMCT FBiH, MTC RS, GBD BiH	Key road safety stakeholders at all levels	Funds are not envisaged	Horizontal and vertical road safety coordination established and operational
	E-FBiH		2025					
	E-RS		2026					
	D		2027					
	C		2028					

THANK YOU!