Road Safety and road towards European Union

22nd, 23rd January 2014, at Hotel “Victory” in Pristina

Republic Council for Road Traffic Safety
Republic of Macedonia

www.rsbsp.mk
Road transport
Road Safety

INDICATORS FOR TRAFFIC SAFETY ON ROADS IN THE REPUBLIC OF MACEDONIA 2007 - 2012
AND GUIDELINES FOR THE PREPARATION OF SECOND NATIONAL STRATEGY SAFETY OF ROAD TRANSPORT 2015 - 2020

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President of the of Scientific Commission in RCRTS
Authors: M.Dimitrovski, N.Angelovski, LJ.Stavreski and team RCRTS
RCRTS participate in improving safety
Traffic on the roads with the following activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>2007</th>
<th>2012</th>
<th>2013*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of students covered by competitions</td>
<td>98.000</td>
<td>112.000</td>
<td>112.000</td>
</tr>
<tr>
<td>Number of students included are quizzes</td>
<td>5.000</td>
<td>5.800</td>
<td>5.800</td>
</tr>
<tr>
<td>Number of educational workshops, training</td>
<td>4</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Brochures for children in traffic. БУКВАР1,БУКВАР2</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Educational consultations</td>
<td>4</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>Educational DVD</td>
<td>1/1000</td>
<td>3/1000</td>
<td>2</td>
</tr>
<tr>
<td>Number of seminars with co MCRTS</td>
<td>3</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Number of participants on seminars</td>
<td>300</td>
<td>360</td>
<td>460</td>
</tr>
<tr>
<td>Number of translated Books</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Number of marketing activities</td>
<td>12</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>Number of informations on WWW</td>
<td>180</td>
<td>200</td>
<td>250</td>
</tr>
<tr>
<td>Number of educational training and consultations</td>
<td>5</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Number of video spots</td>
<td>2</td>
<td>3</td>
<td>20</td>
</tr>
<tr>
<td>Educational Boards for traffic signs</td>
<td>(x1500)</td>
<td>9 (x 1500)</td>
<td>-</td>
</tr>
<tr>
<td>Documentary - film about traffic safety</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Analyses</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>on-line educations for driving licenses</td>
<td>-</td>
<td>&gt; 2500 посети</td>
<td>4500</td>
</tr>
<tr>
<td>International activities and conferences</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>
It is now too late to decide not to drive under influence of alcohol.
# Indicators 2012

(according RCRTS)

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2010</th>
<th>10/09</th>
<th>2012</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of registered vehicles per 100,000 inhabitants</td>
<td>161</td>
<td>181</td>
<td>+14%</td>
<td>220</td>
<td>+54%</td>
</tr>
<tr>
<td>Number of accidents per 100,000 inhabitants</td>
<td>216</td>
<td>213</td>
<td>−7%</td>
<td>262</td>
<td>+31%</td>
</tr>
<tr>
<td>Number of traffic fatalities per 100,000 inhabitants</td>
<td>7,8</td>
<td>7,4</td>
<td>−6%</td>
<td>6,8</td>
<td>−13%</td>
</tr>
<tr>
<td>Number of accidents at 100,000 vehicles</td>
<td>1330</td>
<td>1146</td>
<td>−14%</td>
<td>1030</td>
<td>−15%</td>
</tr>
<tr>
<td>Number of traffic fatalities per 100,000 vehicles</td>
<td>48</td>
<td>40</td>
<td>−14%</td>
<td>31</td>
<td>−35%</td>
</tr>
<tr>
<td>Number of deaths in children (absolute amount)</td>
<td>4</td>
<td>4</td>
<td>0%</td>
<td>3</td>
<td>−25%</td>
</tr>
</tbody>
</table>
Number of fatalities on the roads 2007 - 2012
Number of pedestrian fatalities 2010-2012

168 = (European limit = 8 victims/100,000)
MK limit - 7 victims

PEDESTRIANS

2011

2012

2013

2014

2020

100
Diagram for number of traffic fatalities in 2000 to 2012 in the Republic of Serbia
Diagram number of casualties in traffic - Sweden for one million inhabitants (1970 to 2010)
The number of accidents per 100,000 citizens increased by 31%, and at the same time the total number of vehicles increased by 54%, and the number of fatalities per 100,000 inhabitants decreased by 23% (2011) or 13% (2012).

These data suggest that the condition of the road at RM-network is improving (2007-2012).
### Number of traffic accident on 1000 km road network
### Number of victims on 1000 km road network

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Vehicles x 1000</td>
<td>287</td>
<td>309</td>
<td>332</td>
<td>380</td>
<td>400</td>
<td>420</td>
<td>+54%</td>
</tr>
<tr>
<td>Accidents on 1000 km roads</td>
<td>246</td>
<td>299</td>
<td>326</td>
<td>323</td>
<td>323</td>
<td>325</td>
<td>+33%</td>
</tr>
<tr>
<td>Victims on 1000 km roads</td>
<td>12.9</td>
<td>12.0</td>
<td>11.9</td>
<td>11.9</td>
<td>9.8</td>
<td>8.2</td>
<td>-23%</td>
</tr>
</tbody>
</table>
The positive results are due to the synchronized action of most subjects having responsibilities for the safety of road traffic, such as Ministry of transport and Communications, Ministry of internal affairs, Agency for State Roads, Coordination Body of Government, Republic Council for Road Traffic Safety, Ministry of Health .........
<table>
<thead>
<tr>
<th>Надлежност</th>
<th>РСБСП</th>
<th>КТ</th>
<th>МВР</th>
<th>МТВ</th>
<th>МОН</th>
<th>АДП</th>
<th>МЗ</th>
<th>МЛС</th>
<th>МЕ</th>
<th>МЖСПП</th>
<th>СЕП</th>
<th>ЗЕЛС</th>
<th>СЗО</th>
</tr>
</thead>
<tbody>
<tr>
<td>Подготвување национална стратегија од областа на безбедноста на сообраќајот</td>
<td>**</td>
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<td>**</td>
</tr>
<tr>
<td>Грижа за реализација на националната стратегија</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Развивање и унапредување на сообраќајното образование и воспитување на учесниците во сообраќајот</td>
<td>**</td>
<td>**</td>
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<td>**</td>
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</tr>
<tr>
<td>Остварување и координација за развивање сообраќајно-превентивна работа</td>
<td>**</td>
<td>*</td>
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<td>**</td>
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<td>**</td>
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<td>**</td>
</tr>
<tr>
<td>Иницирање и предлагање мерки за поголема безбедност на сообраќајот на патиштата</td>
<td>**</td>
<td>*</td>
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</table>
How should we manage (change) indicators for BSP in the future?? (2020)

Guidelines how to manage indicators are given in the following acts....
Moscow Declaration on traffic safety on roads taken at a meeting of premiers 2010:

Required improvement of road infrastructure in countries signators of the declaration, including national and regional roads
Decade of action for road safety on the roads of the United Nations 2011 - 2020

borrow all member states of the UN Decade of traffic safety on roads to take measures improvement activities to reduce victims and injured in traffic

Managing road safety (Road Safety Management)
Making the roads safer (Safer Roads)
Producing safer vehicles (Safer Vehicles)
Safer road users (Safer Road Users)
Faster acting for help after a car accident (Post Crash Response)
International (International ) collaboration (International Co-ordination)
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- MANAGEMENT ROAD SAFETY
- CONSTRUCTION OF SAFER ROADS
- PRODUCTION OF SAFER VEHICLE
- SAFER ROAD USERS
- POST CRASH RESPONSE

INTERNATIONAL COOPERATION
If some place along the way became "dangerous location of the road" (black point) then it is clear that the characteristics of that space (RISK) have a significant role in the occurrence of accidents at the site, so we can say that:

for accidents on the dangerous places the driver and /or vehicle (subjective factors) are not the only culprit, but that part of the blame has ROAD or one that is responsible for the inadequacy or lack of road (a dangerous place) (the so-called objective factor).
In paragraph 6 of the recommendations all UN member states are obliged, during the decade:

to take every opportunity to show the international community, organizations and partners that their work is good and that their work can prevent deaths and injuries from car accidents.
National strategy for improving the safety of road traffic (2009 - 2014) in the Republic of Macedonia

by 2014 to halve the number of traffic fatalities by 50%

The number of child victims in traffic to be reduced to zero
To maintain the positive trend of the indicators for Road Traffic Safety in the RM must:

to follow the guidelines of the current strategy (2009-2014) and begin preparations for drafting The second strategy of traffic safety on roads in the Republic of Macedonia for the period 2015 - 2020

Preparations should start immediately in the next period (1 year) should to develop the following preparatory documents
1. Study on the roads in Macedonia defining the scope and dynamics of traffic by 2020 (with evaluation RAP, RSA)

2. Study fleet characteristics of vehicles and Forecast till 2020 (with updated register of vehicles)
3. Inventory of "dangerous places"
Road in the RM, the proposed measures and program priority list for removal (BSM. ..)

4. Detailed study of road accidents
On road in the RM with causes and consequences (by introducing European model for insight)
5. Establish a protocol for statistics of traffic accidents by establishing electronic records and analytical center

6. Study on function of 112 all stakeholders of the rescue system (112) (including first aid)
Drafting the Second National Strategy

ANALITICAL DATA, RESEARCH

Analytical identification on issues

Macro strategies and studies

Experience knowledge

solutions

4 E, SOLUTIONS

4 E, MANAGEMENT OF SOLUTIONS

discussion

Finalized strategy
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REPUBLIC OF MACEDONIA 2020

EURO-RAP star rating
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Traffic in Republic of Macedonia
Based on the results of the studies listed (and other indicators) we can make quality and better Second National Strategy for the safety of road traffic in Macedonia 2015 - 2020.

For realization of the listed studies and Second National Strategy, since now, all stakeholders should carry out preparations and application for funding (from various sources, both domestic and foreign) and to form a realistic budget to be able to recruit a sufficient number of domestic and foreign experts to deliver quality documents.
(Even before we prepare a strategy to 2020)
The results of the listed studies at the same time will contribute to the identification and removal of most security threats on the traffic, and will define priority actions for improving the overall traffic safety in the Republic of Macedonia.
Established strategic approach to traffic safety by engaging in domestic and foreign scientific community in the preparation of studies and strategy, we can ensure that the second National Strategy for Traffic Safety Road (2015 -2020) the goal set to reduce the number of victims will be realized
The end of presentation

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