



<b>Recommendations from the First International Conference “Road Safety and Road Towards EU” 22 and 23 January 2014</b>	<b>Recommendations from the Second International Conference "Road traffic safety and transport challenges in South East of Europe (SEE)" 22 and 23 January 2015</b>	<b>Progress achieved in implementing the recommendations in the period between the two conferences</b>	<b>Institutions responsible for implementing the recommendations</b>	<b>Remarks</b>
1. Amending existing legal framework regarding the minor offences and imposing of penalties in traffic and their harmonization with the Law on Road Traffic Safety.	1. Strengthening of the Law (sub-legal acts) on penalizing the drivers under the influence of alcohol or drugs, points collection system, etc. Developing as much as possible of awareness activities aimed at sensitizing the road traffic participants (brochures, billboards, leaflets, TV spots with clear texts and messages.	There is no progress and change.	- MoI - MoJ - KJC - KP	
2. Implementing and full observance of the rules and sub-legal acts of the Law on Road Traffic Safety, as a guarantee for enhancing the road safety level.	2. Full observance of the Law in force on Road Traffic Safety and implementation of Road Safety Strategy and Action Plan (2012 project, funded by EU Office in Prishtina).	There is no progress and change, except a roundtable organized by the College Tempulli and AMRKS on the abovementioned strategy (February 2014).	- MoI - MIA - KP - EU office in Prishtina	

<p>3. Further cooperation with MEST and the Kosovo Police shall continue with sensitizing and raising awareness of people, parents, teachers and society in general, regarding the recognition of traffic signs, as a condition for enhancing road safety. Coordination of activities and cooperation shall be performed through various publications: print and electronic media, brochures, conferences, campaigns, etc.</p>	<p>3. Cooperation between institutions, with the aim of improving road safety and cooperation with European countries so that their effective practices can be applied in here.</p>	<p>KFRS together with its partners, has made a progress in the development of joint activities on road safety.</p>	<ul style="list-style-type: none"> <li>- MEST</li> <li>- MIA</li> <li>- KP</li> <li>- AMRKS</li> <li>- KFRS</li> <li>- KIB</li> </ul>	
<p>4. Cooperate with responsible authorities in order to control the financial capacity for conducting road safety activities, to ensure that the intended public funds are used as needed.</p>	<p>4. Allocation of a special budget for developing road safety activities as well as the support for drafting a strategy for injured people in traffic accidents.</p>	<p>There is no progress in government institutions, but on the other side progress has been made with financial support from the KIB, OSCE, FCI etc.</p>	<ul style="list-style-type: none"> <li>- Government of Kosovo</li> <li>- MoI</li> <li>- MA</li> <li>- KIB</li> <li>- Various local and international organizations and institutions</li> </ul>	

<p>5. Regional cooperation according to the plan of IRU Academy, in order to harmonize the trainings and qualifications in the field of transport for the region of Southeastern Europe.</p>	<p>5. Further cooperation with IRU Academy and achievement of objectives by SEED project, including: training and qualification of professional instructors and drivers, mutual recognition of certificates for professional drivers, enhancing the relations between different countries, motivations of labor force.</p>	<p>A light progress has been marked regarding the qualifications and harmonization of trainings for domestic and international carriers of people and goods, but a lot of work need to be done regarding the qualitative training of young drivers as well as organization of workshops for driving instructors improvement.</p>	<ul style="list-style-type: none"> <li>- IRU Academy</li> <li>- MoI</li> <li>- College Tempulli</li> <li>- Kosovo Chamber of Commerce</li> </ul>	
<p>6. More attention should be paid to the training of young drivers as well as professional drivers, and work on the harmonization and recognition of such training on regional and international level as an important condition for EU integration. Qualitative training of young drivers and organization of periodic professional trainings is a factor that affects the safety level.</p>	<p>6. Increase of transparency and strengthening of criteria for training of young drivers and implementation of EU standards in assessing theoretical and practical knowledge of young drivers. Increase the professional performance and responsibilities of driving instructors and driving schools. Observance of the law in force and relevant administrative instructions of MoI.</p>	<p>There is no progress and development from the recommendation of 2014. It is estimated that there is a need for fundamental changes of existing practices of the training, exams and equipping with driving license.</p>	<ul style="list-style-type: none"> <li>- State Prosecution</li> <li>- MoI</li> <li>- KP</li> <li>- Driving schools</li> </ul>	

<p>7. Organization of additional special education for all experts working in the analysis and expertise of traffic accidents. Setting clear objectives and achievement level and successful completion of this specialization would pave the way for Kosovo Judicial Council or Ministry of Justice to license traffic experts.</p>	<p>7. Provision of academic programs in the field of all types of transport as a condition for the sustainability of favorable economic environment.</p>	<p>There is no progress and development from MoJ and KJC. College Tempulli has started with the first generation (specialization) of experts for traffic accidents.</p>	<ul style="list-style-type: none"> <li>- MoJ</li> <li>- KJC</li> <li>- FME</li> <li>- College Tempulli</li> <li>- KIB</li> </ul>	
<p>8. All mandatory penalties shall be conducted by the police and should not be sent to the court, because the court has a long process of reviewing the penalties and court cases may not always be completed on time, due to the large number of cases and insufficient number of judges.</p>	<p>8. Based on various reports, it turns out that human factor is the main cause of traffic accidents. Consequently, actions and failure to respect traffic rules and signs contribute to (lack of) road safety.</p>	<p>There is no progress and change.</p>	<ul style="list-style-type: none"> <li>-State Prosecution</li> <li>-KJC</li> <li>-Courts</li> <li>-Kosovo Police</li> </ul>	
<p>9. Law on road traffic safety shall be amended and the drafting of the new law shall enable transparency and invite all stakeholders to contribute with their proposals on the drafting of this law.</p>	<p>9. Some of the most effective ways to improve road traffic safety are as follows: awareness of citizens, application of the point collection system, setting as a priority the road traffic safety and support from the government.</p>	<p>It is in process, hopefully it will be taken in consideration the suggestions provided by OSCE, KP, MEST, KFRS and College 'Tempulli' regarding the approval of the new Law on Road Traffic Safety</p>	<ul style="list-style-type: none"> <li>- MoI, MoJ, MIA, OSCE, KP, KJC.</li> <li>- Committee on economic development, infrastructure, trade and industry.</li> </ul>	

<p>10. In consultation with road safety experts, the work shall continue on the total completion of the highway “Autostrada e Kombit”, in the region of Albania. Placement of tables, redefining and additional signaling is an action to be taken immediately in order for the highway to provide safety for all traffic participants.</p>	<p>10. Implementation of the plan drafted by Department with the aim of strengthening the police for the period 2015-2020, in order to reduce the number of accidents whether fatal or with body injuries</p>	<p>There is no substantial difference from the 2014 recommendation</p>	<ul style="list-style-type: none"> <li>- Government of Kosovo and Government of Albania (Recommendation 2014).</li> <li>- Municipal assemblies</li> <li>- MIA, MoI, KP and other national and international institutions (recommendation of 2015).</li> </ul>	
<p>11. Concrete actions should be taken in maintenance, infrastructure and controlling of the entire highway, so that at any time the level of services, but also of the safety in highway, to meet the international parameters and standards for this category of road.</p>	<p>11. It should be increased the responsibility among vehicle control centers, improvement of roads, road marking (revision of marking and ongoing maintenance of traffic signs, especially in rural areas, because they lack in such areas).</p>	<p>There is no substantial difference!</p>		

<p>12. In order to improve road safety, unsatisfactory technical condition and the age of vehicles with the aim of protecting the environment, it should be favored the import of vehicles.</p>	<p>12. Creating favorable conditions for importing new vehicles, preventing the movement of uninsured vehicles and reduction of bureaucratic procedures and charges during vehicle registration.</p>	<p>There is no substantial difference!</p>	<ul style="list-style-type: none"> <li>- MoI</li> <li>- MIA</li> <li>- Kosovo Customs</li> <li>- Technical control centers</li> </ul>	
<p>13. Shall be worked on advancing the conditions and enhancement of professional performance of teams involved in the field during the accidents on the road, meeting all the necessary conditions during the drafting process and drafting of the scene. In court shall be engaged only professionals trained and licensed by KJC as traffic experts.</p>	<p>13. Functioning of support services to all participants in the road for roadside assistance (technical assistance). Coordination and harmonization of actions as well as training of dispatchers who work in emergency call centers. Installing of the software for a larger number of these centers and their monitoring.</p>	<p>During this period, there has been a slight progress in providing information about road conditions and in building local capacity for the functioning of technical assistance. AMRKS already has an agreement with Macedonia and Albania for expansion and delivery of mobile services on the road.</p>	<ul style="list-style-type: none"> <li>- MoI</li> <li>- AMRKS</li> <li>- KP</li> <li>- ICITAP,</li> <li>- First aid,</li> <li>- Fire brigade, etc.</li> </ul>	

<p>14. In cases of road accidents, the prosecutor shall go out on the scene, in order to know the general circumstances of the cause of accident and the work of the team involved in the scene.</p>		<p>There is no progress and change from recommendation of 2014.</p>	<ul style="list-style-type: none"> <li>-State prosecution</li> <li>-Courts</li> <li>-KP</li> </ul>	
<p>15. It should be established regional as well as international cooperation, as permanent form of joint activities on road traffic safety, by exchanging experiences, opinions and models of European countries who have achieved great successes in enhancing the level of road traffic safety in their countries.</p>		<p>There is a continuous progress regarding recommendation of 2014. It is already established a solid cooperation with local, regional and international partners.</p>	<ul style="list-style-type: none"> <li>- All domestic and international institutions.</li> </ul>	

## ACRONYMS:

**AMRKS** - Kosovo Association of Motorization

**KIB** – Kosovo Insurance Bureau

**KFRS** – Kosovo Forum for Road Safety

**FME** – Faculty of Mechanical Engineering

**FCI** – Forum for Civic Initiatives

**IRU Academy** –International Road Transport Union Academy

**ICITAP** - International Criminal Investigative Training Assistance Program

**MA** - Municipal Assemblies

**KJC** - Kosovo Judicial Council

**MEST** - Ministry of Education, Science and Technology

**MoJ** – Ministry of Justice

**MoI** – Ministry of Infrastructure

**MIA** – Ministry of Internal Affairs

**KP** – Kosovo Police

