GOVERNMENT OF MONTENEGRO
MINISTRY OF THE INTERIOR

ROAD TRAFFIC SAFETY IMPROVEMENT STRATEGY FOR 2023-2030

OCTOBER 2023

Contents

ABBREVIATIONS

AMSCG	Automobile Association of Montenegro
ANO	Insurance Supervision Agency
AU	Austria
GDP	Gross domestic product
BE	Belgium
BG	Bulgaria
CADaS	Common Accident Data Set
CZ	Czech Republic
DE	Germany
DK	Denmark
DZ	Health center
EBRD	European Bank for Reconstruction and Development
EF	Faculty of Electrical Engineering
EIB	European Investment Bank
EK	European Commission
ES	Spain
ESRA	E-Survey of Road users' Attitudes
EU	European Union
Euro NCAP	The European New Car Assessment Programme
EuroRAP	The European Road Assessment Programme
FI	Finland
FR	France
GR	Greece
GSSCG	Mountain rescue service of Montenegro
HU	Hungary

IDP	Inspection for state roads
IE	Ireland
IKCG	Engineering Chamber of Montenegro
IPA	Instrument for Pre-accession Assistance
iRAP	International Road Assessment Programme
IS	Iceland
IT	Italy
LGU	Local self-government unit
JPR	Public risk weighted
KCCG	Clinical Center of Montenegro
KZCG	Criminal Code of Montenegro
LP	Minor injuries
LU	Luxembourg
ME/CG	Montenegro
MF	Faculty of Mechanical Engineering
MKI	Ministry of Capital Investments
MP	Ministry of Education
MPr	Ministry of Justice
MŠ	Material damage
MUP	Ministry of Internal Affairs
MoH	Ministry of Health
NBOCG	National Bureau of Insurers of Montenegro
NL	Netherlands/Holland
NO	Norway
NTzKPBS	National body for coordination of traffic safety affairs
NGO	Non-governmental organization

OKC	Operational communication center
OZoOV	General law on education and upbringing
PIARC	World Road Association
PKCG	Chamber of Commerce of Montenegro
PL	Poland
CHAP	The dead
POV	Injured
PT	Portugal
RS	Serbia
SE	Sweden
FIG	Slovenia
SN	Traffic accident
TKPBS	Body for coordination of traffic safety affairs
TP	Serious injuries
UCG	University of Montenegro
UN	United Nations
UP	Police Department
US	Traffic Administration
UZŽ	Railway Administration
VSJ	Fire rescue units
WBIF	Western Balkan Investment Fund
WHO	World Health Organization
ZHMPCG	Institute for Emergency Medical Assistance of Montenegro
ZOBS	Law on Road Traffic Safety
ZoKP	Criminal Procedure
ZoOO	Law on Adult Education

ZoOOS	Law on Compulsory Traffic Insurance
ZoP	Law on Roads
ZoPr	The Law on Misdemeanors
ZoPDS	Law on Road Transport
ZoPOM	Law on Transportation of Dangerous Goods
ZoRV	Law on working hours and breaks during working hours of mobile workers and recording devices in road transport
ŽICG	Railway infrastructure of Montenegro
ŽPCG	Railway transport of Montenegro

1. INTRODUCTION

"Around 3,800 people died in one day because of traffic. On the world's roads, every day is September 11"- Der Spiegel August 14, 2015

Traffic accidents are a growing global problem. According to WHO (2018), around 1.3 million people die in traffic accidents worldwide every year, and around 50 million are injured. In the age group of 5 to 44 years, traffic injuries are one of the three leading causes of death. If some more effective measures are not taken, the consequences of traffic accidents will become the fifth leading cause of death in the world and will result in the number of approximately 2.4 million deaths per year. Traffic injuries are the leading cause of death for children and young people aged 5-29, especially in countries where investing in traffic safety is not recognized as a social gain but as a cost. Young people between the ages of 15 and 24 account for more than half of all road deaths. More than 93% of road traffic deaths occur in low- and middle-income countries (WHO, 2018).

Bearing in mind the non-acceptance of traffic accidents and the huge differences in the state of road safety between individual countries, and accepting the position that traffic safety can be managed, the United Nations adopted a Resolution declaring the period until 2030 as the Second Decade of Action for Traffic Safety, and The World Health Organization has prepared the Global Plan of the Second Decade of Action for Traffic Safety. In this sense, the European Union has created the prerequisites for the implementation of the Traffic Safety Framework Policy until 2030.

The global plan of the decade of traffic safety action includes measures and activities systematized through five pillars of traffic safety:

- organization and management of traffic safety,
- safer roads,
- safer vehicles,
- safer road users and
- action after a traffic accident.

Both in the European Union and in Montenegro, road traffic safety is one of the priority activities. If we look at the period from 2010 to 2021, according to the data of the MUP of Montenegro (MUP database), 715 people died in traffic accidents on the roads in Montenegro, which is an average of 65 people per year. In the same period, an average of 3,000 people were injured in traffic accidents per year.

If one takes into account the methodology of the European Commission for assessing the overall socioeconomic consequences of traffic accidents (EC, DG for Mobility and Transport (2019): Handbook on the external costs of transport, version 2019), it can be concluded that the costs of traffic accidents in Montenegro in the previous over a five-year period amount to around 2 billion euros.

Data from the traffic accident database for 2021 for Montenegro show that the public risk of 88 fatalities per million inhabitants is one of the worst in Europe. In addition, in 2021 alone, 55 people were killed and 3,003 injured in Montenegro, of which 474 were seriously and 2,529 lightly injured.

In order to achieve development and higher standards in all areas, Montenegro uses and strives to apply the experiences of countries that are the most advanced in certain areas, including in traffic. In this regard, it is necessary to act strategically in order to improve the traffic safety system on the roads in Montenegro.

In accordance with the Regulation on the method and procedure for drafting, harmonizing and monitoring the implementation of strategic documents ("Official Gazette of Montenegro", No. 54/2018), the Government, through the Medium-Term Work Program of the Government of Montenegro 2022-2024, has foreseen the adoption of the Road Traffic Safety Improvement Strategy for the period from 2023 to 2030 with the Action Plan 2023-2024. years. The strategy is harmonized with the Regulation on the manner and procedure of drafting, harmonizing and monitoring the implementation of strategic documents of the Government of Montenegro and the accompanying Methodology for developing policies, drafting and monitoring the implementation of strategic documents.

Considering the above, as well as the fact that the Road Traffic Safety Improvement Program for the period 2020-2022. year with the Action Plan for the period 2020-2022 expired in 2022, the development of the Road Traffic Safety Improvement Strategy for the period from 2023 to 2030, with the Action Plan 2023-2024, was started.

The relevant representatives of the Ministry of Capital Investments, the Ministry of Internal Affairs, the Police Administration, the Ministry of Health, the Ministry of Education, the Traffic Administration, the Judiciary, the Faculty of Mechanical Engineering of the University of Montenegro, local self-government units, representatives of the NGO sector, the Supervisory Agency participated in the development of this strategic document. insurance companies and experts in the field of road traffic safety engaged in the project "Technical support in capacity building and harmonization of national legislation with EU legislation in the transport sector" which is financed from the national IPA program for 2017.

1.1. ALIGNMENT WITH NATIONAL STRATEGIC FRAMEWORK

The strategic document is aligned with both overarching and sector-specific strategic documents and programmatic documents addressing traffic safety issues.

Medium-Term Government Work Program 2022-2024 and Government Work Program for Montenegro in 2023

Within the **Medium-Term Government Work Program for 2022-2024** under the priority of "Sound finances and economic development," Goal 2.8 focuses on "Improving accessibility, safety, and security of traffic." It plans to invest in improving traffic safety to reduce road fatalities and severe injuries. **The Government Work Program for Montenegro in 2023** also emphasizes the importance of drafting a "Road Traffic Safety Improvement Strategy for 2024-2030" and an Action Plan for 2024-2025. These align with the broader priority of achieving competitiveness, regional connectivity, and green economy, contributing to inclusive growth.

Program for Montenegro's Accession to the European Union 2023-2024 (PPCG)

Within Chapter 14 - Transport Policy of the **Program for Montenegro's Accession to the European Union 2023-2024**, there's a plan to develop a "Road Traffic Safety Improvement Strategy for 2024-2030" and an Action Plan for 2024-2025. This aligns with the EU's goal of improving the internal market's functioning by ensuring safe, efficient, available, and quality transportation services while protecting service users and the environment.

National Sustainable Development Strategy until 2030

The National Sustainable Development Strategy until 2030 prioritizes improving safety and security in all forms of transportation to preserve human lives and property. This goal requires regular maintenance of existing infrastructure, investments in new transportation capacities adhering to safety standards, strengthening administrative capacities, traffic control, and monitoring following metrological regulations (e.g., radar systems and breathalyzers), as well as training and public awareness campaigns. Considerable attention was given to aligning the strategy with the objectives and measures set in five operational goals.

Transport Development Strategy of Montenegro for the Period 2019-2035

The Transport Development Strategy of Montenegro for the Period 2019-2035 assesses transportation in various domains, defines infrastructure, organizational, and operational development objectives for the transport system, and outlines short- and long-term implementation plans. This strategy includes a substantial segment dedicated to road traffic safety. Its implementation further enhances transportation policies in road traffic safety, continuing the ongoing planning process to achieve the desired traffic safety state.

1.2. ALIGNMENT WITH INTERNATIONAL COMMITMENTS

The Road Traffic Safety Improvement Strategy for the period 2023-2030 follows global trends, recognizes, and draws upon successful international practices in road traffic safety. Specifically, it aligns with:

- Global Sustainable Development Goals
- Global Road Safety Goals
- UN Resolution on Global Road Traffic Improvement 2021-2030
- Stockholm Declaration
- Global Plan for the Second Decade of Action for Road Safety 2021-2030
- EU Road Safety Framework 2021-2030
- Action Plan for Traffic Safety in the Western Balkans (Secretariat of the Transport Community)
- Action Plan for Western Balkans Roads (Secretariat of the Transport Community)

- Report on the Implementation of Action Plans for the Year 2022 (Secretariat of the Transport Community)

Across all the mentioned documents, the same global goal is shared, which means a 50% reduction in fatalities and severely injured individuals by 2030. This will also be the goal for Montenegro.

Below, a more detailed connection with some of these documents is presented.

Global Sustainable Development Goals

One of the Global Sustainable Development Goals is "Good Health." The strategic goal of the Road Traffic Safety Improvement Strategy is to "Reduce the number of fatalities and severely injured individuals by 50% by 2030 compared to 2021, with no children killed in traffic." To achieve this strategic goal, activities have been planned to enhance the management of the traffic safety system, safer roads, vehicles, road users, and more efficient post-accident responses. This strategy aligns with the Global Sustainable Development Goals.

Global Road Safety Goals

Global Road Safety Goals provide recommendations for road safety, including wearing seatbelts on all trips, ensuring proper child restraints in the rear seats of vehicles, always wearing helmets when riding motorcycles, and not driving under the influence of alcohol, drugs, specific medications, or while using mobile phones. These goals also focus on speed management, road safety management, infrastructure improvement, vehicle safety standards, the enforcement of traffic laws, and improving emergency medical assistance.

The Road Traffic Safety Improvement Strategy includes activities aimed at improving and enforcing laws relevant to road safety, such as traffic safety laws, road planning and construction laws, road insurance laws, and railway laws. Additionally, laws related to healthcare will be harmonized with the latest EU practices, especially regarding the organization and operation in the event of traffic accidents and mass traffic accidents. The average age of the vehicle fleet is planned to be less than 15 years, and efforts will be made to raise awareness among drivers about the importance of seatbelt usage, helmets, adherence to speed limits in urban and rural areas, and to increase the percentage of children properly using appropriate restraints in passenger cars. Activities are also planned to reduce the percentage of drivers who find it acceptable to drive after consuming alcohol, drugs, or while using a mobile phone while driving. Reducing the response time of emergency medical services from the current 10 minutes to 8 minutes is also part of the plan.

UN Resolution on Global Road Traffic Improvement 2021-2030

This resolution establishes the second decade of action for road traffic safety, aiming to reduce the number of fatalities and severely injured individuals in traffic accidents by 50% by 2030. This goal aligns with the strategic goal of the Road Traffic Safety Improvement Strategy, which plans to reduce the number of fatalities and severely injured individuals by 50% by 2030 compared to 2021, with no children killed in traffic.

Stockholm Declaration

The Stockholm Declaration sets a target to reduce the number of fatalities and severely injured individuals in traffic accidents by 50% by 2030. This aligns with the strategic goal of the Road Traffic Safety Improvement Strategy, which aims to reduce the number of fatalities and severely injured individuals by 50% by 2030 compared to 2021, with no children killed in traffic.

Global Plan for the Second Decade of Action for Road Safety 2021-2030

The primary goal of the Global Plan for the Second Decade of Action for Road Safety 2021-2030 is to reduce the number of fatalities and severely injured individuals in traffic accidents by 50% by 2030. This aligns with the strategic goal of the Road Traffic Safety Improvement Strategy, which aims to reduce the number of fatalities and severely injured individuals by 50% by 2030 compared to 2021, with no children killed in traffic. The Global Plan emphasizes the need for long-term and sustainable investments in safe road infrastructure and interventions that can improve road safety, as well as sustainable funding sources, including government funding, local government allocations, user fees, private sector insurance, and the use of funds collected from traffic fines.

The Road Traffic Safety Improvement Strategy plans to amend the Road Traffic Safety Act, which will specify traffic funding sources, the allocation of funds between the state and local government, the purpose of funds, the method of use, and reporting. It will also specify other sources of road safety funding, such as fines for violations, funds collected during the criminal prosecution process, a portion of the gross premium for mandatory vehicle insurance, a portion of fuel excise, etc.

EU Road Traffic Safety Framework 2021-2030

Within the EU Road Traffic Safety Framework for 2021-2030, member states and the Commission are urged to prioritize investments that will bring the greatest benefits to road safety, focusing on areas with the highest number of accidents. Investments in maintaining existing infrastructure and constructing new infrastructure where needed are highlighted as a priority.

The Road Traffic Safety Improvement Strategy includes activities to identify influential factors and causes of traffic accidents. New roads will be planned, designed, and built using tools to improve road infrastructure safety. Existing roads will be reconstructed and maintained to provide a high standard of road safety, taking into account vulnerable road users, a safe system approach, and the requirements of autonomous vehicles. Projects to improve road safety will be prepared for identified high-risk sections of state roads passing through settlements. These road sections will pay special attention to the needs of vulnerable road users (pedestrians, cyclists). School zones located along these road sections will be improved. An analysis of the feasibility of building bypasses will be conducted for settlements where a high risk of accidents has been identified. A detailed analysis of vulnerability - the risk of accidents on municipal roads, especially for vulnerable road users, and for all high-risk locations (zones, sections) and school zones, will be prepared. A methodology for assessing traffic safety risks at railway crossings will be prepared to improve safety at these locations, and risk assessments will be regularly conducted.

1.3. ALIGNMENT WITH EUROPEAN INTEGRATION PROCESS AND KEY EU POLICIES

Negotiation Chapter 14 - Transport Policy

The EU acquis in **Negotiation Chapter 14** consists of various sub-areas that complement each other, including the field of road transport. The goal of EU road transport policy is to promote efficient, safe, and sustainable mobility, creating favorable conditions for competitiveness and harmonizing technical standards in line with environmental protection.

One of the closing criteria in Negotiation Chapter 14, related to road transport, states: **"Montenegro should align with EU acquis related to toll collection, social legislation in road transport, new rules on the weight and dimensions of vehicles for the transport of heavy goods and passenger vehicles, as well as common rules for access to the profession of road haulier, access to the market for international road freight transport, and access to the international market for bus transport services."**

In the upcoming period, further alignment with European regulations and standards will result in improved quality of transport services, safer transportation, better infrastructure, and more effective passenger rights protection.

EU Membership will primarily enhance traffic safety and better protect passengers in all modes of transportation. Specifically for road transport, it will achieve greater road safety, the safety of transporting dangerous goods, and the implementation of smart tachographs.

IPA III for the Period 2021-2027

The preparation of new **IPA III programs for the period 2021-2027** is based on providing financial support for five policy areas, following the Economic and Financial Plan for the Western Balkans. Within each of these policy areas, several thematic priorities are defined. Regarding road safety, under the policy "Green Agenda and Sustainable Connectivity," thematic priority 2 is defined as "Transport, Digital Economy and Society, and Energy."

EU Transport Policy

EU transport policy has been in place for over 30 years. Alongside the opening of transport markets and the creation of the Trans-European Transport Network, the "sustainable mobility" model will gain even more importance. This is especially pertinent considering the continuous increase in greenhouse gas emissions from the transport sector, which threatens to undermine the EU's efforts to achieve its climate goals.

Smart and Sustainable Mobility Strategy 2020

In the **Smart and Sustainable Mobility Strategy 2020**, the Commission announced a series of initiatives to improve road safety, including digital driver's licenses, new guidelines on issues such as maximum permissible blood alcohol content for motor vehicle drivers and the use of alcohol interlocks, inspection and reporting on the quality of infrastructure for bridges or other sensitive infrastructure, adapting the legal framework for

eCall to new telecommunications technologies. In March 2023, the Commission adopted a road safety package that included a revision of some of these initiatives. The overall objective of this package is to enhance road safety for all road users, prepare for zero-emission vehicles, and achieve the EU's vision of zero road fatalities in the EU by 2050.

European Green Deal

In line with the European Green Deal, the focus on transport development is primarily on reducing CO2 emissions. However, the next EU long-term budget (2021-2027), in both the Council text and the European Parliament text, outlines priorities for the transport sector, including: "Improving work on the European transport network, while assisting the EU's transition to connected, sustainable, inclusive, safe, and protected transport."

2. ANALYSIS OF THE EXISTING SITUATION

2.1. IMPLEMENTATION OF THE ROAD TRAFFIC SAFETY IMPROVEMENT PROGRAM FOR THE PERIOD 2020-2022. YEAR

In order to better manage road traffic safety, the Government of Montenegro, after the expiration of the Road Traffic Safety Improvement Strategy for the period 2010 to 2019, adopted the document "Road Traffic Safety Improvement Program for the period 2020-2022." year, with the Action Plan for the period 2020-2022. years".

The program defined the application of the so-called "Safe System Approach" derived from the best European practices, which will create conditions for safe traffic and minimize risks for all traffic participants, especially bearing in mind the European Union's long-term goal of a zero fatality rate in road traffic by 2050 ("Vision Zero" – a vision of a traffic system in which no one was killed or seriously injured).

The program defines that the road traffic safety system should:

- provides safe, secure and efficient traffic;
- be environmentally friendly and minimize harmful effects on the environment; be harmonized with the standards of the European Union.

The mission of the Program was to:

- provide conditions for the sustainable development of traffic and society in which all citizens, especially groups and individuals who are considered as risk groups, as traffic participants, will be part of safe traffic, life and everyday work;
- establish an effective road traffic safety system that will include all state bodies, state administration bodies and local governments;
- expand the system of responsibility for traffic accidents from only directly involved participants in traffic accidents to all entities that can contribute to reducing the risk of traffic accidents and their consequences.

The program for improving road traffic safety for the period 2020-2022. two operational goals were recognized:

- **Operational objective I:** Reduce the number of people killed in traffic accidents by 10% by the end of 2022, compared to the number of people killed in 2018.
- **Operational objective II:** Reduce the number of persons with serious bodily injuries sustained in traffic accidents by 5% by the end of 2022, compared to the number of persons with serious bodily injuries recorded in 2018.

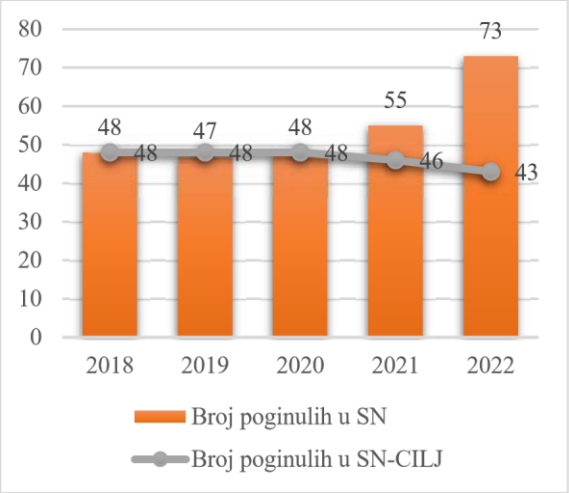
Also, the program recognized seven key measures, namely:

- **Key Measure I:** Improving the legal framework in the field of road traffic safety in order to comply with EU directives through the adoption of legal acts,
- **Key Measure II:** Improving the content and quality of data in electronic records through upgrading existing solutions,
- **Key measure III:** Raising the level of traffic safety through the implementation of the Stationary Radar Systems Project and the implementation of preventive activities,

- **Key Measure IV:** Raising the level of traffic safety through the realization of trainings, controls, preparation of new tests and relicensing of driving schools,
- **Key Measure V:** Injury prevention and improvement of health care system services for road users,
- **Key Measure VI:** Ensuring the setting of the service system, which enables the calculation of the total primary and secondary costs generated by the health system of Montenegro during the provision of health care to citizens who are being treated or are in the rehabilitation phase due to the consequences caused by traffic accidents,
- **Key Measure VII:** Raising the level of traffic safety on roads according to the Program for reconstruction and rehabilitation of critical points and reconstruction of several locations on main and regional roads.

The program establishes that the monitoring and evaluation of the implementation of the activities of the Road Traffic Safety Improvement Program and the Action Plan for its implementation shall be carried out by the Coordinating Body, which will be formed, by decision, of the Minister of Internal Affairs, with the task of coordinating the activities of competent authorities and organizations and monitoring the implementation of the Program. The responsibilities of the Coordinating Body are to: manage, organize and coordinate the activities of state administration bodies and other competent organizations in the implementation of the Action Plan, determine priorities, dynamics and deadlines for implementation, evaluate the achieved results and make recommendations for the next period of Program implementation. The coordinating body will request data, explanations and reports from the competent authorities regarding issues related to the implementation of this program.

The planned operational goals and key measures were partially realized. Also, shortcomings were observed in the implementation of the Program, such as: insufficient and inconsistent implementation of funding for traffic safety, weak organization and management of traffic safety, systemic lack of sustainable planning for building and strengthening the capacity of entities in the field of traffic safety, insufficient commitment of individuals and certain entities, insufficient international cooperation and application of successful practices, absence of regular expert analyzes and reporting on traffic safety, unwillingness to regularly monitor the implementation of measures and activities and to assess the achievement of established goals, weak communication, coordination and cooperation of important subjects, etc. In terms of reducing the number of dead and seriously injured in traffic accidents, the operational goals were also not achieved (Figures 2.1 and 2.2).



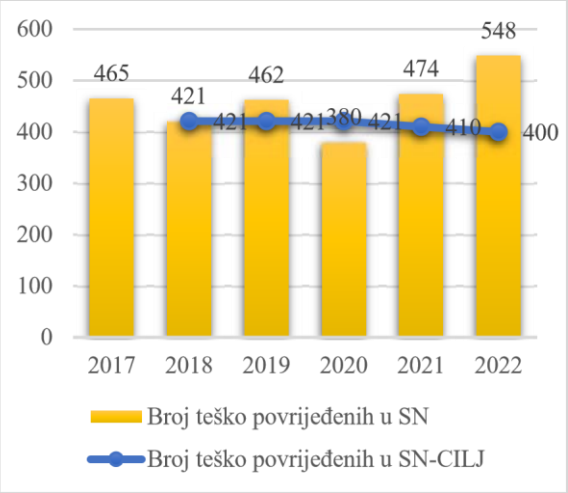


Figure 2.1. Number of people killed in traffic accidents in the period from 2018 to 2022 in relation to the goal established by the Safety Improvement Program for the period 2020-2022. years

Figure 2.2. Number of seriously injured in traffic. accidents in the period from 2018 to 2022 in relation to the goal determined by the Road Traffic Safety Improvement Program in the period 2020-2022. years

2.2. ANALYSIS OF THE INSTITUTIONAL FRAMEWORK

In the traffic safety management system in Montenegro, state bodies and institutions participate that plan, manage, coordinate and implement measures and activities within their jurisdiction (Regulation on the Organization and Mode of Operation of the State Administration ("Official Gazette of Montenegro", No. 49/2022 and 52/2022)), namely: competent state bodies, scientific and educational institutions, bodies of local self-government units, the private sector, citizens' associations, the media and other entities that perform activities important for traffic safety.

Figure 2.3. Institutional framework in the traffic safety management system of Montenegro

The role of the Coordinating Body for monitoring the state of road traffic safety is particularly important. The Government of Montenegro, at the session of February 25, 2010, adopted the Decision on the establishment of the Coordination Body for monitoring the implementation of the Strategy for the Improvement of Road Traffic Safety (2010-2019). The task of the Coordination Body is to manage, organize and coordinate the

activities of state bodies, state administration bodies and other competent entities in the implementation of the Road Traffic Safety Improvement Strategy (2010-2019); determines and monitors priorities, dynamics and implementation deadlines and evaluates the results achieved in the implementation of the Strategy and proposes an annual Action Plan for the implementation of the Strategy. The coordinating body is chaired by the Minister of the Interior, and its members include the Minister of Capital Investments, the Minister of Health, the Minister of Education, the director of the Police Administration, the director of the Traffic Administration, a representative of scientific and educational institutions, a representative of local self-government units, etc. Although the Coordinating Body was recognized and established in the previous period, it must be concluded that the work of this body was not regular and that it did not meet the prescribed obligations, nor did it produce the expected results.

It is evident that important subjects and individuals often do not have the necessary capacity, are not motivated, professional, nor are they sufficiently committed to implementing measures and activities to improve traffic safety for which they are responsible and competent. In a large number of cases, there was a lack of regular, well-organized and systematic work on improving traffic safety, both at the national and local levels. This state of affairs can only be changed by sincere, continuous and publicly expressed political support and responsibility, and especially by consistent application of regulations and support during the adoption, promotion and implementation of this strategy and the Action Plan.

Below are the main entities responsible for road traffic safety and a brief description of their activities in the field of traffic safety:

- **Parliament of Montenegro** - The jurisdiction of the Parliament of Montenegro is determined by the Constitution of Montenegro and certain laws. In accordance with the competences established by the Constitution and laws, the Assembly adopts: the Constitution and amendments to the Constitution, laws, other regulations and general acts (declarations, resolutions, decisions, recommendations and conclusions), and especially from the aspect of traffic safety, it considers and adopts the Report on the state of road traffic safety in Montenegro.
- **Government of Montenegro** exercises executive power in accordance with the Constitution, confirmed and published international agreements and the law. The government establishes strategic, legal and by-laws that regulate, among other areas, the field of road traffic safety.
- **Ministry of Internal Affairs** performs administrative tasks related to: analytical monitoring of the situation and strategic planning in the field of road traffic safety; instructional action for the implementation of strategies and policies in this area; supervision over the legality and expediency of police work, procedures, expertise and efficiency of performing police work; vehicle and driver records; supervision and control of the transport of explosive substances, transport, transport and storage of flammable liquids and gases, transport of non-flammable dangerous liquids and gases, transport of explosives; determining the regime of border traffic with neighboring countries, receiving calls and notifications in emergency situations through a single operational communication center 112. The Police Administration performs tasks related to inspection supervision and control of traffic safety; supervision and control of traffic safety on the roads, verification of the fulfillment of the conditions for the operation of vehicle technical inspection stations and the

work of controlling the legality of the operation of vehicle technical inspection stations.

- **Ministry of Capital Investments** performs administration tasks related to: road traffic, road traffic safety; issuance of professional driver's licenses; issuance, temporary or permanent revocation of licenses for public transport of passengers or cargo, issuance and revocation of license extracts; homologation of passenger and cargo vehicles, including equipment and individual parts with adopted standards at the level of safety, economic and environmental requirements, improvement of road infrastructure safety, prescribing conditions and issuing decisions for the authorization of engineers for the design and revision of traffic signals and road equipment, issuing certificates for verification road safety, issuance of certificates for road safety audits, adoption of regulations, standards and recommendations for the design and construction of safe roads.
- **Ministry of Education** performs administration tasks related to: creation, establishment and development of an educational system in which courses dealing with traffic safety segments are implemented, conditions for the establishment, operation and licensing of driving schools, adoption of the Professional Development Seminar Program for theoretical teaching lecturers, driving instructors and members of examination commissions, prescribing conditions and issuing licenses for driving instructors.
- **Ministry of Health** carries out administration tasks related to the strategic planning of the health care system and the health insurance system, especially with regard to the provision of emergency medical assistance services to participants in traffic accidents and the procedure for issuing medical certificates to drivers, as well as through permanent work on staff education in order to achieve a more efficient response to relevant health services in order to reduce the consequences of traffic accidents.
- **Ministry of Justice** performs administration tasks related to: the organization and work of courts and the state prosecutor's office, authorities for the execution of criminal sanctions, lawyers, notaries, public bailiffs, mediators and court experts; criminal legislation; preparation of draft regulations regulating obligation, family and inheritance relations, court proceedings, misdemeanor proceedings, arbitration.
- **Traffic Administration** performs tasks related to: management, development, construction, reconstruction, maintenance and protection of state roads; participation in the development of strategies, medium-term programs and annual plans in the field of traffic; preparation of calls for tenders, implementation of the assignment of works for the preparation of technical documentation, execution of works on construction, reconstruction, regular and investment maintenance, provision of technical assistance to motorized traffic participants on state roads; the organization of expert control and quality of performed works; maintaining a travel data base; Issuance of traffic and technical conditions for the design of connections to the state road and approval of the prepared technical documentation.
- **Institute for emergency medical assistance, occupational medicine, emergency centers and relevant departments in general and special hospitals and the Clinical Center of Montenegro** must provide effective medical care, by providing a basic package of emergency medical care and hospital medical care with the aim of reducing the consequences of a traffic accident, saving lives, reducing disability

and length of hospitalization, post-traumatic recovery and improving the quality and years of life.

- **Local self-government units** which, among other things, regulate traffic within their jurisdiction: determine roads with the right of way; roads with one-way and two-way traffic; installation of horizontal, vertical and light signaling; vehicle speed limit; space for pedestrians and bicycles; space for parking vehicles; pedestrian zones, safe directions for the movement of participants and special technical measures for the safety of pedestrians near educational, health and other institutions, playgrounds and the like. Traffic Safety Councils have been established for road traffic safety at the level of individual local self-government units.
- **Council for traffic safety in the local community** considers issues related to harmonizing the activities of authorities, organizations and companies participating in the realization of road traffic safety; monitors and analyzes the situation, phenomena and problems in the field of road traffic safety; initiates, initiates and organizes preventive and other actions and activities that contribute to the improvement of traffic safety; considers proposals for regulations and other acts in this area; proposes to the Assembly and other competent authorities to take appropriate measures to solve certain issues in this area, and performs other tasks of importance for road traffic safety.

In addition to the state institutions listed above, the following also play a significant role in the field of road traffic safety through their work:

- **Scientific and educational sector** (vocational schools for training drivers and instructors, but also pre-school institutions, primary, secondary schools and colleges) represents the basis where correct attitudes are formed. The scientific and educational sector should provide the acquisition of knowledge about the method of determining the degree of danger in traffic, the possibility of rational management of traffic safety resources, the acquisition of knowledge about the development and application of modern traffic management and control technologies, which creates opportunities for rational, economical and safe traffic management. Also, the scientific and educational sector, through the exchange of experiences and the use of expert knowledge in the preparation of strategic documents in the field of traffic and transport, the harmonization of the legal framework and the harmonization of standards, recommendations and regulations in the field of traffic and transport, provides significant assistance to the competent authorities and contributes to the increase of traffic safety. Finally, the scientific and educational sector has the task of educating personnel, who will deal with tasks of importance for traffic safety.
- **Driving schools** , as the most important entity in driver training, influence the acquisition of knowledge, skills, attitudes and behavior, and thus also traffic safety. Driving schools with their approach and implementation of theoretical classes with candidates, teaching candidates safe driving, not only elements for passing the practical part of the exam, professional attitude towards candidate training (respect for the plan and systematicity in training, respect for the duration of the training hours, respect for the minimum knowledge when taking the exam , better vehicle maintenance, etc.) significantly affect traffic safety.
- **Insurance Supervision Agency** which supervises the work of insurance companies in Montenegro.

- **Non-governmental organizations and associations** which aim to prevent and reduce the number of traffic accidents and their consequences through their actions, as well as through cooperation, support and professional assistance to organizations dealing with traffic safety. The activities of the Association are: promotion and development of awareness of the importance of traffic safety; cooperation with professional associations, schools and universities dealing with the issue of traffic safety; organizing lectures, seminars, consultations and expert meetings with the aim of educational - professional improvement; in cooperation with experts from the mentioned field, he works on professional and scientific research projects; collection, processing and publication of professional publications (from the field of traffic safety); work and cooperation with the media.
- **The media** are responsible for timely and accurate information of citizens regarding safe participation in traffic, as well as for informing about the consequences of unsafe behavior in traffic. They have an extremely important role in changing the awareness and behavior of road users and in creating public opinion, and they are especially important when creating traffic safety campaigns because they adequately convey messages to the target group.

2.3. ANALYSIS OF THE ATTITUDES OF TRAFFIC PARTICIPANTS

During 2022, in accordance with the methodology established within the ESRA (Eng. E-Survey of Road users' Attitudes) project, Montenegro collected and analyzed data on the attitudes of road users, in order to provide scientific arguments in the decision-making process in traffic safety. The key areas covered by the survey form are: perception of traffic safety in the country and concerns about traffic safety; acceptability of unsafe behavior in traffic; support for protective traffic safety measures; self-reported behavior; attitudes towards traffic safety; perception of traffic coercion and self-reported participation in traffic accidents.

When looking at the use of safety systems in vehicles (seat belts and child seats), it can be concluded that the situation is unfavorable, as more than one third of drivers did not use a seat belt at least once in the previous month, while almost half of drivers did not use a child seat children during their transportation in vehicles (Figure 2.4.)

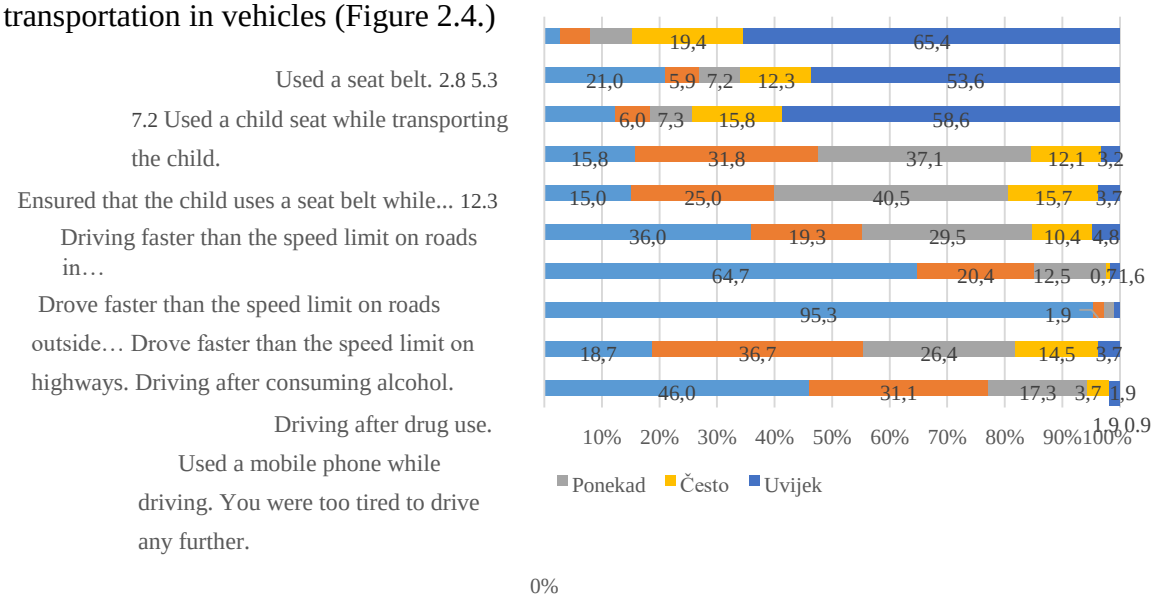


Figure 2.4. Self-reported behavior of drivers of passenger vehicles in traffic in Montenegro

These results are particularly worrying, especially if they are compared with the situation in European countries, where Montenegro ranks last when it comes to the use of protective systems in vehicles (Figure 2.5). Given that the use of seat belts significantly reduces the risk of death (for drivers by about 50%, passengers in the front seat by about 40%, and for children by about 50%), changing attitudes, habits and social norms in the direction of increasing the use of protective systems, represents the key challenge of preventive action in this area.

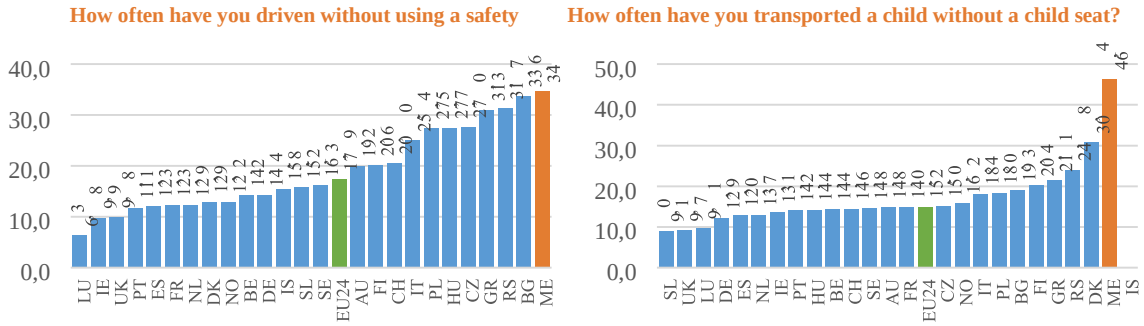


Figure 2.5. Use of protective systems in vehicles in Montenegro and EU countries

Over 84% of drivers in Montenegro reported that at least once in the last month they drove a vehicle above the prescribed speed limit on roads in and outside the settlement. Compared to European countries, the problem of speeding is more pronounced in Montenegro, so it ranks among the lowest ranked countries (Figure 2.6).

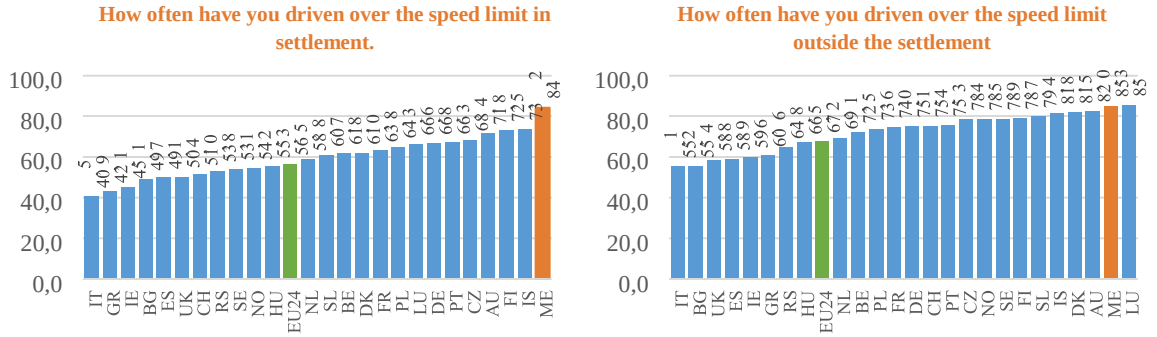


Figure 2.6. Fast driving on roads in the settlement and outside the settlement in Montenegro and EU countries

Fast driving is not only associated with the risk of traffic accidents, but also with the severity of the consequences, and as speed is one of the three main factors of risky behavior in Europe, it is necessary to focus on the concept of strategic speed management.

In terms of driving under the influence of alcohol and drugs, more than a third of drivers reported driving after drinking alcohol at least once in the past 30 days, while 4.7% reported driving after using drugs. The representation of driving under the influence of alcohol is twice as high compared to the European average, which indicates an alarming situation in Montenegro regarding this risky behavior in traffic, while regarding driving under the influence of drugs, the situation is somewhat more favorable compared to the average of European countries. The conclusion is that the efforts made in recent years to reduce driving under the influence of alcohol and drugs must be continued, as well as that

there is significant potential for reducing the number and consequences of traffic accidents caused by driving under the influence.

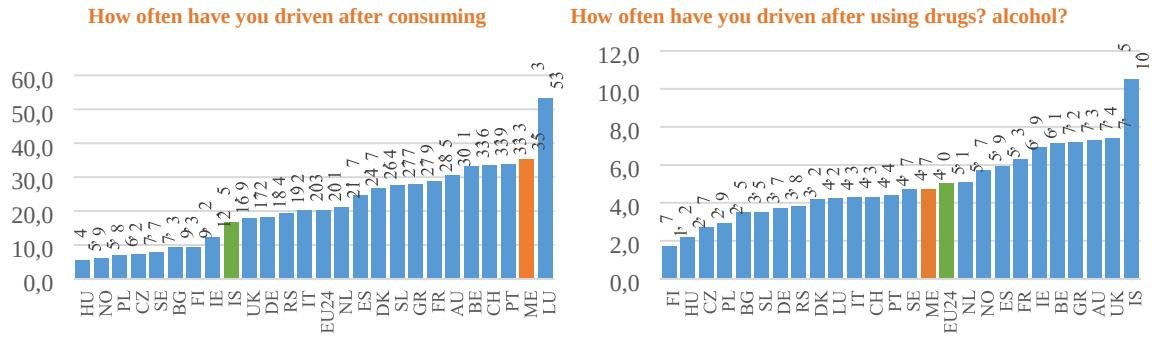


Figure 2.7. Driving under the influence of alcohol and drugs in Montenegro and EU countries

In addition to the risk factors of traffic accidents, such as driving under the influence and speeding, distracted driving and driving while tired represent unavoidable traffic safety problems. In Montenegro, more than four fifths of drivers reported that they had used a mobile phone while driving in the last month. How big a traffic safety problem this is in Montenegro is indicated by the fact that the frequency of mobile phone use while driving is almost three times higher than the average value of EU countries. The problem becomes even more pronounced, if one takes into account the argument that distracting the attention of road users causes from 10 to 30% of traffic accidents in the European Union.

More than half of passenger vehicle drivers reported driving while tired. These values are about two and a half times higher than the average of countries in Europe, and since fatigue is an influential factor in the occurrence of 10 to 20% of traffic accidents, mechanisms for reducing the influence of this factor must be considered, especially in the domain of controlling driving time, as well as education and supervision of young drivers.

If one observes the frequency of seat belt use by passengers in the front and back seats of the car, it can be concluded that the situation is unfavorable. The results show that 40% of passengers in the last month did not use a seat belt at least once in the front seat and more than 90% in the back seat of the car (Figure 2.8).

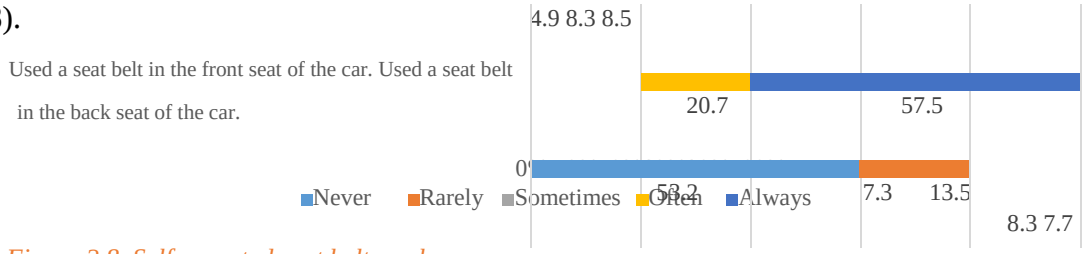


Figure 2.8. Self-reported seat belt use by car passengers in Montenegro

The results are even more worrying if they are compared with the results of European countries, because Montenegro is among the worst rated countries (Figure 2.9). Driving motorcycles and mopeds (ie two-wheelers) is more dangerous than other types of vehicles, because their drivers face a higher risk of death and serious injuries in traffic accidents. A protective helmet for motorcyclists significantly prevents head injuries. However, the national results show that more than one third of two-wheelers do not use a protective helmet and that Montenegro is classified among the countries with the most unfavorable values (Figure 2.10).

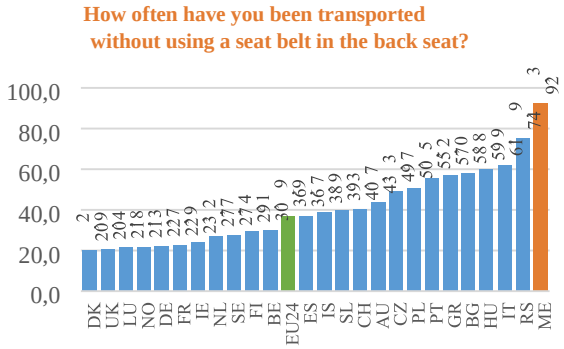


Figure 2.9. Self-reported seat belt use in the rear seat in Montenegro and Europe

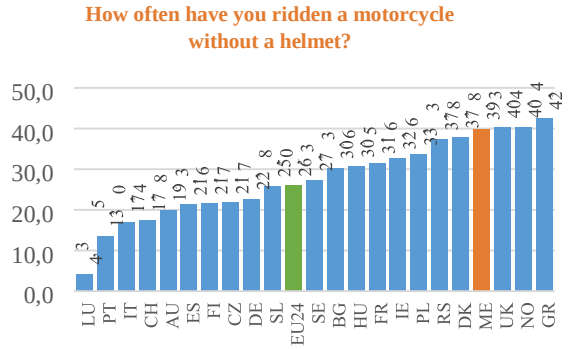


Figure 2.10. Self-reported use of a protective helmet by motorcycle drivers in Montenegro and Europe

In recent years, cycling has been a very popular form of transportation that fulfills people's mobility needs in cities. This mode of transport has experienced a special expansion during the emergence of the COVID-19 virus. However, in addition to numerous benefits, riding a bicycle is a traffic activity accompanied by increased risks of injury in the event of traffic accidents. Research indicates that cyclists contribute to their participation in traffic accidents to a large extent by their behavior in traffic. Therefore, the frequency of certain risky behaviors of cyclists in traffic was examined in Montenegro. The results indicate that over 80% of cyclists ride their bikes without using a protective helmet. Additionally, nearly three-quarters of cyclists reported not using retro-reflective vests in low-visibility conditions. Also, about one third of cyclists reported that they crossed the road when the traffic light was red (Figure 2.11). Similar results were recorded in European countries.

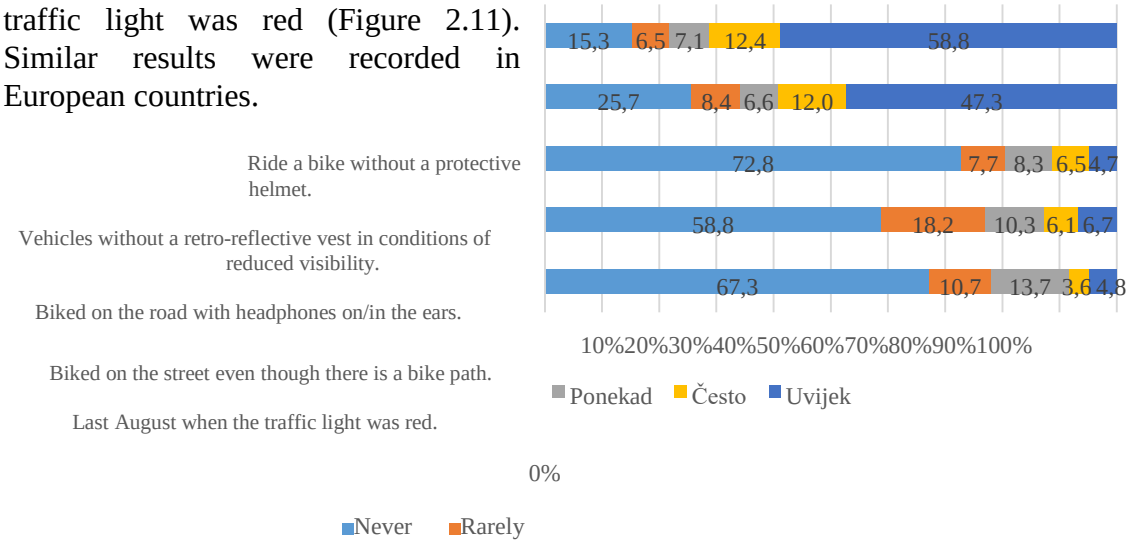


Figure 2.11. Self-reported behavior of cyclists in traffic in Montenegro

Nowadays, the use of portable electronic devices and listening to music with earphones while cycling is very common. However, it leads to the distraction of visual and auditory attention and increases the risk of participating in traffic accidents almost twice as much compared to driving without their use. In Montenegro, more than a quarter of cyclists reported using headphones on/in their ears while cycling.

This value is more favorable than those recorded in the majority of EU countries, which is an encouraging circumstance regarding the safety of cyclists in traffic (Figure 2.12).

Cyclists point out the lack of cycling infrastructure as one of the most common reasons for not using bicycles for travel. On the other hand, the national results of the research on the behavior of cyclists in traffic in Montenegro show that more than 40% of them in the last

month reported riding a bicycle on the road where there is a bicycle path, which is at the level of the average in European countries (Figure 2.12). .

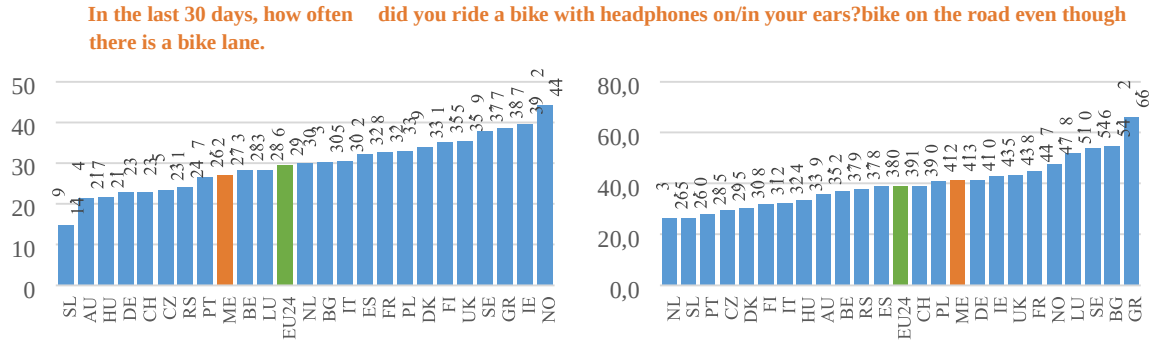


Figure 2.12. Self-reported riding by cyclists regarding the use of headphones on/in the ears and cycling on the pavement where there is a bicycle path in Montenegro and Europe

Encouraging walking as a form of travel has been identified as one of the most important strategic goals of establishing the concept of sustainable urban mobility in European cities. However, by disobeying traffic regulations and risky behavior, pedestrians very often contribute to the increased risk of participating in traffic accidents. Namely, more than 80% of pedestrians stated that in the last month they crossed the road outside the pedestrian crossing, which ranks Montenegro among the countries with less favorable values (Figure 2.13), which leads to the conclusion that the risks of pedestrian injuries in Montenegro should also be sought in their behavior.

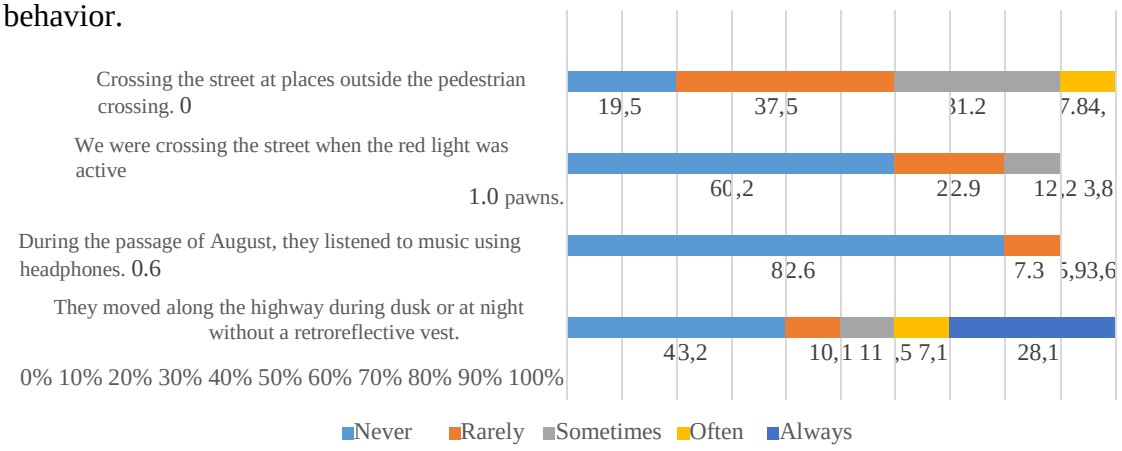


Figure 2.13. Self-reported behavior of pedestrians in traffic in Montenegro

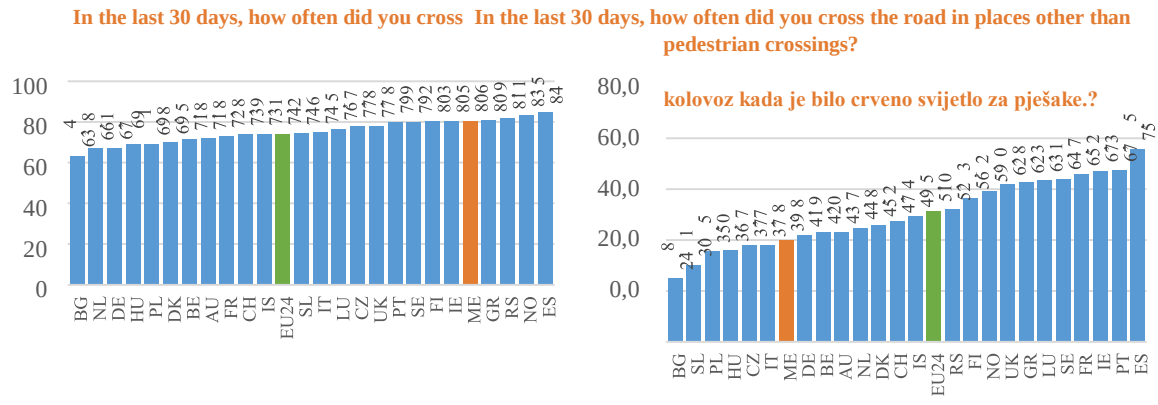


Figure 2.14. Self-reported pedestrian crossing behavior in Montenegro and Europe

Crossing the road by pedestrians during a red pedestrian signal on a traffic light is considered one of the most risky traffic behaviors. Such behaviors are contrary to the expectations of other road users and this leads to a higher probability of their participation in traffic accidents. The results of research in Montenegro show that about 40% of pedestrians cross the road during the red signal for pedestrians at the traffic lights. If this value is compared with the values of EU countries, it can be concluded that pedestrians in this context behave safer than pedestrians in most European countries (Figure 2.14).

Every time a pedestrian's attention is distracted while participating in traffic, using a phone or other portable devices, their chance of being involved in traffic accidents increases significantly. When looking at the survey of reported behavior in Montenegro in this context, the results show that almost one fifth of pedestrians listen to music using headphones while crossing the road.

In a survey of pedestrian behavior, the results reveal that more than half of pedestrians in Montenegro reported that they walked along the road during dusk or at night without a retro-reflective vest. These results are extremely unfavorable, if we take into account the fact that pedestrians are required by law to wear a vest with light-reflective properties if they are walking on the pavement on a public road outside the settlement.

Reasons for driving under the influence of alcohol may lie at the base of road users' attitudes towards this risky behavior. Research indicates that road users who have unfavorable attitudes towards driving under the influence of alcohol are more likely to commit this offence. In Montenegro, 5 to 10% of drivers have a positive attitude towards driving under the influence of alcohol (Figure 2.15). These data are alarming, bearing in mind that most trips made by drivers under the influence of alcohol end in a traffic accident.

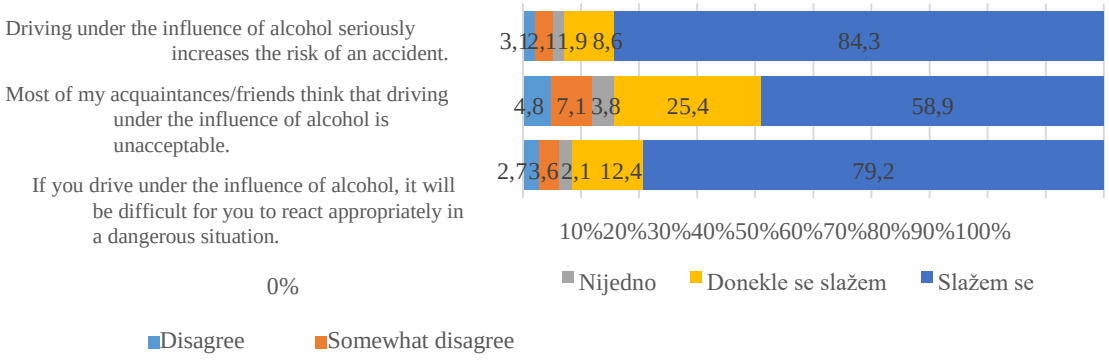


Figure 2.15. Attitudes of road users towards driving under the influence of alcohol in Montenegro

Speed is generally an attribute that people have a positive opinion of. In addition, most trips that are made while exceeding the set speed limit are completed successfully. Speed can also be a source of positive emotions and satisfaction for drivers. All these facts lead to the fact that road users have favorable attitudes towards fast driving, although it, on the other hand, significantly affects the rate of traffic accidents and their consequences. When it comes to attitudes towards fast driving in Montenegro, they are unfavorable in the range of about 5% to 43% of road users. Namely, although on the one hand they believe that fast driving is risky for them and the lives of others, on the other hand they simultaneously think that they have to drive fast because they have the impression of wasting time, as well as that speed limits are usually not set at an acceptable level or even that an increase in speed by 10 km/h does not affect the increase in the risk of participating in a traffic

accident (Figure 2.16). With the above in mind, improving the attitudes of road users towards speeding is a key component of developing safe behaviors in traffic with regard to speeding.

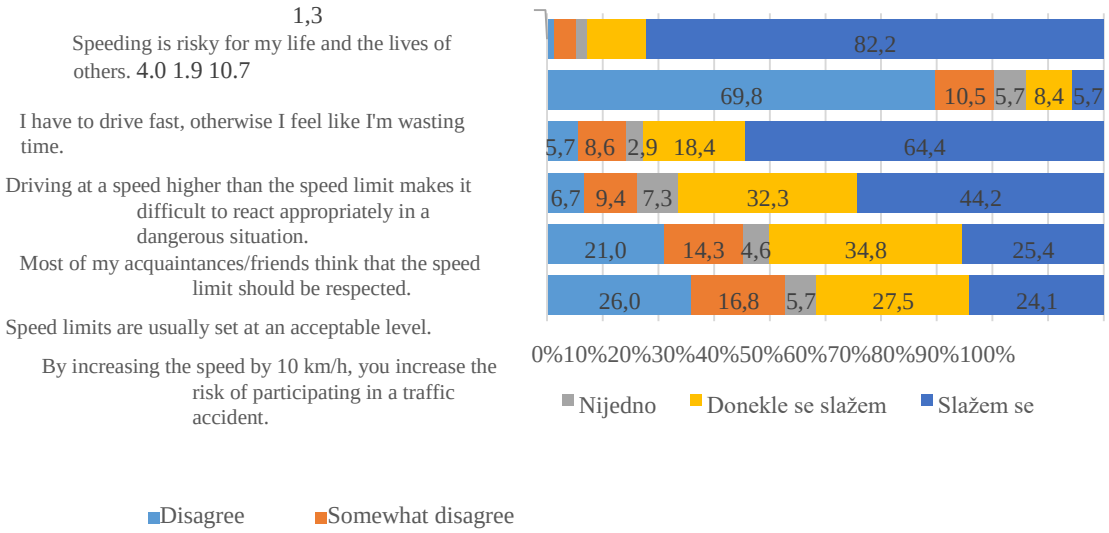


Figure 2.16. Attitudes of road users towards fast driving in Montenegro

In most of the countries with the best traffic safety performance, the use of protective systems in vehicles tends to increase and reaches almost maximum values. Research indicates that this is largely the result of the development of attitudes towards the use of protective systems in vehicles. In Montenegro, almost half of the road users believe that it is not necessary to use a seat belt on the back seat of the car, which is a worrying fact and the need for urgent action in this area. In addition, although the vast majority of participants believe that it is dangerous if children in the vehicle do not use a protective seat or belt, on the other hand, almost a quarter of them state that it is not necessary to use a child seat on short trips (Figure 2.17). It can be concluded that unfavorable attitudes towards the use of protective systems indicate an insufficiently developed awareness and knowledge about the importance of their use.

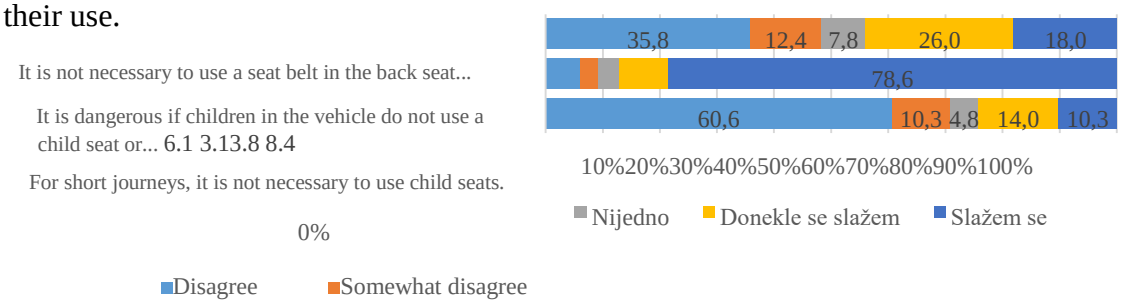


Figure 2.17. Attitudes of road users towards protective systems in vehicles in Montenegro

The opinion of road users about the use of mobile phones and other portable devices can be an important predictor of further distracted driving behavior. In Montenegro, between 5% and 12% of road users have a positive attitude towards the use of mobile phones while driving and they are manifested through their beliefs that their attention in traffic does not decrease when they use a mobile phone, then that almost all car drivers while driving occasionally use a mobile phone, as well as that drivers who use a mobile phone while driving do not have a greater risk of participating in a traffic accident (Figure 2.18). From

this, it can be concluded that road users in Montenegro do not have developed attitudes regarding the harmful effects of distracting attention while driving.

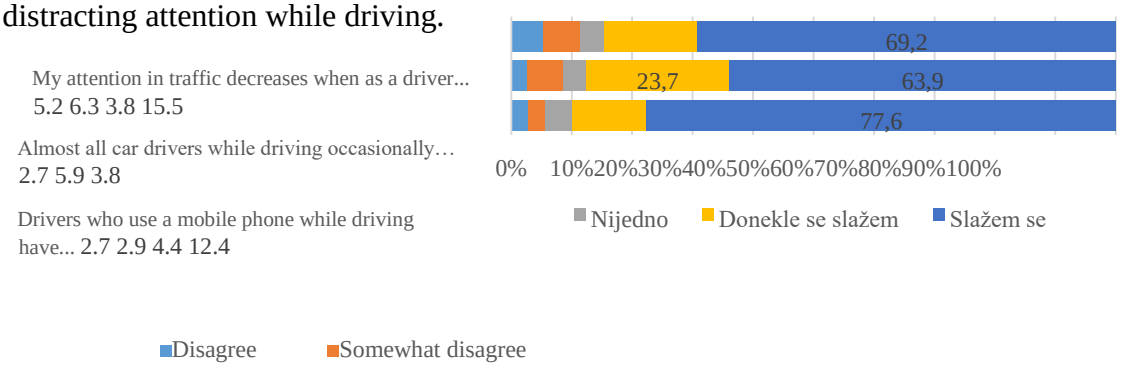


Figure 2.18. Attitudes of road users towards the use of mobile phones while driving in Montenegro

2.4. ANALYSIS OF TRAFFIC SAFETY INDICATORS

At the end of 2020, as part of the project "Technical support in strengthening capacities and harmonizing national legislation with EU legislation in the transport sector", Montenegro developed a national methodology for measuring traffic safety indicators, which is fully in line with the latest achievements in this field, and it is specially adapted to the requirements of the European Commission, based on the Baseline project. In this regard, Montenegro first conducted a pilot study of measuring indicators, which relate primarily to protective systems and vulnerable traffic participants, and during 2022, the first comprehensive study of measuring traffic safety indicators was conducted throughout the territory of Montenegro. In this way, Montenegro joined the majority of European countries in terms of monitoring the state of traffic safety with the help of monitoring traffic safety indicators, which created one of the basic prerequisites for the preparation of this strategic document - determining the current state of traffic safety.

Table 2.1 - Values of traffic safety indicators in Montenegro for the year 2022

Group indicators of traffic safety		Vehicle category	Traffic safety indicator	(total CG)
Seat belt			Driver	46.2%
			Passenger	42.6%
			Front seat	44.8%
			Back seat	3.8%
			Driver	27.9%
			Passenger	16.2%
			Driver	21.1%
		all	all	38.3%
			Child protective seat	23.3%
Distraction			Driver	2.5%
			Driver	5.3%
		all	all	2.8%
Protective helmets			Driver	94.5%

Pedestrians		**Respecting traffic lights**	78.2%
		**Crossing the marked pedestrian crossing**	62.3%
		**Use of mobile phones**	1.8%
Speed		**Percentage of compliance with restrictions in total**	52.2%
		Percentage of compliance with restrictions in the settlement	62.5%
		Percentage of compliance with restrictions outside the settlement	42.6%
Vehicles		**Average age of all vehicles**	17.4 years
		Average age of passenger vehicles	17.7 years
Alcohol		**Percentage of drivers under the influence of alcohol**	4.5%
Health care		**Response time**	~10 min

Given that safety indicators are defined as a criterion that is causally related to traffic accidents and the consequences of traffic accidents and that they enable the establishment of links between the consequences of traffic accidents and actions and measures to reduce the consequences of those accidents, it is necessary to define them, determine their values, which will help in defining the key problems of traffic safety, and later monitor the progress and changes in the traffic safety system through regular monitoring.

Analysis of safety indicators in Montenegro shows a very poor situation in almost all areas covered by traffic safety indicators. Namely, if the use of seat belts is observed, regardless of vehicle category and seating position, and taking into account child protection systems, it can be concluded that this is the key and biggest problem of traffic safety in Montenegro, because the highest percentage of use seat belts for drivers in passenger cars. If this is compared to most countries in the EU, where these percentages are well above 95%, this is obviously one of the key problems of traffic safety in Montenegro.

Distracting attention, which in this case implies simultaneous driving and telephoning using the hands in the amount of over 2.5% for passenger cars and even 5.3% for trucks, also represents a major problem of traffic safety in Montenegro, especially if taken into taking into account that the measurements of this indicator were made on a cross-section. Most of the EU countries have reduced phone calls to values close to zero, by introducing bans, high fines and enabling hands-free calling.

The only traffic safety indicator that showed a good value in Montenegro is the use of protective helmets by motorized two-wheelers, which amounts to over 94% of use. This value is close to the value in European countries, so in the following, this indicator should be homogenized throughout the whole of Montenegro, because deviations were observed, e.g. Bijelo Polje, Mojkovac and Andrijevica have significantly less use of helmets than the others.

The behavior of pedestrians in Montenegro is also devastating, because on average almost every fourth pedestrian does not respect the red light on the traffic light, almost every third crosses the road outside the marked pedestrian crossing and almost every fiftieth pedestrian

crosses the road distractedly, using a phone . Bearing the above in mind, it is obvious that the problems of pedestrians in traffic safety are very pronounced and therefore the risk of their suffering is high.

In terms of respecting the speed limit, on average only every second driver in Montenegro respects the speed limit, slightly more is respected in the settlement, over 60%, and slightly less outside the settlement over 40%, which in other words means that in the settlement more drivers respects the speed limit, and outside the settlement more drivers do not respect the speed limit. Given that speed is a key influencing factor for the occurrence of traffic accidents and the main cause of severe consequences, and additionally, bearing in mind that the data are for the EU (the average speed limit compliance in the settlement is over 70%, and outside the settlement is over 50 %) such that Montenegro is much worse in this sense, it is necessary to act to improve the situation.

The average age of the vehicle is high, given that it is about 17.4 years, which on the other hand is approximately for the entire region of the Western Balkans, but here it should be emphasized that in addition to the age of the vehicle, the equipment and technical correctness of the vehicle is also necessary, because in the EU , because of the higher standard, they buy and drive more vehicles that have more additional passive and active traffic safety equipment, and on the other hand, awareness of the technical correctness of vehicles is at a much higher level than in Montenegro. For this reason, vehicles in the EU are regularly and preventively maintained, and in Montenegro, vehicles are maintained to the greatest extent correctively.

The representation of drivers under the influence of alcohol of 4.5% of all controlled is an extremely large percentage, because it means that if drivers are stopped randomly during the control, by random sampling, that in the traffic flow in Montenegro at any moment one out of 22 drivers is under the influence alcohol. Logically, this also arises as one of the key problems of traffic safety in Montenegro.

And finally, the response time of the emergency medical services of about 10 minutes, compared to the EU, where it is about 8 minutes, is a problem of traffic safety, which must also be solved, in order to allow not only a timely response, but also an increase in the percentage of survival.

2.5. ANALYSIS OF TRAFFIC ACCIDENTS AND CONSEQUENCES

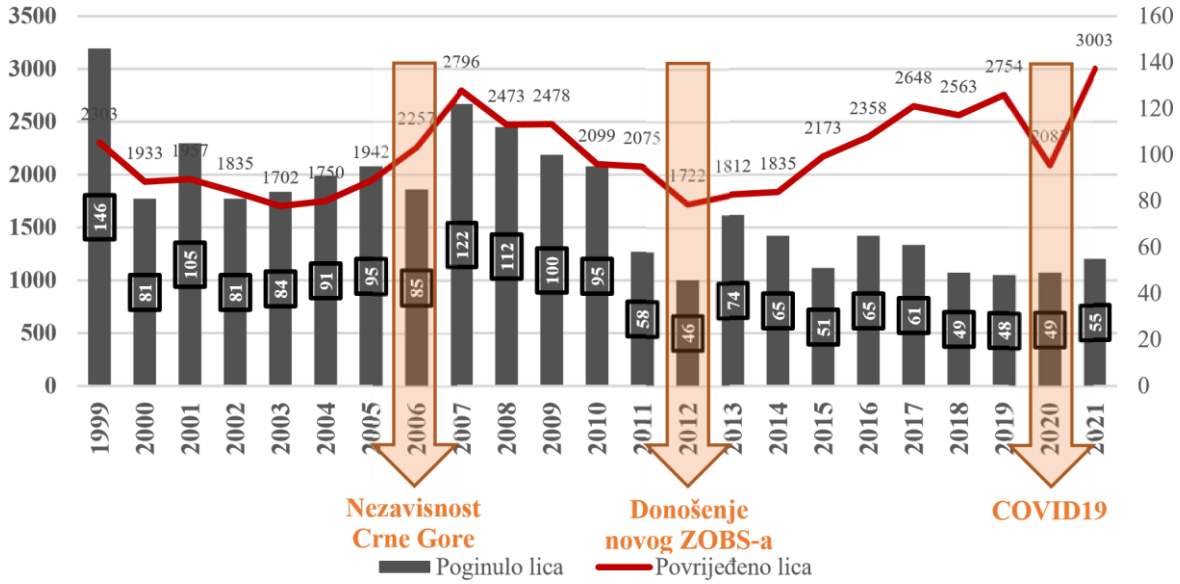


Figure 2.19 - Consequences of traffic accidents in Montenegro from 1999 to 2021

Observing the previous multi-year period from 1999 (Figure 2.19), several phases can be observed: the first, which includes the period until the independence of Montenegro, the second, which includes the period until the adoption of the new Law on Road Traffic Safety, and the third, which includes the period after the adoption of the new Law on road traffic safety.

The first phase is characterized by the fact that more than 80 people lost their lives on the roads and streets in Montenegro and that traffic safety was taken care of by the Republic Council for Traffic Safety of Montenegro, among others. During that period, safety improvement activities were carried out only sporadically and no stable protection system was established, which can be seen in the oscillating trend in the number of people killed and injured in traffic accidents.

The second phase is characterized at the beginning by a discrete increase in the number of people killed in traffic accidents, to over 120 people killed and almost 2,800 people injured in traffic accidents, and in the continuation of this phase there is a continuous decrease in the number of people killed and injured, so that this phase ends and the next third phase begins with the adoption of the new Law on Road Traffic Safety and with the historically lowest number of fatalities and injuries in traffic accidents (46 fatalities and 1,722 injuries).

The third phase is again characterized by the beginning with a "jump" in the number of fatalities to 74, followed by a long-term decline, so that in 2021 there were 53 fatalities, which is not at the historical minimum. On the other hand, the number of persons injured in traffic accidents in this phase continues to grow, so that in 2021 it exceeds the limit of 3,000 persons injured in traffic accidents. The third phase is characterized by the emergence of the pandemic of the COVID19 virus, due to which the number of all consequences was slightly reduced in 2020, considering the reduced mobility of the population that year.

Taken comprehensively, and considering the established trend of victims in traffic accidents in Montenegro, in the period from 1999 to 2021, it can be concluded that one of

the basic shortcomings, i.e. traffic safety problems, is precisely the absence of an established protective system, which would reflected in the definition of strategic documents and goals and the continuous commitment and work of all traffic safety entities to improve the situation.

In the last five-year period, from 2017 to 2021, a total of 27,818 traffic accidents occurred in Montenegro, of which 18,584 resulted only in material damage, 8,994 resulted in injuries to persons (7,109 with light injuries and 1,885 with serious injuries) i 239 with dead persons (Figure 2.20).

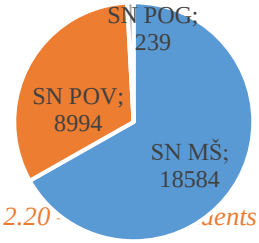


Figure 2.20 - ...dents by type

Considering the number of people killed in traffic accidents in relation to the number of inhabitants, the so-called The "public risk" of being injured in traffic accidents in Montenegro has been close to 90 deaths per million inhabitants in recent years, which ranks Montenegro among the worst in Europe (Figure 2.21). Namely, only Romania is worse and that slightly worse, while the leaders in traffic safety, e.g. Norway and Sweden are even six times safer (the risk of someone dying in a traffic accident is six times lower in Norway and Sweden than in Montenegro), and when comparing Montenegro to the average for EU27 countries, the risk of death is twice as high in traffic accidents in Montenegro.

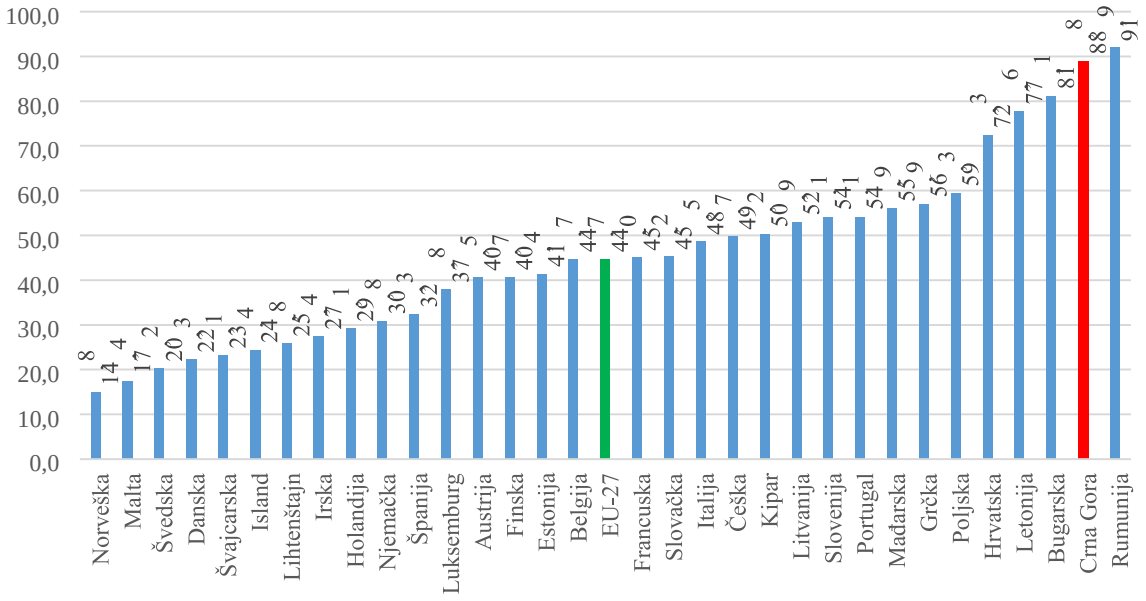


Figure 2.21 - Public risk of fatalities in Montenegro and EU and EFTA member countries in 2021

In addition, if you compare the change in the trend in the number of people killed in traffic accidents in the period from 2019 to 2021 in Montenegro and EU countries, it can be clearly seen that most countries have recorded good trends in the number of people killed, so that the average for The EU27 recorded a decrease of as much as 13%, while Montenegro recorded a worsening of the situation, i.e. an increase in the number of people killed in traffic accidents by 17% (Figure 2.22).

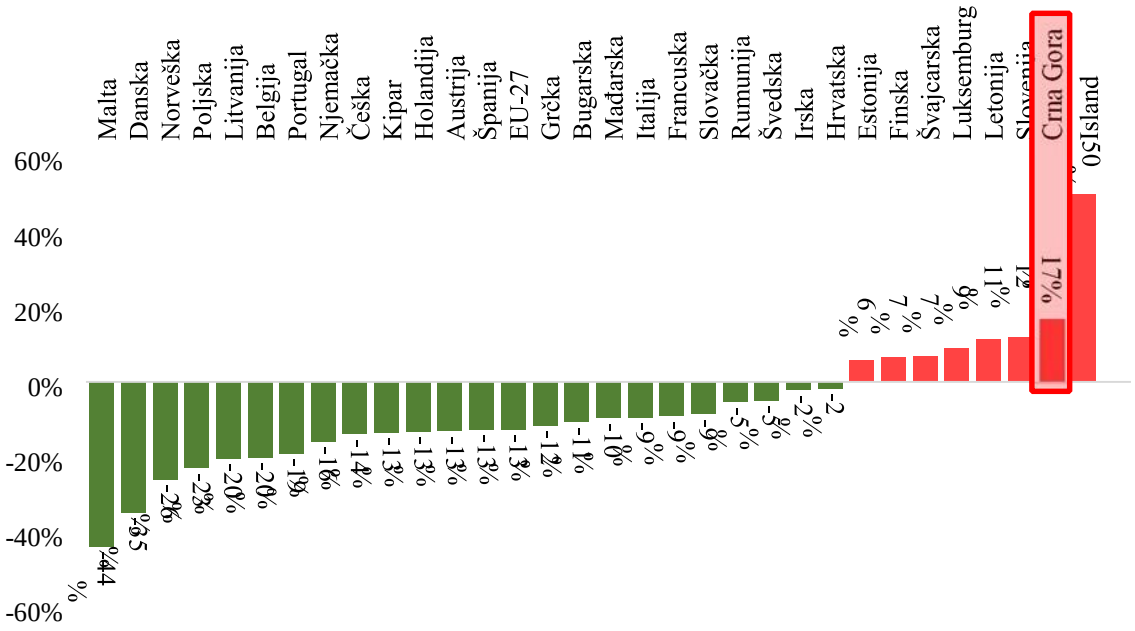


Figure 2.22 - Change in the number of fatalities in Montenegro and EU countries, 2021 compared to 2019

If traffic accidents in Montenegro are observed by year (Figure 2.23), it can be concluded that the number of traffic accidents with material damage and fatalities fluctuates from year to year, while the number of traffic accidents with serious and minor injuries is increasing, except that in 2020 year, due to reduced mobility due to the COVID19 pandemic, the lowest number of all types of traffic accidents was recorded. In other words, a favorable downward trend has not been established, because the oscillating trend in the number of traffic accidents, i.e. the growing trend, according to the experiences of similar countries, can be interpreted as a lack of systemic and strategic action to improve traffic safety in Montenegro, and that urgent and coordinated action is necessary of all subjects in order to improve traffic safety.

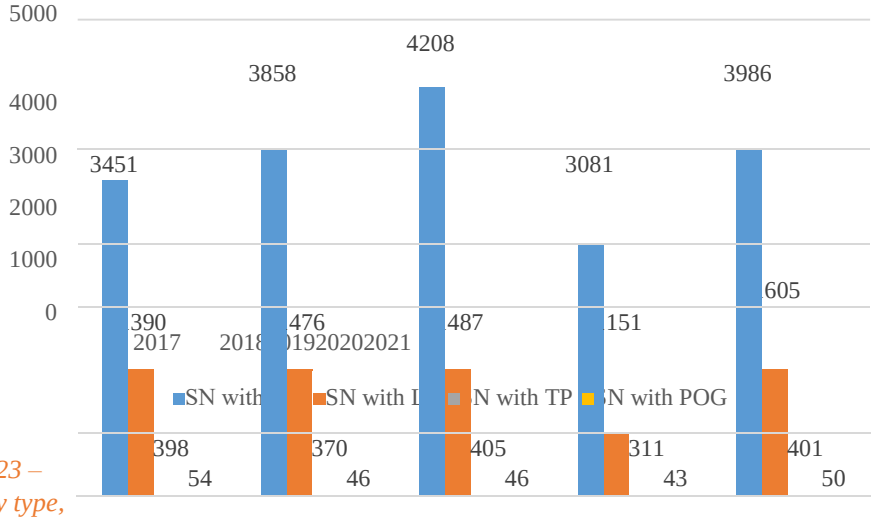


Figure 2.23 – Traffic accidents by type, by year

In the previous five-year period, the largest number of traffic accidents of all types occurred in the month of August (Figure 2.24), and particularly critical periods of the year are from May to August, when there are fatalities, from June to September, when there are injured persons and from July to September when it comes to accidents with only material damage.

The previous analysis leads to the conclusion that the number of traffic accidents increased during the summer months, i.e. during the tourist season, when the volume of traffic

increased significantly, and that the lowest number of traffic accidents occurred during the winter, i.e. at the beginning of the year, in the first months. In this regard, measures (preventive, repressive, but also others) should be planned and implemented in such a way that they have the greatest effect and operate during the summer months.

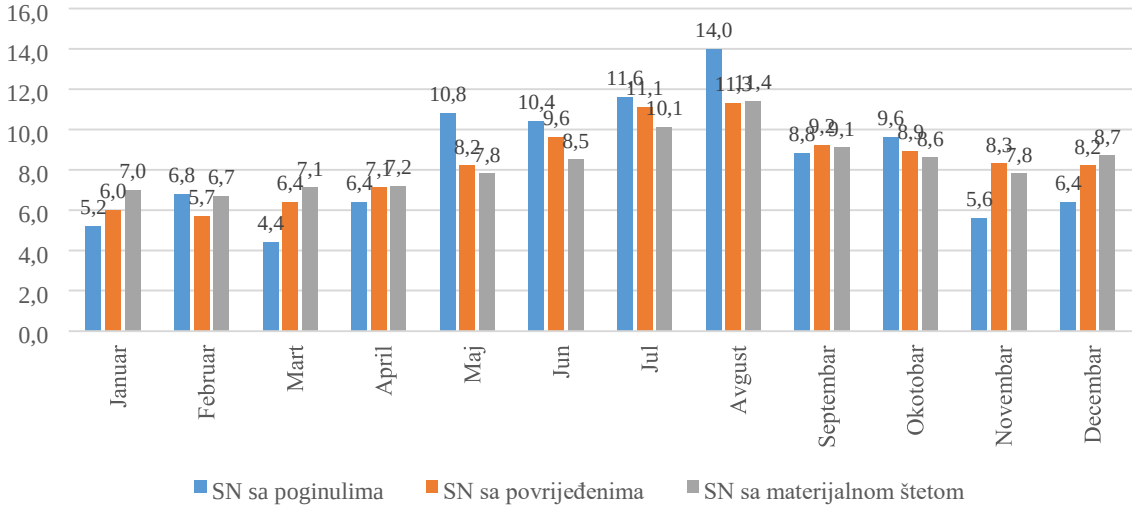


Figure 2.24 - Frequency of traffic accidents by type and month, Montenegro 2017-2021

If the data on the frequency of traffic accidents are analyzed by day of the week and by type of traffic accident (Figure 2.25), it can be concluded that the beginning of the week and Sunday are the days when the most traffic accidents with fatalities occurred. On the other hand, other types of traffic accidents were the same during the week, except that the number of traffic accidents with injured persons and material damage decreased on weekends. Previously, it can be interpreted that there are fewer vehicles on the roads on weekends, so the total number of accidents is lower, but considering the smaller number of vehicles on the roads, the speeds are higher, so the consequences of traffic accidents are more severe in those periods. In this regard, measures (preventive, repressive, but also others) should be planned and implemented in such a way that they give the most effects and operate on the days when it is necessary (for example, increase speed control on weekends).

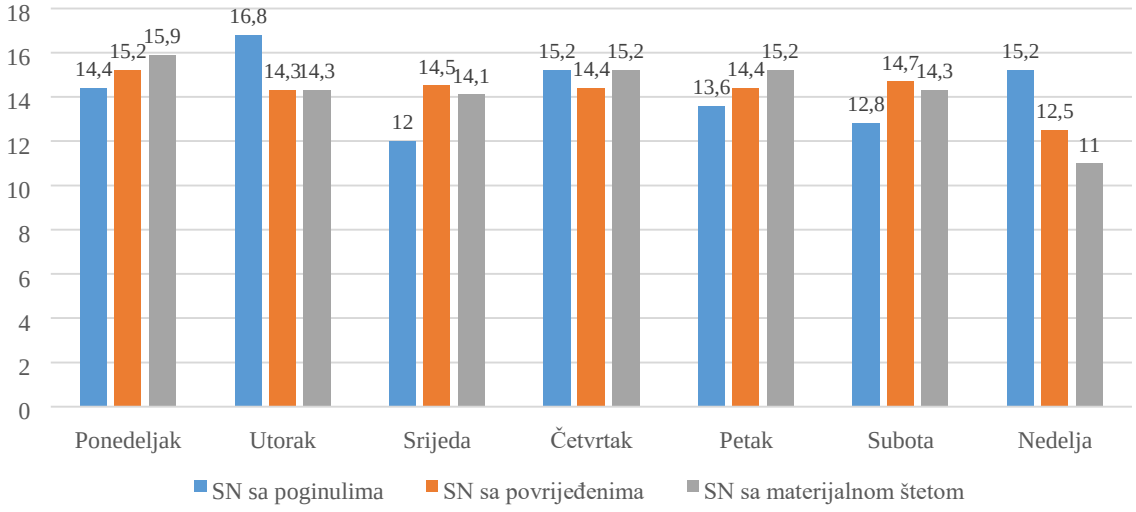


Figure 2.25 - Frequency of traffic accidents by type and days, Montenegro 2017-2021

Hourly distribution of traffic accidents (Figure 2.26) shows that the largest number of traffic accidents with fatalities occurred in the evening, from 6 to 7 p.m. The main characteristic of this period during the day is that at that time it changes from day to night, and during most of the year this period is characterized by twilight, when there is not enough natural light and when, as a rule, the artificial light of public lighting and the light emitted by vehicles cannot sufficiently illuminate the roads. Considering that, it is extremely important to consider adequate measures that would improve visibility and influence the awareness of all road users about this type of problem. Furthermore, traffic accidents with injured persons and traffic accidents with only material damage occur to the greatest extent in the period from 12:00 to 17:00, which is a period characterized by increased traffic volume, increased mobility, and therefore exposure to risk. In this sense, adequate measures aimed primarily at better and more efficient time planning, and activities followed by preventive and repressive measures, can provide improvement. A particularly interesting period during the day with an increased number of traffic accidents of all kinds is the period from midnight to 2 in the morning, which can be interpreted as the so-called "night life" in Montenegro is closely related to the tourist season, so special traffic control measures must be carried out precisely in these periods during the day.

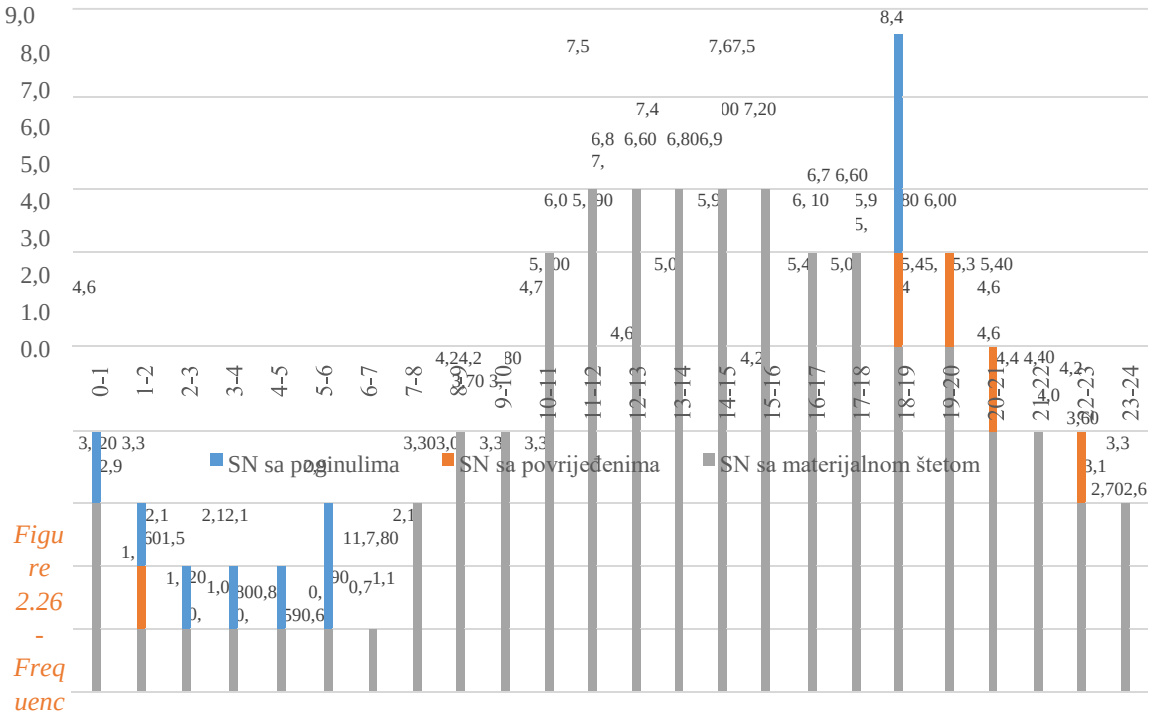


Figure 2.26 - Frequency of traffic accidents by type and hours, Montenegro 2017-2021

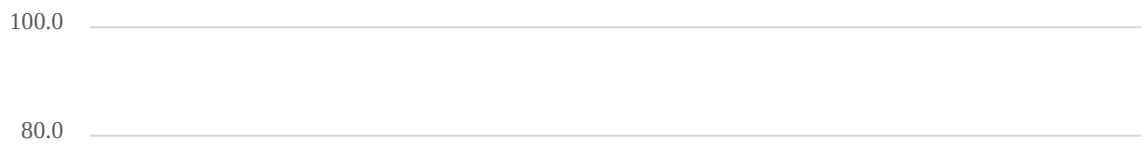
An additional analysis of the structure of injured persons according to the nature of participation by month during the year shows that the majority of road users are most often injured during the summer months, when it is the tourist season in Montenegro. Of these, drivers and passengers of motor vehicles are most often injured from June to September, which can be explained by their increased mobility during the tourist season, as well as the greater presence of foreign drivers who may not be used to the traffic environment, road geometry and driver behavior in Montenegro. Also, a potential reason could be the presence of driver fatigue due to traveling to coastal tourist destinations. Compared to other categories, pedestrian fatalities are most common during the autumn months, that is, from October to December. This can be explained by the fewer hours of daylight, and therefore the reduced ability to see pedestrians by drivers. That is why it is necessary to

carry out preventive activities towards pedestrians with the aim of improving their visibility on the road. Cyclists suffer the most from May to September, when the warmer months and their participation in traffic intensify. The reasons for their increased suffering in Montenegro should be sought in the insufficiently developed and connected infrastructure for the movement of cyclists, as well as the risky behavior of drivers and cyclists. Also, a possible reason is the greater number of cyclists who visit tourist destinations in Montenegro using cycling for an active vacation.

When looking at road users and their injuries by hours of the day, motor vehicle drivers and passengers are most often injured from 12:00 to 19:00, which can be explained by their greater presence on the roads during this period. In the case of injuries to pedestrians and cyclists, two periods can be distinguished during the day, from 11 a.m. to 2 p.m. and from 5 p.m. to 9 p.m. The higher prevalence of their suffering in the first period can be explained by their greater mobility, while the second period, in addition to greater exposure, can also be explained by reduced visibility conditions, poorer contrast of the environment and weaker driver performance due to fatigue, which are typical for this period of the day.

The analysis of traffic accidents according to the place of occurrence, in the settlement or outside the settlement, covered the period of the last two years, 2020 and 2021, because starting from 2020, this data began to be collected during investigations. In this regard, it is characteristic that the number of traffic accidents with fatalities is almost the same in the settlement and outside the settlement, while as the severity of the consequences of the traffic accident "moves" to the settlement, the largest number of traffic accidents with only material damage occurred in settlement. Previous data lead to the conclusion that the largest number of trips by all traffic participants still takes place in settlements, where as a rule, vehicle speeds are lower, while sections of roads outside settlements are characterized by higher speeds, so the consequences are therefore greater.

The aforementioned conclusions are confirmed by the analysis of the dependence of the road category and the type of traffic accidents (Figure 2.27). Namely, the majority of traffic accidents with fatalities occur on highways, which have the highest speed limits and maximum operating speeds, while the largest number of traffic accidents with injured persons and only with material damage occur in streets in settlements, where speeds are significantly lower.



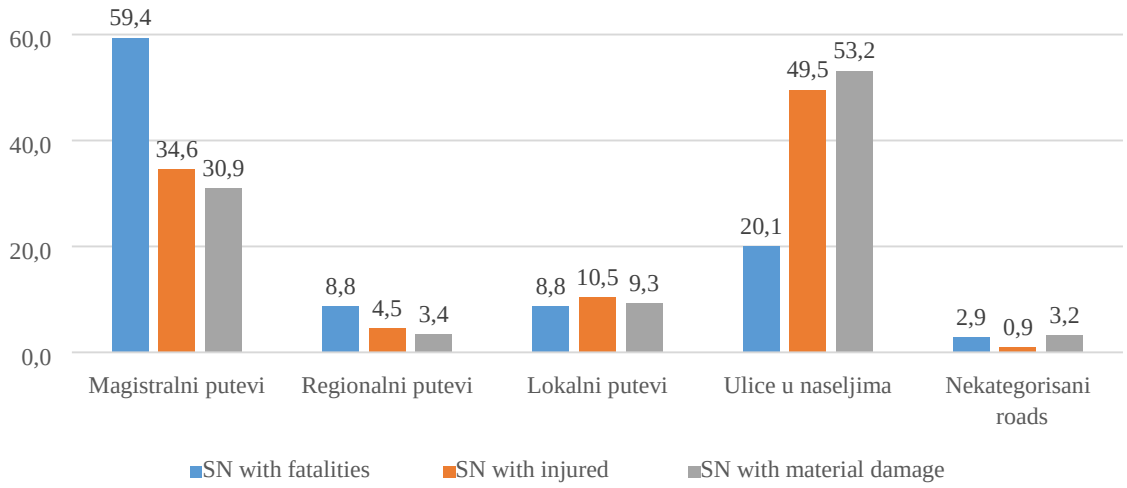


Figure 2.27 - Frequency of traffic accidents by type and category of road, Montenegro 2017-2021

Spatial analysis of traffic accidents, by cities and municipalities in Montenegro (Table 2.2 and Figure 2.28), showed that almost 40% of all traffic accidents occur in the capital - Podgorica, followed by other larger cities and municipalities, Nikšić (each eighth accident), Bar (every twelfth), Budva, Herceg Novi and Kotor (every sixteenth), etc.

Table 2.2 - Number of traffic accidents by type and municipalities, Montenegro 2017-2021

		Type of accidents according to consequences (2017-2021)							
		SN with the dead		SN with the injured		SN with material damage		In total	
		Number	%	Number	%	Number	%	Number	%
Municipality	Andrijevica	1	0.4	19	0.2	26	0.1	**46**	**0.2**
	Bar	19	7,9	750	8.4	1650	8.5	**2419**	**8.5**
	Berane	11	4.6	165	1.9	219	1,1	**395**	**1.4**
	Bijelo Polje	14	5.9	350	3.9	482	2.5	**846**	**3.0**
	Budva	12	5.0	479	5.4	1186	6.1	**1677**	**5.9**
	Cetinje	13	5.4	254	2.8	313	1.6	**580**	**2.0**
	Danilovgrad	14	5.9	271	3.0	316	1.6	**601**	**2.1**
	Caterpillars	No data							
	Herceg Novi	6	2.5	368	4.1	1298	6,7	**1672**	**5.9**
	Kolašin	11	4.6	221	2.5	418	2,2	**650**	**2,3**
	Kotor	19	7,9	421	4.7	1233	6.4	**1673**	**5.9**
	Mojkovac	9	3.8	131	1.5	142	0.7	**282**	**1.0**
	Niksic	21	8.8	813	9.1	2552	13.2	**3386**	**11.9**
	Fifth grade	No data							
	Blue	3	1,3	42	0.5	25	0.1	**70**	**0.2**
	Pljevlja	2	0.8	175	2.0	330	1.7	**507**	**1.8**
	Plumes	0	0.0	26	0.3	25	0.1	**51**	**0.2**
	Podgorica	65	27.2	3659	41.1	7504	38.9	**11228**	**39.4**
	Rozaje	4	1.7	127	1.4	224	1,2	**355**	**1,2**
	Shavnik	1	0.4	10	0.1	29	0.2	**40**	**0.1**
	Tivat	3	1,3	232	2.6	573	3.0	**808**	**2.8**
	Sad	No data							
	Ulcinj	7	2.9	350	3.9	622	3.2	**979**	**3,4**
	Frog	4	1.7	50	0.6	145	0.8	**199**	**0.7**
	In total	**239**	**100.0**	**8913**	**100.0**	**19312**	**100.0**	**28464**	**100.0**

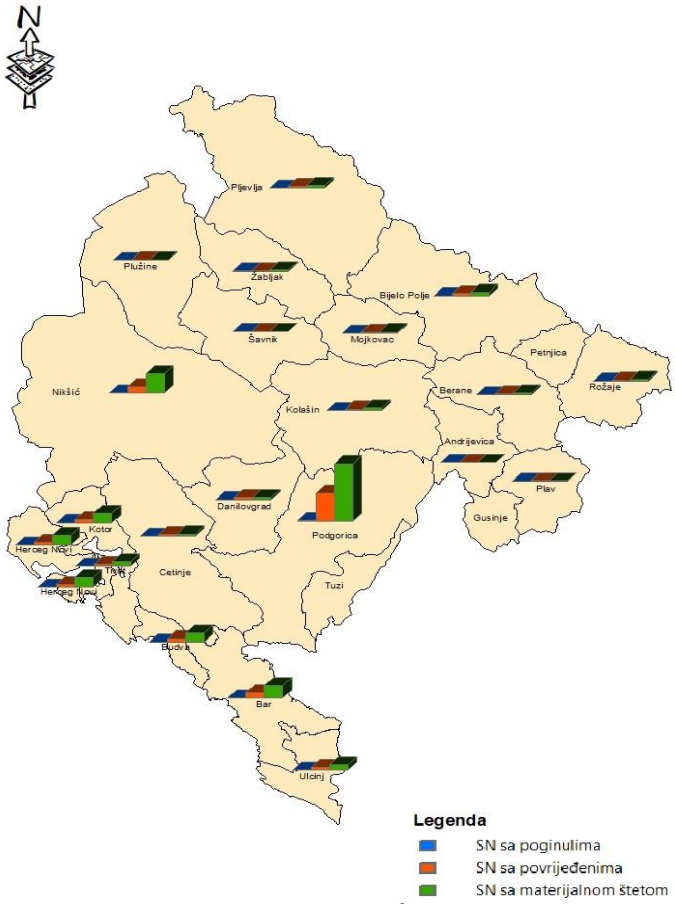


Figure 2.28 - Spatial distribution of traffic accidents by type, Montenegro 2017-2021

If traffic accidents are observed by municipality and month, it can be concluded that coastal municipalities are more risky in the summer months, while the risk of injury in northern municipalities is approximately equal throughout the year, and Podgorica is the most risky in the last months of the year. In this regard, it is possible to plan measures precisely in the mentioned regions and areas of municipalities, and according to risky periods during the year.

When traffic accidents are "downgraded" to the map of roads and streets in Montenegro (Figure 2.29), an increased concentration of traffic accidents can be clearly seen around major cities, i.e. municipalities, as well as along main roads.

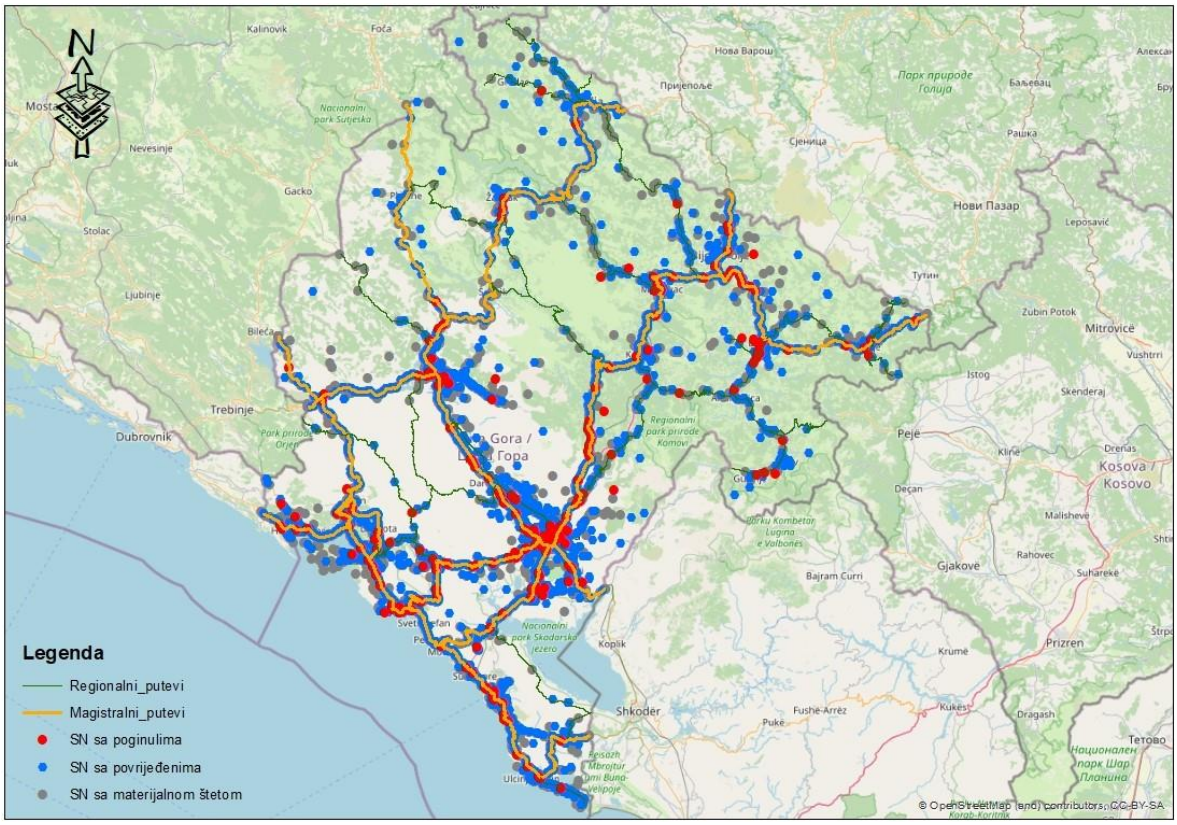
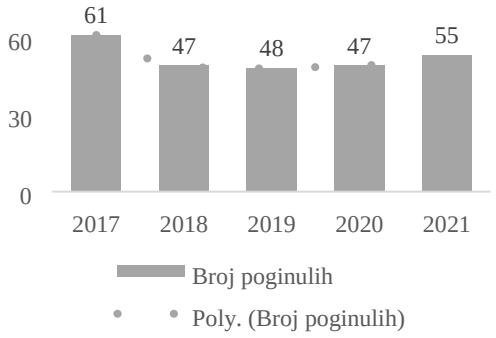
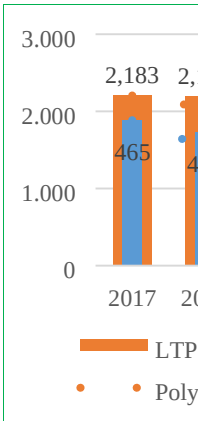


Figure 2.30 - Map of traffic accidents by type, Montenegro 2017-2021

In the five-year period, from 2017 to 2021, 258 people lost their lives in traffic accidents in Montenegro, 2,202 people were seriously injured, and 10,853 people were lightly injured, which makes a total of 13 thousand people killed in traffic accidents.





90

Figure 2.30 - Number of persons killed in traffic accidents

Figure 2.31 - Number of lightly and seriously injured persons in traffic accidents, by years

Although at the beginning of the observed period, a decrease in the number of people killed in traffic accidents was recorded until 2019, the situation worsened in the future, i.e., regardless of the COVID19 pandemic, the number of people killed increased by the end of the observed period (Figure 2.30). The situation is similar with regard to the unestablished favorable trend of lightly and severely injured persons (Figure 2.31). The previous data lead to a conclusion, which is identical with regard to the analysis of traffic accidents, namely that there is no systemic and strategic action to improve traffic safety in Montenegro.

When looking at road users in Montenegro, the most injured are drivers, followed by passengers, pedestrians, motorcyclists and finally cyclists (Figure 2.32). If these data are compared with the average for the European Union, it can be concluded that in Montenegro, drivers, passengers in vehicles and motorcyclists are more represented as persons who die in traffic accidents, while the reverse is the case with pedestrians and cyclists. In view of the above, the conclusion is imposed that special attention must be paid to persons inside vehicles and motorcyclists with adequate measures, while not neglecting other road users, especially vulnerable road users.

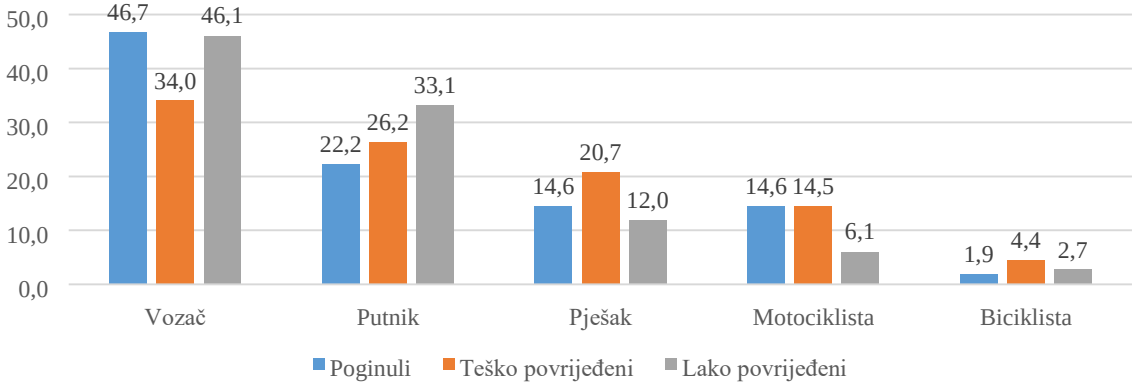


Figure 2.32 - Representation of characteristics of road users in the severity of the consequences of traffic accidents

If the age of the participants who were killed in traffic accidents is analyzed (Figure 2.33), it can be concluded that people aged 25 to 35 years were the most killed in traffic accidents. In addition to this age group, young people between the ages of 18 and 20 (most often as drivers) and people over 65 (most often as pedestrians) stand out among the dead. Children under the age of 14 should be singled out, as a special category, because in the last two years in Montenegro, three children were killed and over 400 were injured. From the above, it is clearly concluded to which age categories the measures should be directed.

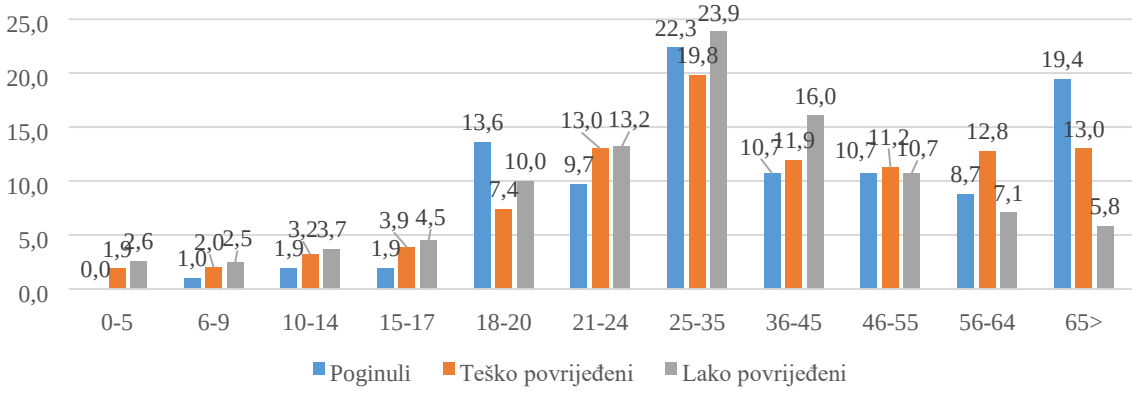


Figure 2.33 - Representation of the age of road users in the severity of the consequences of traffic accidents

According to the values of the public weighted risk of injury in traffic accidents in Montenegro (Figure 2.34), by municipality, the following values of public risk are distinguished, namely: the worst situation, i.e. the highest risk of injury is in Kolašin (black color), followed by municipalities: Bar, Budva, Danilovgrad, Mojkovac, Podgorica, Savnik, Ulcinj and Kotor (red color), while the municipalities with the lowest risk of suffering are: Žabljak, Plav and Andrijevica (green color). Other municipalities (yellow and orange) have a medium risk of being injured in traffic accidents, while there is no data for the municipalities of Tuzi, Gusinje and Petnjica (turquoise).

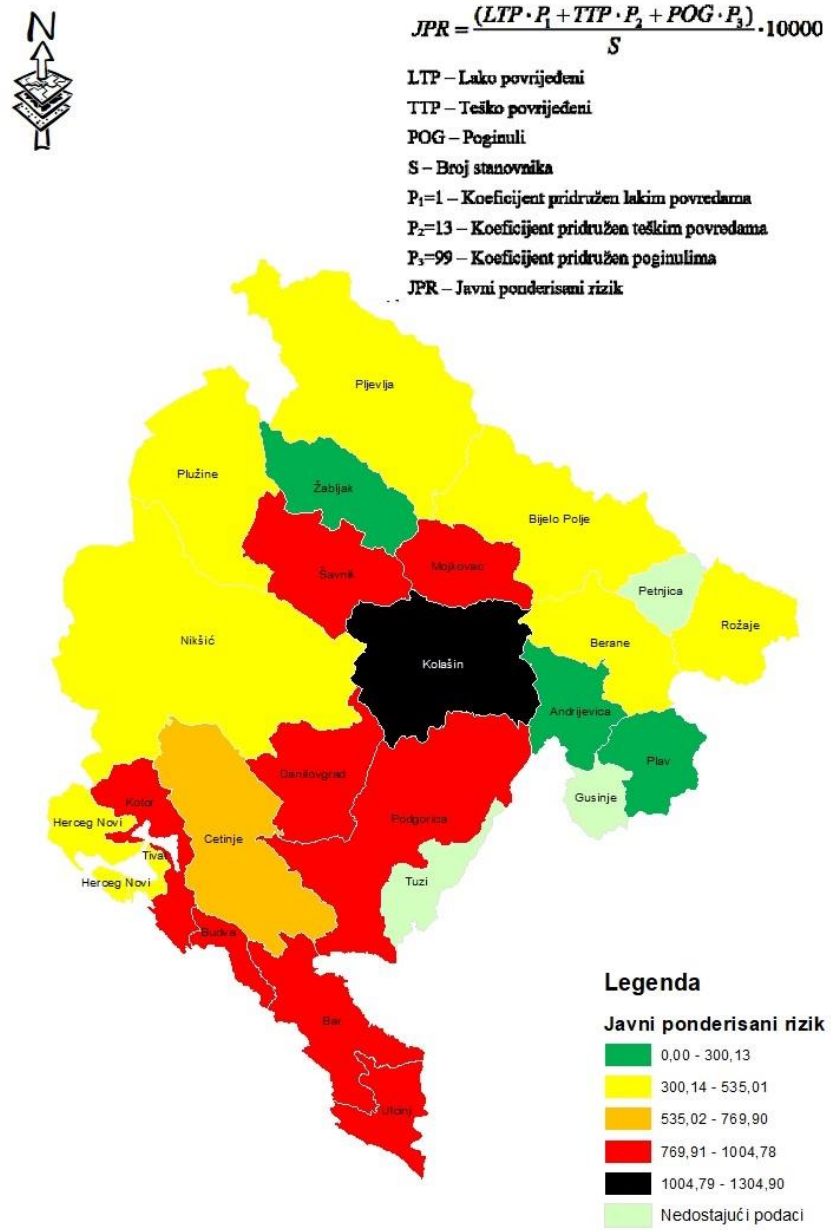


Figure 2.34 – Values of public weighted risk by municipalities in Montenegro in 2021

2.6. ANALYSIS OF TOTAL SOCIO-ECONOMIC COSTS OF TRAFFIC ACCIDENTS

As Montenegro does not have its own methodology for calculating the costs of traffic accidents, the methodology of the European Commission for the assessment of the total socio-economic consequences of traffic accidents was used within this strategy (EC, DG for Mobility and Transport (2019): Handbook on the external costs of transport, version 2019).

According to this methodology, the cost of one traffic accident with a dead person is 3,273,909 euros, the cost of one traffic accident with a seriously injured person is 498,591 euros, while the cost of one traffic accident with a slightly injured person is 38,514 euros. With this in mind, Table 2.3 shows the total socio-economic costs of traffic accidents in Montenegro for the period from 2017 to 2021.

Table 2.3 – Total socio-economic costs of traffic accidents in Montenegro

year	Number of traffic accidents with fatalities faces	Number of traffic accidents with seriously injured persons	Number of traffic accidents with slightly injured persons	Total socioeconomic costs [€]
2017	54	398	1,390	**428,764,764**
2018	46	370	1,476	**391.925.148**
in 2019	46	405	1,487	**409,799,487**
2020	43	311	1.151	**340.169.502**
in 2021	50	401	1.605	**425.445.411**
in total	**239**	**1885**	**7.109**	**1,996,104,312**

Bearing in mind the previous analysis of the costs of traffic accidents in Montenegro for the period from 2017 to 2021, it can be concluded that in this five-year period, Montenegro had costs due to traffic accidents in the total amount of almost 2 billion euros, i.e. an average of approx. 400 million euros.

Given that in Montenegro in the period from 2017 to 2021, the total socio-economic costs ranged from 340.17 to 428.76 million euros, and that the GDP in Montenegro in that period was in the range of 4,186 to 4,955 million euros (table 2.4), it can be concluded that the costs of traffic accidents make up 8.66% of GDP on average.

Table 2.4 - Share of the costs of traffic accidents in the total GDP of Montenegro

year	GDP (million euros)	The cost of SN (million euros)	% of GDP made up of SN expenses
2017	4,299	428.76	**9.97**
2018	4,663	391.93	**8.40**
in 2019	4,951	409.80	**8.28**
2020	4.186	340.17	**8,13**
in 2021	4,955	424.45	**8.59**
in total	**23,054**	**1,996.10**	**8.66**

Compared to the EU countries, Montenegro has a many times higher share of the costs of traffic accidents in the total GDP (Figure 2.36).

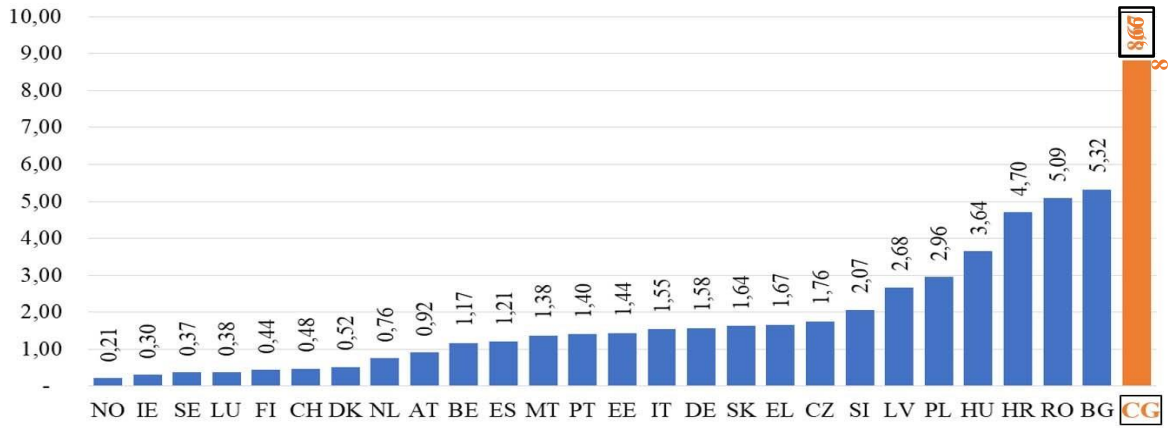


Figure 2.36 - Share of total socio-economic costs of traffic accidents in total GDP in Montenegro and EU countries

3. KEY ISSUES AND ACTIVITIES FOR STRATEGY IMPLEMENTATION

3.1. TRAFFIC SAFETY MANAGEMENT

The state of the traffic safety system of Montenegro can be explained if it is analyzed and understood: strategic planning and management of traffic safety, normative framework, protective system - institutional framework and financing of traffic safety. Especially, if you understand the processes and the current state of cooperation of the most important subjects of traffic safety through communication, coordination and cooperation in the field of traffic safety, and between competent authorities.

Figure 3.1. Key elements of traffic safety management

STRATEGIC PLANNING AND TRAFFIC SAFETY MANAGEMENT

In the previous period, important strategic documents on traffic safety were recognized and adopted at the global, regional (EU) and national levels, which are listed in the introductory part of the Strategy.

When looking at strategic documents, it is concluded that implementation is not systematically monitored, nor is a responsible institution clearly recognized that would monitor the adoption of strategic documents at the international level, the harmonization of national and local documents, and perhaps most importantly, regularly, expertly analyze the implementation of measures and activities to improve traffic safety , as well as the results achieved and reported to the public.

NORMATIVE FRAMEWORK

The road traffic safety system in Montenegro is regulated by the Constitution, recognized international documents, laws and by-laws. The most important laws regulating road traffic safety are: Road Traffic Safety Act ("Official Gazette of Montenegro", No. 33/2012, 58/2014, 14/2017 and 66/2019), Road Act ("Official Gazette Gazette of the Republic of Montenegro", No. 82/2020 and 140-/2022), Law on Road Transport ("Official Gazette of

the Republic of Montenegro", No. 71/2017 and 67/2019), Law on Transportation of Dangerous Goods ("Official Gazette of the Republic of Montenegro", No. 71/2017 and 67/2019), Gazette of Montenegro", No. 33/2014 and 13/2018), Law on Compulsory Traffic Insurance ("Official Gazette of Montenegro", No. 44/2012 and 146/2021), Law on Adult Education ("Official Gazette of Montenegro ", no. 20/202011 and 47/2017), Law on working hours and breaks during working hours of mobile workers and recording devices in road transport ("Official Gazette of Montenegro", no. 75/2010, 40/2011 and 17/2019), Criminal Code of Montenegro ("Official Gazette of the Republic of Montenegro", No. 70/2003, 13/2004, 47/2006 and "Official Gazette of Montenegro", No. 40/2008, 25/2010, 32/ 2011, 64/2011, 40/2013, 56/2013, 14/2015, 42/2015, 58/2015, 44/2017, 49/2018, 3/2020, 26/2021, 144/2021 and 145/2021.), Criminal Procedure Law ("Official Gazette of Montenegro", no. 57/2009, 49/2010, 47/2014, 2/2015, 35/2015, 58/2015, 28/2018, 116/2020 and 145/ 2021), General Law on Education ("Fig. newspaper of the Republic of Croatia", no. 64/2002, 31/2005, 49/2007, and "Official Gazette of Montenegro", no. 4/2008, 21/2009, 45/2010, 40/2011, 45/2011, 36/2013, 39/2013, 44/2013, 47/2017, 59/2021, 76/2021, 146/2021 and 3/ 2023), the Law on Misdemeanors ("Official Gazette of Montenegro", no. 1/2011, 6/2011, 39/2011, 32/2014, 43/2017 and 51/2017) and other relevant legal and by-laws that regulate this area.

The Law on Road Traffic Safety is the basic law governing the field of traffic safety. The law does not define traffic safety management, which includes monitoring the situation, analysis, reporting, financing and strategic management, as well as the obligation to form and the competence of a coordinating body at the state and local level.

In the existing law, there are certain shortcomings in the part that it is necessary to create a legal basis for the adoption of certain by-laws, such as on closer conditions on the method of transporting children and the conditions that must be met by the safety seat, as well as the unregulated area of micromobility means of transport (electric scooters, bicycles, scooters, etc.).

A more detailed elaboration and application of penalty points for offenses against traffic safety, as well as other punitive measures, is necessary.

The current situation regarding new drivers is such that it is necessary to improve the system of training and taking driving tests in such a way that the focus is placed on the acquisition of knowledge, skills, attitudes and behavior, and thus on traffic safety. In the existing norms, there is no obligation for the road manager to carry out independent evaluations of traffic accidents, which aim to have a preventive effect in preventing future traffic accidents.

Given that roads and road infrastructure are extremely important for traffic safety, it is necessary to establish a system of applying tools (eg traffic safety audits and checks) that will include the concepts of "forgiving" and "self-explanatory" roads.

Certain shortcomings and problems in the application of the above-mentioned regulations, which were subsequently noticed or arose subsequently, were not eliminated in a timely manner, i.e. regulated by amendments. By-laws that should more closely regulate the application were often adopted with a significant delay compared to the prescribed deadline, which is why the application of the legal provisions was impossible. Certain significant normative provisions were not implemented in practice or were implemented with a delay.

PROTECTION SYSTEM - INSTITUTIONAL FRAMEWORK

State bodies and institutions participate in the traffic safety management system in Montenegro, which plan, manage, coordinate and implement measures and activities within their jurisdiction. The most important subjects are: competent state bodies, scientific and educational institutions, bodies of local self-government units, the private sector, citizens' associations, the media and other subjects that perform activities important for traffic safety.

The role of the Coordinating Body for monitoring the state of traffic safety on the roads is particularly important because it also: manages, organizes and coordinates the activities of state administration bodies and other competent organizations in the implementation of the Action Plan; determines priorities, dynamics and deadlines for implementation, evaluates achieved results and makes recommendations for the next period of Program implementation. However, although the Coordinating Body was recognized and established, it must be stated that the work of this body was not regular and did not respond to the prescribed obligations and therefore did not produce the expected results. That is why it is necessary to legally regulate the formation and work of the Coordination Body for monitoring road traffic safety, both at the state and local level.

Important subjects and individuals often do not have the necessary capacity, are not motivated, professional, nor are they sufficiently committed to implementing measures and activities to improve traffic safety for which they are responsible and competent, and regular, well-organized and systematic work on improving traffic safety was often absent. This can be changed with sincere, continuous and publicly expressed political support and accountability and consistent application of regulations and support in the adoption, promotion and implementation of this strategy.

Considering the perceived lack of strategic action, it is necessary to conduct an analysis of the need for the formation of a special institution - a professional body (Agency, Directorate, Directorate or the like in Montenegro, and following the example of countries in the region, Slovenia, Serbia, Republika Srpska, North Macedonia is in the process of formation, but also according to the recommendations of the Transport Community), which would enable the observed lack of strategic action to be eliminated and to establish a continuous process of improving traffic safety, because in that case there would be an institution that would permanently monitor the situation and act.

FINANCING TRAFFIC SAFETY

Funds from fines for traffic violations that go to the state budget are not used to finance traffic safety measures and activities. Other sources of funding for traffic safety are not prescribed either: fines from misdemeanors, funds collected in the procedure of delaying criminal prosecution, part of the gross premium of mandatory vehicle insurance, part of the fuel excise tax, etc. Considering that Montenegro does not have a specially regulated way of financing traffic safety, and bearing in mind that the experiences of the most developed in this field confirm the importance of special regulation of the area of financing traffic safety (special funds, funds from collected traffic fines for violations, donations, etc.) it is necessary that the Law on Road Traffic Safety prescribes the financing of traffic safety, namely: sources of funds, distribution of funds between the state and local self-government units, purpose of funds, method of use and reporting. The above is one of the most important activities, because the provision of funds for the improvement of traffic safety is the basis for managing the traffic safety system, which would enable the implementation of

measures and activities from this strategy and accompanying action plans, and therefore the achievement of goals. Until the regulation of traffic safety financing, each traffic safety entity will determine in its budget funds intended for the improvement of traffic safety.

COOPERATION OF TRAFFIC SAFETY ENTITIES

The possibilities of cooperation between the most important subjects of traffic safety in Montenegro can be recognized through the improvement of constant and coordinated communication, through coordination and cooperation at all levels, at the state and local level, but also through the communication of politics, science, profession, practice and the public. The strategic and coordinated action of all traffic safety entities can guarantee the improvement of the traffic safety situation.

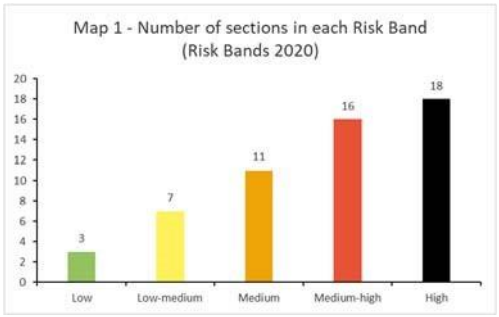
3.2. SAFER ROADS

State and municipal road managers are responsible for managing safety on the roads of Montenegro. In accordance with the Law on Roads, Monteput is the manager of highways and expressways, the Traffic Administration for main and regional roads, and the local self-government unit for municipal roads. For the passage of state roads through settlements, responsibilities are divided between road managers, in accordance with the provisions of the Law on Roads. Considering the length of the existing road network and the continuous construction of roads, it is necessary to provide the highest level of traffic safety in all phases of the road's life cycle.

The Law on Roads and related by-laws recognized and elaborated tools for improving the safety of road infrastructure, which brought the national regulations into line with the European directives, 2008/96EC and 2019/1936EC. From 2022, the process of licensing road safety auditors and verifiers has also started. In this way, conditions were created to monitor road safety in all phases, from road route planning, design, construction, as well as during road exploitation.

In 2019, the Ministry of Capital Investments - Traffic Administration implemented the project "Assessment of road safety in Montenegro" on 1,853 km of main and regional roads in Montenegro using the iRAP methodology.

Figure 3.2. Road accident risk map per km Montenegro according to the iRAP methodology



Slika 3.3. Broj dionica puteva prema klasama rizika u CG prema iRAP metodologiji

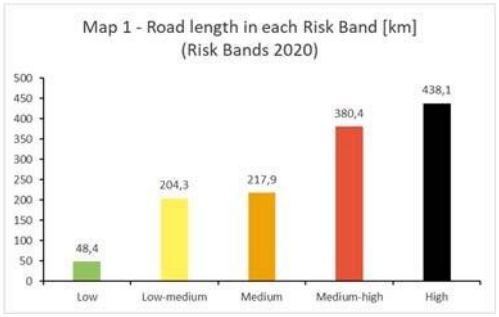


Figure 3.4. The length of road sections towards risk classes in Montenegro according to the iRAP methodology

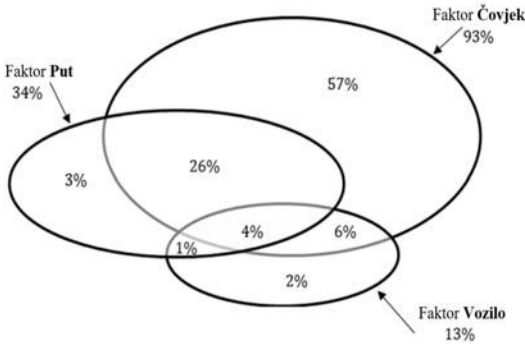
According to the conducted research, the individual risk rate in Montenegro is quite high, because 37% of stocks received the worst rating - High risk rate. The most dangerous roads from this point of view are M-1 (border with the Republic of Croatia - Meljine - Lipci - Kotor - Budva - Petrovac - Ulcinj - border with the Republic of Albania), M-2 (Petrovac - Golubovci - Podgorica - Mioska - Kolašin - Mojkovac - Ribarevina - Bijelo Polje - border with the Republic of Serbia), M-7 (Nikšić - Vilusi - border with the Republic of BiH), M-8 (Lipci - Grahovo - Vilusi), R-2 (Berane - Andrijevica - Murino - Plav - Gusinje - border with the Republic of Albania), R-22 (Ulcinj – Ada) and R-23 (Cerovo – Bogetići – Danilovgrad – Spuž – Vranjske njive). On the other hand, stocks with a low and medium risk rate are e.g. M-1 between Ulcinj and Sukobin, M-5 between Beran and Rožaj and M-6 between Šavnik and Jasenovo polje.

In the previous period, the state road manager (Traffic Administration) conducted several traffic safety audits for new road projects financed by the EBRD and the EIB. Regardless of the above, the problem of irregular application of tools for improving the safety of road infrastructure, both on state and municipal roads and streets, and the complete absence of application of these tools when preparing planning documents is still present to a large extent.

traffic accidents), so it is necessary

system approach and application of tools that can improve road safety.

Figure 3.5. Representation of the Road in traffic accidents according to PIARC (2003)



The improvement of existing roads requires a professional and responsible approach in the identification of influential factors of the road, which cause or contribute to the occurrence of traffic accidents, as well as increase the consequences of traffic accidents, all with the aim of removing these factors. In the analyzes of the countries of the region and Europe, the road was recognized as an influential factor in over 20% of traffic accidents with fatalities (according to PIARC in 34% of cases

In the previous period, there was a large dispersion regarding the recognition of factors influencing the occurrence of accidents and the consequences of accidents by traffic police officers who investigate traffic accidents, due to the lack of periodic training and improvement. Within the framework of the project "Technical support in strengthening capacities and harmonizing national legislation with EU legislation in the transport sector" in 2021 and 2022, the Ministry of Capital Investments provided training for traffic police officers to record and fill in the SN investigation report, which contains data according to CADaS (Common Accident Data Set) protocol of the European Commission, which will be the basis for more detailed and reliable analyzes of traffic safety in the future.

In cooperation with the Ministry of Capital Investments and the Police Administration, a database of traffic accidents was established, which is harmonized in everything with data on traffic accidents at the European level, i.e. it is in accordance with the mentioned CADaS protocol, which should additionally ensure the comparability of traffic accident data at the European level. However, the failure to establish the process of "In-Depth Analysis of Traffic Accidents", nor independent assessments of the impact of the road on the occurrence of traffic accidents with the most serious consequences, led to the absence of better quality data analysis on the causes and influencing factors of the road and a better observation and assessment of traffic safety problems, as well as measure to reduce the negative impact of the road on traffic safety.

In addition to the above, there is often a problem of inconsistency between the limits and the actual speeds of vehicle movement, because speeds are not controlled, there are a large number of accesses (connections) to higher-ranking roads, the passage of state roads through settlements is unsafe, there are no bypasses, especially around larger populated areas, Adequate infrastructure for vulnerable road users is largely lacking, and school zones along state and municipal roads are not regulated, as well as other locations with an increased presence of vulnerable road users. Inadequate road maintenance is a particularly big problem, which is often contributed to by irregular monitoring of the state of the road infrastructure, especially the state of traffic signals, road equipment and roadways, especially when there are unfavorable weather conditions. The problem is also inadequate security and arrangement of work zones on the road, as well as supervision over the implementation of those works.

The absence of planning and application of modern information and telecommunication systems and other activities that meet future requirements for autonomous vehicles is an additional problem of inadequate planning of future traffic and transport requirements of the road infrastructure.

The total length of the railway network in Montenegro is 327.72 km (250.51 km of open track and 77.21 km of station tracks in 13 stations and 10 crossings). The density of the

railway network in Montenegro is 18.4 m of track/km [2] , i.e. 0.4 km/1000 inhabitants. Given that road crossings are places where railroads and roads, pedestrian and/or bicycle paths cross at the track level, they represent critical places on the railways, because compared to open sections of the railway, the most traffic accidents occur there, and most often with fatalities. It is important to note that there are a total of 37 road crossings on the railways in Montenegro, and only 54% of those road crossings are marked with prescribed light signaling and half-bumpers.

The fact is that there are a large number of railroad crossings, along with impaired visibility at the crossings and poor visibility (unmarked) of the railroad crossings themselves, which is one of the problems that contributes to the emergence of risky situations in traffic. The absence of a program to improve traffic safety at railroad crossings, which would elaborate future measures and activities in more detail, stands out as another problem for the effective management of traffic safety at railroad crossings. The common interest of all road crossing management entities is to reduce the number of road crossings (level them by building underpasses and overpasses, reduce them to a neighboring crossing or abolish them) or equip them with modern signaling devices with half-bumpers and light traffic signs on the road, with the aim of improving traffic safety and reducing the number traffic accidents.

Looking at the bodies and institutions responsible for road infrastructure, at the state and local level, the problem of insufficient capacity to perform complex road safety tasks and an insufficient number of employees dealing with the problem of road infrastructure safety can be observed.

Another problem is the disproportionate and inadequate use of existing financial resources to improve road infrastructure safety. Namely, the allocated funds for improving the safety of the road infrastructure are often not enough, so it is necessary not only to increase the funds from existing sources, but also to find new sources of funding for traffic safety, e.g. WBIF (Western Balkan Investment Fund) and similar.

3.3. SAFER VEHICLES

In 2021, 254,409 vehicles were registered in Montenegro, of which 221,768 were passenger cars, 21,392 trucks, 1,225 buses, 3,502 trailers and 261 tractors. In the period from 2011 to 2021, the number of motor vehicles increased by 28.9 %, and the degree of motorization increased from 277 to 358 passenger cars per 1,000 inhabitants, that is, by about 29.4%, while in the EU in 2020 the degree of motorization was 560 passenger cars per 1,000 inhabitants.

At the end of 2021, the average age of registered motor vehicles in Montenegro was 17.4 years, while the average age of passenger cars was 17.7 years, the average age of buses was 15.5 years, and the average age of cargo motor vehicles was 18.9 years.

The average age of passenger cars in the EU countries, in 2020, was 11.8 years, where Lithuania and Romania have the oldest fleet, i.e. the average age of passenger cars is 17 years, and the youngest fleet is in Luxembourg, where the average age of a passenger car is 6.7 years. In the EU, the average age of heavy-duty motor vehicles in 2020 was 13.9 years, where Greece has the oldest fleet of heavy-duty motor vehicles, 21.4 years, and Luxembourg has the youngest, 6.7 years. The average age of buses in the EU was 12.8 years, where in Greece the average age of buses is the highest, 19 years, and in six EU countries the average age of buses is less than 10 years.

In Montenegro, cars less than 6 years old make up only 4.7% of the fleet (in the EU, about 44%), while cars older than 10 years make up 86% of the fleet (in the EU, about 35%). As many as 56.7% of cars are older than 15 years. Additionally, there are significant differences in the quality and age of the fleet in different municipalities, so that in some municipalities, the average age of vehicles is over 20 years (Šavnik, Petnjica, Plužine and Andrijevica), while the youngest fleet is in Budva, with an average age of vehicles of 13 years.

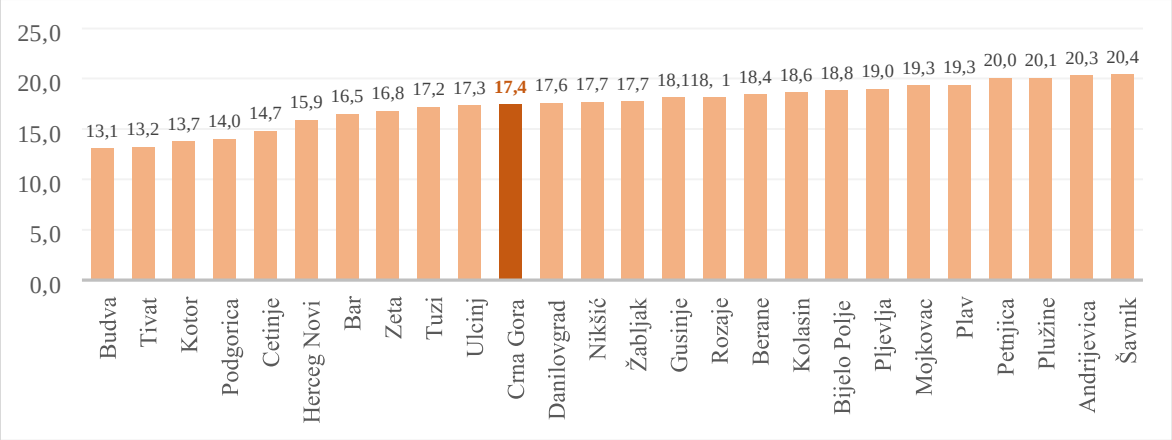


Figure 3.6. Average age of the vehicle fleet in Montenegro and by municipality in 2021

The age of the vehicle is closely related to the occurrence and severity of the consequences of traffic accidents, because the critical age limit of the vehicle, after which the consequences of accidents increase significantly, is 15 years. The great age of vehicles in Montenegro indicates little application of new technologies in vehicles that are imported and are in use in Montenegro. The purchasing power of citizens significantly affects the average age of the vehicle fleet, and therefore the presence of relatively outdated technologies.

Checking the vehicle's conformity before putting it into traffic involves a procedure that determines whether the vehicle in question meets the prescribed conditions that apply in Montenegro and refers to motor and trailer vehicles that are individually or serially produced or modified, as well as to their devices, assemblies and equipment . The state authority responsible for the subject area is the Ministry of Capital Investments, and part of the work is entrusted to authorized organizations (University of Montenegro - Faculty of Mechanical Engineering and several stations for technical inspection of vehicles). The national legal framework for the management of vehicle safety and for checking the conformity of vehicles before putting them into traffic currently consists of: the Law on Road Traffic Safety and accompanying by-laws. Valid UN Regulations and technical standards in the field of vehicles accepted by Montenegro are also applied.

Based on the current regulations in Montenegro, it is allowed to import used vehicles with a minimum ecological standard of Euro 4, and for new vehicles with an ecological standard of Euro 6. Vehicle safety features and advanced safety systems monitor the environmental properties, emission levels and decarbonization of the vehicle.

Incentive measures allocated by the state for environmentally advanced vehicles in previous years have a positive impact on the improvement of vehicle safety features, but the number of vehicles for which subsidies are given is insufficient. Also, in addition to the project of stimulating (subsidizing) the purchase of more environmentally friendly vehicles (electric and hybrid vehicles), it is necessary to consider subsidizing the replacement of old

vehicles with newer ones, e.g. subsidy for the replacement of vehicles of the ecological standard Euro 0, 1, 2 and 3 with vehicles of the ecological standard Euro 5, 6 and higher, which improves the quality of the fleet from the aspect of safety features. It is necessary to analyze the age structure of imported used vehicles, and consider increasing the environmental standard for used vehicles from the current Euro 4 (2006 and younger vehicles) to Euro 5 (2011 and younger vehicles).

In the previous period, the process and procedure of checking the technical correctness of vehicles and the control of the operation of stations for technical vehicle inspection were significantly improved, while the area of checking the technical correctness of vehicles on the roads is still not regulated.

During the inspection of the technical condition of vehicles on the roads, traffic police officers inspected 252,706 vehicles, of which 8,648 vehicles were defective (3.4%), 9,157 vehicles were excluded from traffic (3.6%) and 298 vehicles were sent for technical inspection (0.1%). According to the data of the National Bureau of Insurers of Montenegro, the number of reported claims involving unregistered vehicles was: 571 in 2021, 456 in 2020, 518 in 2019 and 507 in 2018, which additionally points to the necessity of more regular control of the technical condition of vehicles on roads.

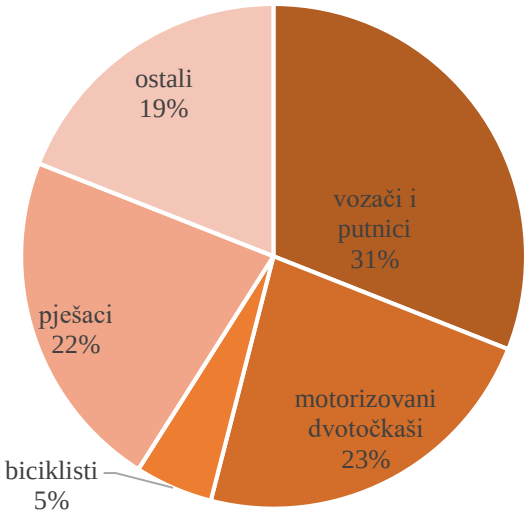
There is a noticeable low technical culture, which leads to the neglect of regular vehicle maintenance, especially with regard to systems that affect traffic safety. Also, it is necessary to improve the process of controlling the "black market" of new non-homologated and used spare parts for vehicles.

The key problem of vehicle safety in Montenegro is the age of the vehicle. There are few opportunities for improvement through the system of regular technical inspection of vehicles, but the possibilities of motivation (subsidies) for the renewal of the fleet and better control of vehicles on the road have not been exhausted.

3.4. SAFER TRAFFIC PARTICIPANTS

In the system of traffic safety factors man - vehicle - road - environment, the Man factor has an influence on the occurrence of traffic accidents in about 95% of cases. This is precisely why the greatest potential for improving traffic safety lies in the Human factor, and some of the most important elements of the Human factor and their influence on active and passive traffic safety are: gender, age, abilities, knowledge, that is, training, attitudes, experience, behavior, driving under the influence, fatigue, distraction, standard, education, socio-demographic characteristics, illness, nutrition, etc.

Man participates in traffic in various capacities: as a driver, passenger, pedestrian, cyclist, driver of a motorized two-wheeler, etc. In addition, traffic participants can also be distinguished according to age, e.g. children in traffic, elderly people or by some other characteristics, e.g. persons with disabilities. Each of these road users requires special attention and measures that affect safer traffic.



Slika 3.7. – Zastupljenost različitih učesnika u saobraćaju u saobraćajnim nezgodama (izvor: WHO, 2013)

Vulnerable road users should be highlighted here. Namely, the basic characteristic of vulnerable road users is that they are road users who are directly exposed to the action of forces in collisions in road accidents. Practically, they do not have some kind of "cage" or body, which additionally protects them from injury, as is the case with drivers, i.e. passengers in passenger cars, trucks, buses, etc. Having that in mind, vulnerable road users, as a rule, when traffic accidents occur in which they are involved, get injured and there are almost no cases of traffic accidents involving vulnerable road users, which end only with material damage. The characteristics of vulnerable road users according to their participation in traffic are that pedestrians and cyclists, as a rule, have no external protection at all and additionally, from the aspect of age, children are characterized by inexperience and underdeveloped psychophysical abilities, and old people are characterized by reduced psychophysical abilities. On the other hand, moped and motorcycle drivers are characterized by "scarce" external protection, which is usually reduced to helmets and specific clothing and footwear.

Due to the fact that vulnerable road users are a highly endangered category of road users, measures and actions aimed at reducing the number and consequences of road accidents with vulnerable road users must be a priority at all levels of traffic safety management. In this sense, it is necessary to continuously act in two directions:

- adapt the environment (traffic infrastructure) to vulnerable road users by taking traffic-technical measures, and
- adapt vulnerable traffic participants to the environment by improving their knowledge, skills, habits, attitudes and behavior in traffic. This can be achieved through education, training, training, professional development, campaigns, or well-planned and socially supported coercion.

In the previous period, according to research on the behavior of road users conducted by the Faculty of Mechanical Engineering of the University of Montenegro, results were recorded in the field of traffic safety indicators that are significantly below the results of European countries, which only confirms the expected final results in terms of the number and consequences of traffic accidents.

Improving the behavior of traffic participants in terms of traffic safety can be achieved through an optimal balance of traffic education and training, campaigns and appropriate coercion.

Systematic establishment and implementation of lifelong traffic education and upbringing, promotion of safe behavior and coercion towards those who do not fit into the pattern of civilized and safe traffic behavior can significantly improve traffic safety. In addition to imparting knowledge, it is necessary to develop positive attitudes about safe participation in traffic and traffic culture, and this can only be achieved through continuous work, which includes preventive, educational and repressive aspects.

In order to improve the behavior of road users, the existence of appropriate legal regulations is necessary, while new challenges impose the need for normative regulation of the use of vehicles, such as e.g. transport means of micromobility, mandatory use of protective helmets for all two-wheelers, as well as equipment to increase visibility in conditions of reduced visibility, changes in age limits for (young) professional drivers, improvement of the vehicle speed control system, introduction and application of measures for drivers who are given penalty points , as well as the improvement measure for drivers whose driver's license was revoked. When it comes to driving under the influence, no effective model has been created for the elimination of returnees for whom driving under the influence is a health problem, so referral to appropriate institutions for treatment is necessary, followed by intensive work on socialization and adaptation to a safe manner of behavior in traffic.

In the previous period, some local self-government units implemented traffic control systems, without the possibility of automatic detection of violations, so it is necessary to supplement the existing traffic control systems with a violation detection system. In this way, the subjective risk of punishing road users will increase, which implies that the subjective feeling of detecting a violation will be promptly identified and sanctioned. Considering the great impact of these systems on the improvement of traffic safety, it is necessary for other local self-government units to introduce or increase the coverage of the road and street network with automatic violation detection systems. In addition to establishing a system for detecting violations at the local level, it is necessary to establish a system of stationary radar systems and systems for detecting violations on state roads as well.

Also, in the previous period, activities related to the application of social marketing, ie campaigns aimed at developing knowledge, attitudes and behavior in traffic, were intensified. However, the potential of social marketing is not used enough. Namely, there was a lack of appropriate social support and coordination in the implementation of these campaigns.

All analyses, both in terms of the current situation and established trends for traffic accidents and their consequences for vulnerable road users, as well as analyzes of the environment, institutional capacities and norms, traffic violations and traffic safety indicators, indicate that there is significant room for improving the safety of all traffic participants, especially vulnerable traffic participants in Montenegro, and that it is necessary to approach the systemic management of traffic safety as soon as possible.

3.5. ACTION AFTER A TRAFFIC ACCIDENT

Emergency services that operate after a traffic accident are: police, firemen and emergency medical assistance.

Emergency care is provided at the scene, during primary medical transport, as well as in emergency units, continuously 24 hours a day. Emergency aid is provided by health workers who have special education in emergency aid, as well as in cases of major (mass) accidents and large-scale epidemics.

The Institute for HMP organizes and implements continuous education of doctors, nurses and technicians and maintains mandatory records.

The Institute for HMP of Montenegro is an organizational structure that has 23 units and each unit has a separate number 124, a separate small Dispatch Center that receives calls that are limited to the territory of the municipality where the unit is located. The Institute for HMP performs its activities through organizational parts: emergency aid units and substations, which are organized depending on the number of inhabitants, geographic specificity, traffic connections and distance from the hospital, so that the Institute organizes emergency aid units in: Andrijevica, Bar, Berane , Bijelom Polje, Budva, Gusinje, Danilovgrad, Žabljak, Kolašin, Kotor, Mojkovac, Nikšić, Petnjica, Plav, Pljevlja, Plužine, Podgorica, Rožaj, Tivat, Tuzm, Ulcinj, Herceg Novi, Cetinje and Šavnik.

The required number of ambulance teams, ambulances and vehicles for emergency medical transport in the ambulance unit and substation, as well as the conditions regarding the technical characteristics of the vehicles, the medical and technical equipment of the vehicles and the list of drugs used in ambulances and vehicles for emergency medical transport prescribe state administration body responsible for health affairs.

In all cases where it is not possible to treat the patient at the scene or in the emergency unit, the doctor in the emergency team, after providing the necessary medical assistance, refers and transports the patient to the nearest secondary or tertiary level health care facility. Patients with compromised basic life functions are transported by an emergency medical transport vehicle to the nearest secondary or tertiary level healthcare facility, only accompanied by a doctor.

Informing about events and making calls to emergency medical aid teams is carried out through a unique communication system, through the Emergency Dispatch Center, located in the Institute, which is part of a unique operational communication center for all emergency calls, organized in accordance with a special law.
Notification of emergency situations is done by calling the number 112. Each ambulance unit has its own dispatcher. In the case of the need to hire several emergency personnel from several municipalities, the Dispatch Center in the emergency unit
help in Podgorica coordinates the work of the engaged emergency aid units.

The dispatcher receives calls, determines the order of urgency, sends a call to emergency teams, informs the nearest secondary or tertiary level health institutions about the arrival of

an emergency patient, cooperates with the police, operational units for protection and rescue and other appropriate services. If the dispatcher determines that it is not necessary to engage an emergency team on the ground, he is obliged to give appropriate instructions according to the protocol. The dispatcher in the Institute is a doctor and a nurse/technician, and the dispatcher in the emergency aid unit in other municipalities is a nurse/technician who has been educated to provide emergency aid.

In cases where the action of emergency medical aid teams is difficult or dangerous, rescue helicopters and other equipment and resources of the state administration body responsible for internal affairs and police, maritime security and other authorities and services, which can provide adequate assistance to emergency teams, are included in the rescue. help, in accordance with standard operating procedures.

It is important to emphasize that the number "112" is available in Montenegro with all legal, organizational, technical and other conditions according to EU standards within the Operational Communication Center 112 (OKC112) of the Directorate for Protection and Rescue of the MUP. The e-call service was launched on March 1, 2021. years. In addition to locating the accident site, this service automatically provides data on the number of passengers in the vehicle, direction of vehicle movement, time of accident, chassis number, type of fuel and category vehicles. All this data and voice communication comes to the number "112" in OKC112. There are prescribed procedures for responding when the competent services respond to a call to the number "112".

It is necessary to plan a National Dispatch Center for Emergency Medical Assistance, where all calls that would be monitored in a single information system would be collected, and in the event of the impossibility of receiving calls from the local Dispatch Center, they would be forwarded from the National to the local through the information system or through some other from backup communication options. The current communication is adequate but insufficient because the 124 line is often interrupted, so calls are diverted to mobile telephony, which represents a risk to the sustainability of that type of communication. The communication of the Dispatch Centers with the 112 center is also not adequate, and it must be raised to a higher level of security, in which the flow of information, which refers to the call of citizens or response in an emergency situation, would be within the time limit provided for it, all with the aim of protection health of citizens as well as users of services 124 (tourists).

There is no system of joint training and exercises with members of other emergency services. All members of the traffic police pass a basic course, and some pass a course for investigating traffic accidents. Firefighters undergo a course for technical interventions in traffic, but only a small part of firefighters is professionally trained for technical interventions in traffic in special conditions (tunnels). The level of training and training for cooperation with other members of the emergency services, as well as training and training for dealing with mass traffic accidents and special conditions (tunnels, inaccessible terrain, etc.) is at a very low level.

It is necessary to emphasize that it is necessary to regulate the simultaneous departure of the traffic police, firefighters and emergency medical services to the scene of a traffic accident by legal or by-laws, because the current practice has shown shortcomings, as it all boils down to personal, professional communication and understanding between these three services, but the legal norm which would define the synchronized action of these three essential factors and their arrival at the scene of the accident would greatly increase the degree of survival.

Inadequate fleet of all care services, especially emergency medical services, combined with insufficient territorial coverage caused the response time to be 25% longer than in the European Union (in Montenegro it is about 10 minutes, and in the EU about 8 minutes). It is necessary to additionally analyze the work of emergency medical services in those municipalities where the response time is significantly higher than the European and national average, for example. municipality of Petnjica, where the response time is over 26 minutes.

4. STRATEGIC AND OPERATIONAL GOALS AND PERFORMANCE INDICATORS

AMBITION

To be in the first 50% of European countries, according to the public risk of injury in road traffic. **MISSION**

Safe and sustainable mobility of road users, with minimal negative consequences. **VISION**

No fatalities or serious injuries in road traffic.

4.1. STRATEGIC OBJECTIVE

Reduced number of fatalities and seriously injured persons by 50% by 2030, compared to 2021 and without children killed in traffic.

Outcome (success) indicators for a strategic goal are:

- Reduction in the number of fatalities compared to 2021 (Figure 4.1)

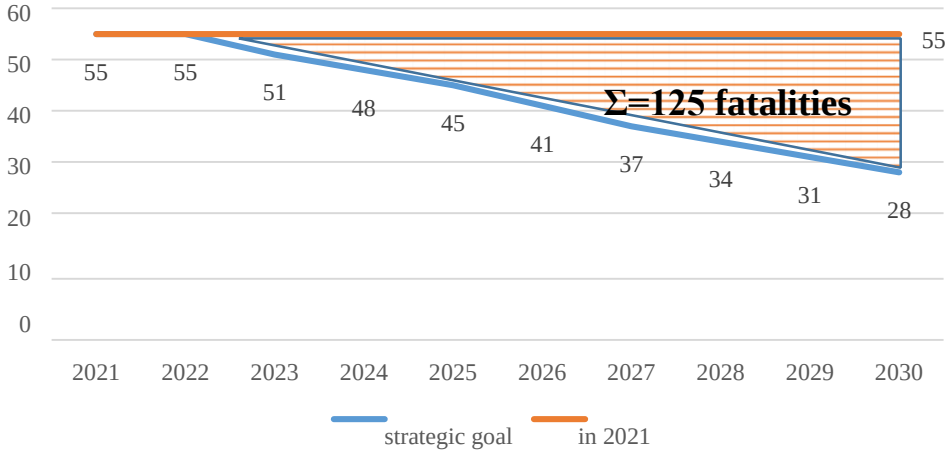


Figure 4.1. - Reduction in the number of fatalities compared to 2021

- Reduction in the number of seriously injured persons, compared to 2021 (Figure 4.2)

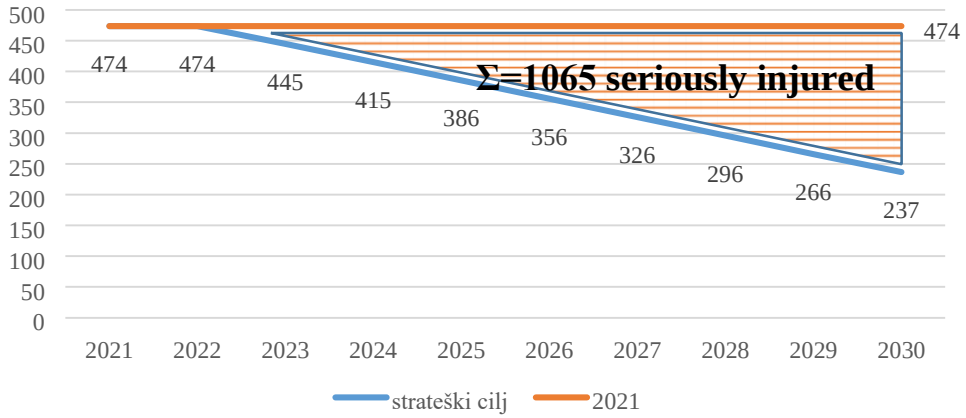
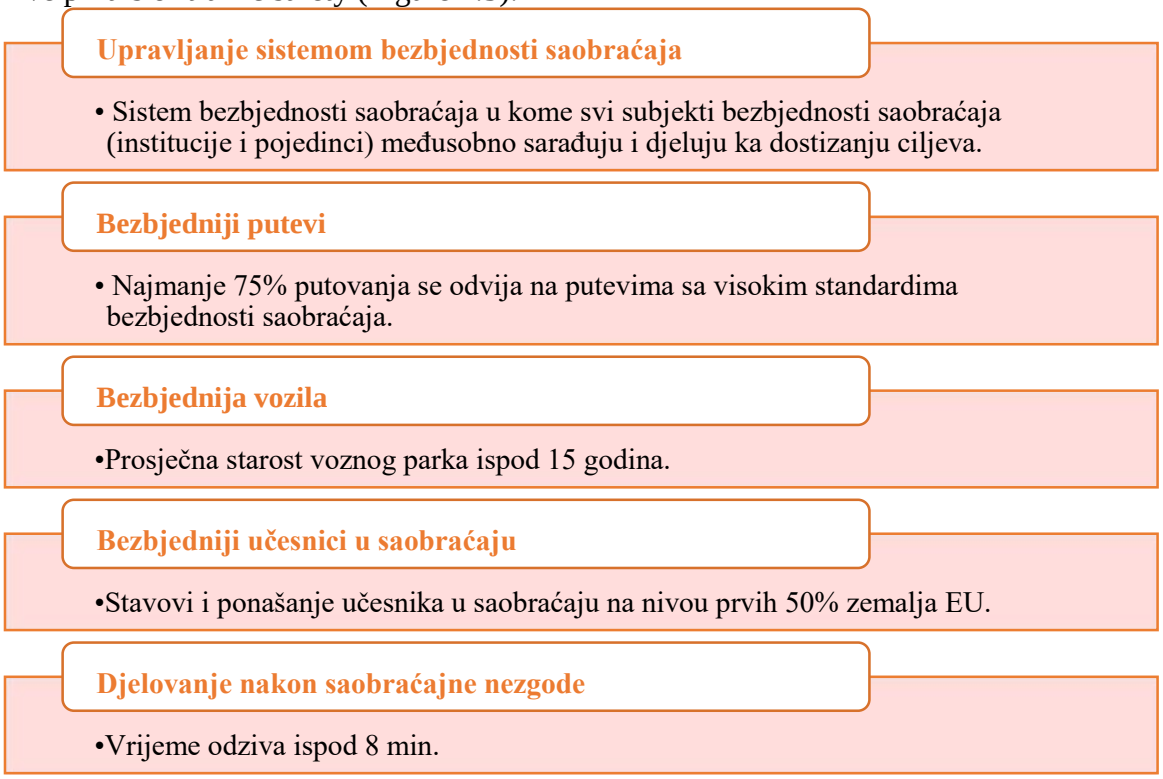


Figure 4.2. - Reduction in the number of seriously injured persons, compared to 2021

4.2. OPERATIONAL GOALS

Five operational goals lead to the achievement of the strategic goal, which are related to the five pillars of traffic safety (Figure 4.3).



Slika 4.3. – Operativni ciljevi strategije

4.2.1. Traffic safety system management

Operational objective 1:

Traffic safety system in which all traffic safety subjects (institutions and individuals) cooperate with each other and work towards achieving goals.

Indicator of outcome (success)	Method of verification	Home value (2021)	Target value
The percentage of compliance of strategic documents and normative acts (laws and regulations) with strategic and normative documents of the UN and the EU and their application.	(According to the Report NTzKPBS)	Not measured	(2026) 100% (2030) 100%
The percentage of funds used to improve traffic safety, in	(According to the Report NTzKPBS)	Not measured	(2026) 50% (2030) 75%

relation to the total funds allocated for traffic safety.			
The capacity of traffic safety entities to carry out traffic safety tasks.	(Expert rating, 1-10)	Not measured	(2026) 8 (2030) 9
The quality of cooperation between traffic safety entities.	(Expert rating, 1-10)	Not measured	(2026) 8 (2030) 9

Measures and indicators for achieving Operational Goal 1

MEASURE 1.1. Improvement of the strategic and normative framework of traffic safety

Emphasis should be placed on the implementation of the Safe System Approach, which will require a fundamental reorientation of road safety policy and practice during the implementation of the new strategy and reaching the vision of zero deaths and serious injuries. International and EU documents on traffic safety will be followed and best practices will be applied in strategic and planning documents on traffic safety in Montenegro.

In accordance with science, profession and needs, laws and by-laws important for traffic safety will be adopted, improved and implemented, especially the Law on Road Traffic Safety, the Law on Spatial Planning and Building Construction, the Law on Roads, the Law on Compulsory Insurance, Law on railways and others. Normatives related to traffic participants, micromobility means of transport, mandatory use of protective helmets for two-wheelers, reduction of the age limit for professional drivers, measures for drivers whose driver's license has been revoked, etc. will be analyzed in particular.

The law on road traffic safety will prescribe the financing of traffic safety, namely: sources of funds, distribution of funds between the state and local self-government units, purpose of funds, method of use and reporting. Other sources of funding for traffic safety will also be prescribed: fines from misdemeanors, funds collected in the process of delaying criminal prosecution, part of the gross premium of mandatory vehicle insurance, part of the fuel excise tax, etc.

The improvement of the regulations, which are directly related to the safety of the road infrastructure, and especially the Law on Spatial Planning and Building Construction, the Law on Roads, the Law on Road Traffic Safety and the Law on Railways and their associated by-laws, will be implemented. In addition to the tools for improving the safety of road infrastructure, which are in accordance with the EC directive 2019/1936, in-depth analyzes of traffic accidents will also be implemented in the regulations.

Regulations at all levels related to vehicles will be harmonized and improved and agreements related to vehicles will be ratified. When amending legal and by-laws, EU directives related to the field of vehicles will be used, especially new EU directives that are not recognized by national norms, and within the EU framework contribute significantly to the improvement of vehicle safety. Normative frameworks for autonomous vehicles will be defined.

Legal and by-laws relating to health care will be harmonized with the latest EU practice, especially in the segment of organization and action in the event of traffic accidents and mass traffic accidents.

MEASURE 1.2. Improvement of financing of traffic safety

The existing funds intended for the improvement of traffic safety will be used consistently, with constant supervision over the spending of these funds, and additional sources of financing will be provided. In addition to monitoring the use of funds intended for the improvement of traffic safety, the public will be regularly informed about this, and in case of need, proceedings will be initiated due to misuse of funds.

MEASURE 1.3. Improvement of institutional capacity in the field of traffic safety

The institutional capacity and work of traffic safety entities will be periodically monitored and in accordance with the needs of the traffic safety system and traffic safety entities, the capacity will be strengthened with new personnel, and in addition, the existing personnel in the field of traffic safety will be professionally trained. In particular, the institutional capacity of institutions that deal with road infrastructure safety and the safety of road users will be strengthened, and if necessary, a special institution will be formed (Agency, Directorate, Directorate or the like for traffic safety of Montenegro).

MEASURE 1.4. Improving cooperation between institutions in traffic safety

The cooperation of all traffic safety subjects will be improved, which implies regular communication and reporting of all subjects in traffic safety, holding regular TKPBS sessions, preparation and implementation of the TKPBS activity plan, improvement of cooperation of traffic safety subjects through joint implementation of activities, improvement of vertical and horizontal coordination between state and local subjects and more active involvement of LGUs.

Measures:	Indicator(s) at measure level:	Initial value (2021)	Transition value (2026)	Target value (2030)	The institution responsible for monitoring the implementation of the measure	Financial means forimplementation of the measure (in thousands of euros)
Measure 1.1. Improvement of international and EU documents, as a strategic and best practice with a strategic and normative framework and securit	The percentage of alignment between international and EU documents, as well as best practices in strategic and planning documents for traffic safety in Montenegro	Not measured	100%	100%	MKI (MUP)	500
	Normatively regulated financing of traffic safety	no	yes	yes		
	The percentage of improved Laws with associated by-laws, regarding the safety of road infrastructure.	70%	100%	100%		
	The percentage of improved Laws with associated by-laws, in terms of vehicle safety	50%	90%	100%		
	Normatively regulated conditions and rules regarding the use of vehicles micromobility	no	yes	yes		
	Normatively regulated conditions and rules regarding the mandatory use of protective helmets for all two-wheelers	Partially	yes	yes		
	Normatively regulated conditions and rules for reducing the age limits for professional drivers	no	yes	yes		
	Normatively regulated measures for persons whose driving license has been revoked	no	yes	yes		
	Normatively regulated organization and (joint) action of emergency services after a traffic accident	not	yes	yes		

Measures:	Indicator(s) at measure level:	Initial value (2021)	Transition value (2026)	Target value (2030)	The institution responsible for monitoring the implementation of the measure	Financial means forimplementation of the measure (in thousands of euros)
Measure 1.2. Improvement of security financing of traffic	The percentage of funds used, in relation to the total funds allocated for the improvement of traffic safety	Not measured	75%	95%	MUP (MKI, MF)	It is not necessary to allocate additional financial resources funds
	Established additional sources financing of traffic safety	no	yes	yes		
Measure 1.3. Enhancement of institutional capacity in the field of traffic safety	The percentage of traffic safety entities at the national and LGU level that send employees to professional training in the field of traffic safety every year	Not measured	50%	95%	MUP (MKI)	250
	An analysis was carried out and, if necessary, a special professional institution was formed (Agency, Directorate, Directorate or the like). for traffic safety of Montenegro)	no	yes	yes		
	Percentage of LGUs that have the necessary institutional capacity	Not measured	50%	75%		
	The percentage of traffic safety entities at the national and local levels that send their employees for annual professional development in the field of traffic safety.	Not measured	50%	95%		
Measure 1.4. Improving cooperation between institutions in traffic safety	Evaluation of the level of cooperation of traffic safety subjects (from 0 - the lowest rating to 10 - the highest rating)	Not measured	8	9	TKPBS	It is not necessary to allocate additional financial resources funds

4.2.2. Safer roads

Operational objective 2:

At least 75% of trips take place on roads with high traffic safety standards.

Indicator of outcome (success)	Method of verification	Home value (2021)	Target value
The percentage of km of highways out of the total length of highways, where a safety rating of at least 60%, i.e. at least 3 stars (EuroRAP) was determined by risk mapping.	(According to Reports highway manager)	Not measured	(2026) 85% (2030) 95%
The percentage of rural sections of main and regional roads out of the total length of main and regional roads, where risk assessment has determined a safety rating of at least 60%, or at least 3 stars (EuroRAP)	(According to the Reports of the Managers of Main and Regional Roads)	Not measured	(2026) 50% (2030) 70%
The percentage of planned, designed, built and maintained state roads, with the full application of tools for improving road safety, with respect for the vulnerability of all road users, the application of the safe system approach and the concept of self-explanatory and forgiving roads.	(Expert rating, 1-10)	Not measured	(2026) 50% (2030) 75%
The percentage of the length of highways adapted to the movement of autonomous vehicles in relation to the total length of highways.	(According to Reports highway manager)	Not measured	(2026) 100% (2030) 100%

Measures and indicators for achieving Operational Goal 2

MEASURE 2.1. Improving the process of monitoring the state of road safety and the life cycle of the road, from planning to exploitation

Tools will be applied to identify the influencing factors and causes of road accidents. In addition, regular and periodic trainings will be conducted for competent subjects to identify the road as an influential factor and cause of traffic accidents (traffic police investigation teams, traffic safety auditors and inspectors, road inspectors). A system of in-depth analyzes of traffic accidents with

the most serious consequences will be established, which will enable a more precise identification of the circumstances that lead to the occurrence of traffic accidents.

All new roads will be planned, designed and built with the application of tools for improving the safety of road infrastructure. The existing roads will be reconstructed and maintained in such a way as to ensure a high standard of traffic safety with full respect for vulnerable road users, the safe system approach and the requirements of autonomous vehicles. A high standard of road infrastructure safety will be additionally ensured by regular monitoring, application of proposed measures and application of the concept of shared responsibility.

MEASURE 2.2. Improvement of traffic safety on state roads passing through settlements

Given that the passage of state roads through settlements are places where local and transit traffic "intertwine", with a pronounced mixed function and as a rule the presence of all traffic participants, these road sections are considered highly risky. In this regard, detailed analyzes will be carried out for these locations and sections of state roads, and traffic safety improvement projects will be prepared for detected high-risk passages of state roads through settlements. On these road sections, special attention will be paid to the needs of vulnerable road users (pedestrians, cyclists). Zones of schools located on these road sections will be regulated.

An analysis of the justification for the construction of bypasses will be carried out for settlements for which a high risk of injury has been determined on the passage of state roads through the settlements. Appropriate projects will be prepared and implemented for justified detours.

MEASURE 2.3. Improvement of traffic safety in locations of increased risk in traffic on municipal roads

A detailed risk analysis will be carried out - the risk of casualties on municipal roads, especially vulnerable road users, and for all high-risk locations (zones, sections) and school zones, traffic safety improvement projects will be prepared. Suggested improvement measures will be implemented for locations for which traffic safety improvement projects are prepared.

MEASURE 2.4. Improving traffic safety at railroad crossings

To improve traffic safety at railroad crossings and reduce the risk of injury at these locations, a Program for the Improvement of Traffic Safety at Railroad Crossings will be prepared, and then measures and activities will be implemented to improve traffic safety at all railroad crossings.

In particular, the behavior of road users will be investigated in relation to the various ways of securing road crossings over the railway, and then measures and activities will be undertaken to reduce their unsafe behavior.

MEASURE 2.5. Strengthening of institutional capacity in the field of road safety and road infrastructure

In order to implement activities and achieve a high standard of road infrastructure safety, the capacities of institutions that deal with road infrastructure safety will be strengthened, through the employment and training of a sufficient number of experts to deal with road traffic safety affairs, the implementation of training and professional development programs for auditors and verifiers, as well as the implementation periodic professional training of employees in road management and competent inspections. The foregoing will enable the full application of tools for improving road

infrastructure safety, that is, systemic management of road infrastructure safety.

In the scientific education system and professional organizations, plans and programs that deal with the area of road infrastructure safety will be improved.

Measures:	Indicator(s) at measure level:	Initial value (2021)	Transition value (2026)	Target value (2030)	The institution responsible for monitoring the implementation of the measure	Financial means forimplementation of the measure (in thousands of euros)
Measure 2.1. Improvement of the process for monitoring the condition of road safety and the road's life cycle, from planning to operation.	The percentage of traffic accidents with fatalities in which the road had an influence on the occurrence and consequences of the traffic accidents	Not measured	25%	20%	MKI	11.000
	The number of annually conducted trainings/professional training for identifying the road as an influential factor and cause of traffic accidents (investigative teams, traffic safety auditors and inspectors, road inspectors).	Not measured	1 per subject per year	1 per subject per year		
	Percentage of application of tools for improving road safety.	Not measured	75%	95%		
	Percentage of application of accepted recommendations from the report of tools for improving road safety.	Not measured	75%	90%		
	Conducted annual supervision over the application of tools for improving the safety of road infrastructure	no	yes	yes		
	Percentage of length of national roads adapted to the movement of autonomous vehicles, in relation to the total length.	Not measured	95%	95%		
	Expert assessment of quality maintenance of state roads,	Not measured	7	9		

	security and arrangement of work zones					
Measure 2.2. Improvement of security traffic on state roads passing through settlements	**The number of conducted studies identifying unsafe passages of state roads through the settlement.**	**0**	**1 per year**	**1 per year**		
	The percentage of prepared and executed traffic safety improvement projects on state roads passing through the settlement in relation to the number of identified unsafe ones.	0	50%	85%	MKI	10.000
	The number of studies conducted to determine the need to build bypasses around cities and settlements.	0	1	1		
	The percentage of prepared and executed projects for the construction of bypasses, in relation to the number of necessary bypasses for construction	0	20%	4%		
Measure 2.3. Improvement of traffic safety at high-risk locations on municipal roads	Number of conducted studies identifying high-risk locations on municipal roads, with a special focus on school zones.	0	1 per year	1 per year		
	Percentage of prepared and implemented traffic safety improvement projects for high-risk locations involving traffic participants, with an emphasis on school zones.	0	70%	90%	MKI	1.000
Measure 2.4. Improvement of	Prepared Program for improving traffic safety at road-rail crossings.	No	Yes	Yes	MKI (ŽCG)	5.000

traffic safety at road-rail crossings.	Percentage of prepared improvement projects in relation to the number of identified high-risk road-rail crossings.	0	50%	95%		
	Percentage of implemented improvement projects at road-rail crossings in relation to the number of prepared projects.	0	50%	90%		
	Number of conducted activities aimed at improving the behavior of traffic participants at road-rail crossings.	0	1 per year	1 per year		
Measure 2.5. Strengthening of institutional capacity in the field of road infrastructure safety	Expert assessment of institutional capacity in the field of road infrastructure safety	Not measured	7	9	MKI	250

4.2.3. Safer vehicles

Operational objective 3:

The average age of the fleet is under 15 years.

Indicator of outcome (success)	Method of verification	Home page value (2021)	Target value
Average age of the passenger and commercial vehicles in traffic	According to Reports of the Ministry of Interior	17.4	(2026) 16.2 (2030) 15
Percentage of new vehicles in the fleet rated with 4 or more EURONCAaP stars	According to Reports of the Ministry of Interior	Not measured	(2026) 50% (2030) 75%
The percentage of accepted international agreements and improved laws with associated by-laws, regarding vehicle safety.	According to Reports of the Ministry of Interior	Not measured	(2026) 70% (2030) 90%
The percentage of technically correct vehicles in technical inspections, as well as in real exploitation conditions	According to Ministry of Interior Reports	Not measured	(2026) 80% (2030) 95%
The percentage of commercial vehicles that meet the prescribed conditions in terms of on AETR, ADR, ATP and cargo security.	According to MKI Reports, technical correctness and regulations related to MUP	Not measured	(2026) 90% (2030) 95%

Measures and indicators for achieving Operational Goal 3

MEASURE 3.1. Improvement of incentives and other benefits for the purchase of vehicles with high traffic safety standards

Ways to stimulate the purchase of (new) vehicles with high traffic safety standards (vehicles rated with at least 4 EURONCAP stars) and high emission standards (at least EURO5 norm) will be defined and introduced, both for individuals and legal entities. Ways to stimulate the renewal of vehicle fleets of public (state) companies, utility companies, carriers, etc. will be defined in particular. In addition to the above, the method of stimulation for upgrading active and passive safety systems on commercial vehicles and tractors will be specifically considered and defined.

MEASURE 3.2. Improvement of maintenance and control of the technical correctness of vehicles

Renewal of the vehicle fleet primarily depends on the economy, so it must be concluded that there will be a part of the vehicle fleet that is older and cannot be replaced. That is why those vehicles and that part of the fleet must be maintained in such a way that they maintain the condition at a safety-acceptable level in real conditions of exploitation. The system of mandatory, periodic, technical checks of the correctness of vehicles will be improved in accordance with international regulations, best international practice and analysis of the state of correctness of vehicles based on available data and research. The system of extraordinary technical controls will be improved, especially regarding commercial vehicles.

MEASURE 3.3. Improvement of institutional capacity in the field of vehicle safety

The institutional capacity and work of subjects in the field of vehicle safety will be periodically monitored, especially institutions, individuals and holders of public authority in the field of vehicle safety (laboratories, technical inspections) and in accordance with the needs, the capacity will be strengthened with new staff, and in addition, professional development will be carried out. existing personnel in the field of vehicle safety. Within the scientific and educational system, and especially within the professional organizations that provide training and professional development, curricula and programs will be adapted to the modern requirements of vehicle safety management and the market.

MEASURE 3.4. Defining conditions for micromobility vehicles

Given that today's traffic conditions require increased use of micromobility vehicles in public traffic, regulations will be defined that will regulate the field of micromobility vehicles, from technical characteristics to conditions for access to public traffic.

Measures:	Indicator(s) at measure level:	Initial value (2021)	Transition value (2026)	Target value (2030)	The institution responsible for monitoring the implementation of the measure	Financial means forimplementation of the measure (in thousands of euros)
Measure 3.1. Improvement of incentives and other benefits for the purchase of vehicles with high traffic safety standards.	Established incentive system for the purchase of vehicles with at least 4 EURONCAP stars and at least EURO5 emission standard.	No	Yes	yes	MUP(MKI, MF, EF)	7.000
	Established incentive system for the enhancement of active and passive safety systems in vehicles.	No	Yes	yes		
	Percentage of vehicles younger than 3 years old.	Not measured	5%	10%		
	Percentage of vehicles older than 20 years old.	Not measured	20%	10%		
Measure 3.2. Improvement of vehicle maintenance and technical inspection control.	Number of conducted activities (such as free technical inspections, etc.) aimed at improving vehicle maintenance.	Not measured	1	1 (every year)	MUP	2.000
	Number of conducted activities aimed at enhancing the control of vehicle technical fitness (special inspections, professional training, and development).	Not measured	1	1 (every year)		
Measure 3.3. Enhancement of institutional capacity in the field of vehicle safety.	Number of conducted professional development programs for managers and technical inspection controllers.	Not measured	1	1 (every year)	MUP	500
	Percentage of scientific and educational institutions that provide training and professional development in the field of vehicle safety and have improved their plans	0%	75%	95%		

	and programs in vehicle safety.					
Measure 3.4. Defining conditions for micro-mobility vehicles.	Technical conditions defined and prescribed that micro-mobility vehicles must meet.	No	Yes	yes	MUP (MKI)	50

4.2.4. Safer road users

Operational objective 4:

Attitudes and behavior of road users at the level of the first 50% of EU countries.

Indicator of outcome (success)	Method of verification	Home page value (2021)	Target value
The percentage of passenger car drivers it is acceptable that, while driving, not use a seat belt.	(According to the Report, MKI)	34.6%	(2026) 20% (2030) 5%
The percentage of passengers in passenger cars, it is acceptable that, while driving, not use a seat belt in the back seat.	(According to the Report MKI)	92.3%	(2026) 50% (2030) 15%
The percentage of passenger car drivers who are acceptable to transport children without using a protective seat	(According to the Report MKI)	46.4%	(2026) 20% (2030) 5%
Percentage of moped/motorcycle drivers who are acceptable not to use a protective helmet while driving.	(According to the MKI Report)	39.8%	(2026) 20% (2030) 5%
Percentage of passenger car drivers who find it acceptable to exceed the speed limit in the neighborhood.	(According to the MKI Report)	84.2%	(2026) 40% (2030) 10%
Percentage of passenger car drivers who find it acceptable to exceed the speed limit outside urban areas.	(According to the MKI Report)	85.0%	(2026) 40% (2030) 10%
Percentage of drivers who are acceptable to drive even after consuming alcohol.	(According to the MKI Report)	35.3%	(2026) 15% (2030) 5%
The percentage of drivers who are acceptable to drive even after consuming drugs.	(According to the MKI Report)	4.7%	(2026) 3% (2030) 2%
Percentage of drivers who find it acceptable to use a mobile phone while driving.	(According to the MKI Report)	44.6%	(2026) 25% (2030) 10%
The percentage of cyclists who are acceptable to ride a bicycle with the use of headphones on/in ears.	(According to the MKI Report)	27.2%	(2026) 10% (2030) 5%
The percentage of cyclists who are acceptable to they ride a bike	(According to the MKI Report)	41.2%	(2026) 20% (2030) 5%

on the road where there is an bike path.			
The percentage of pedestrians who are acceptable to , cross the street in places outside the pedestrian cross.	(According to the MKI Report)	80.5%	(2026) 30% (2030) 10%
The percentage of pedestrians who are acceptable to cross the street during the red light at the pedestrian traffic light.	(According to the MKI Report)	39.8%	(2026) 15% (2030) 5%
Percentage of passengers in the front seat of passenger cars that, while driving use a seat belt.	(According to the MKI Report)	44.8%	(2026) 70% (2030) 95%
The percentage of passengers in the back seat of passenger cars that, while driving use a seat belt.	(According to the MKI Report)	3.8%	(2026) 40% (2030) 85%
The percentage of children who correctly use the appropriate in passenger cars protection systems.	(According to the MKI Report)	23.3%	(2026) 75% (2030) 95%
Percentage of motorcyclists and moped riders who use protective helmets correctly.	(According to the MKI Report)	94.5%	(2026) 97% (2030) 99%
Percentage of passenger car drivers who exceed the speed limit in the settlement.	(According to the MKI report)	37.5%	(2026) 25% (2030) 10%
The percentage of passenger car drivers who exceed the speed limit outside the settlement.	(According to the MKI report)	57.4%	(2026) 30% (2030) 10%
The percentage of drivers in the traffic flow who drive a vehicle under the influence of alcohol.	(According to the MKI report)	4.5%	(2026) 0.2% (2030) 0.1%
The percentage of drivers who use a mobile phone while driving.	(According to the MKI Report)	2.8%	(2026) 2% (2030) 1%
The percentage of pedestrians who cross the road on places outside the pedestrian crossing.	(According to the MKI Report)	62.3%	(2026) 30% (2030) 10%
The percentage of pedestrians who cross the road for, the time of the red light at the traffic light for pedestrians.	(According to the MKI Report)	78.2%	(2026) 25% (2030) 5%

Measures and indicators for achieving Operational Goal 4

MEASURE 4.1. Development and improvement of the traffic education system

Traffic education and upbringing includes a series of measures that develop and improve knowledge, skills, attitudes and social norms, which are necessary for safe participation in traffic. This system should be aimed at children of preschool and school age, then at young road users, adults, especially those who are parents/guardians, as well as at older road users, all with the aim of raising the level of knowledge, attitudes and traffic behavior. A high level of knowledge and skills, as well as favorable attitudes and social norms towards traffic safety, have a positive effect on the safe behavior of traffic participants and, ultimately, all this affects the reduction of the risk of injury, the number and consequences of traffic accidents.

In order to achieve the desired results, traffic education and training must be carried out continuously. In this regard, the development and establishment of the traffic education system should be comprehensive. In preschool and school institutions, curricula and programs will be developed, which will adequately, to a significantly greater and adapted extent, treat the topic of safe participation in traffic, which would enable children to acquire appropriate knowledge, abilities, habits and traffic culture. Educational activities will be conducted in the form of presentations, through interactive workshops, skills training, combining discussion and practical activities.

Parents/guardians and family have one of the key roles in traffic education and education of children and young people about safe traffic behavior and serve as role models. In this regard, parents will also be educated about the possibilities and the role they have in the system.

The work system of driving schools will be improved by raising the quality level of theoretical and practical teaching, introducing trained and licensed lecturers and instructors, developing manuals and other necessary material needed for future drivers.

Informal forms of education of young traffic participants will be strengthened, in order to further strengthen their knowledge of traffic safety, primarily through peer education, etc.

It is necessary to permanently educate adults and older road users through customized lifelong learning programs. Special focus should be directed at professional drivers, as well as non-professional drivers whose occupation is driving a motor vehicle, such as for example food delivery people, where through various types of training, training and additional training for safe, ecological and defensive driving, the emphasis would be placed on the most common risks identified in traffic (speeding, driving under the influence, not using protective equipment, etc.).

MEASURE 4.2. Application of campaigns and other preventive and propaganda measures

In order to raise the level of traffic safety to a higher level and achieve the defined strategic goals, traffic safety campaigns will be permanently implemented, as well as other preventive measures in traffic safety. These measures aim to impart knowledge, inform and motivate people to adopt positive attitudes towards traffic safety and ultimately improve traffic behaviour. Communication activities that include specific media channels will be organized for the identified key risks of suffering and, together with coercive measures and other educational measures, will produce positive results. Through campaigns, traffic participants will be informed about new traffic rules, sources of traffic hazards, new systems in vehicles, road conditions and road environment, and positive behavior in traffic will be promoted. Finally, socially responsible campaigns and incentive measures in traffic safety that are based on scientific and expert facts, with political, media, institutional, and especially police support, represent an indispensable and effective tool that successfully improves and positively changes knowledge, behavior and attitudes traffic participants.

MEASURE 4.3. Improvement of the traffic enforcement system

In order for the traffic participants to respect the legal norms that prescribe the rules of traffic behavior, it is necessary to apply the system of traffic enforcement. Coercive measures have a double function, which manifests itself through the process of sanctioning, that is, the objective risk of punishment, and the process of intimidation, that is, increasing the perceived risk of punishment. In this way, coercion actually acts repressively, but also educationally. And additionally, in this way, a well-developed system of coercion ensures that traffic participants who are inclined to commit traffic violations get the feeling that the violation will be quickly detected, clearly documented, and then quickly sanctioned. In this regard, a coercion system will be implemented using the traditional method, i.e. by engaging police officers and a modern method or by implementing a system for automatic detection and recording of traffic violations, by installing cameras and other devices for detecting and recording violations (measurement of current and average speed, red light, etc.) .

MEASURE 4.4. Monitoring and evaluating the level of knowledge, attitudes and behavior of road users

For the successful application of the systemic approach to traffic safety and the achievement of the set goals of the Strategy, the detection of problems during the management process and the evaluation of the operation of the protective system and the effects of traffic safety measures, it is necessary to implement measures related to monitoring the results and in this way create an environment for a sustainable state that is easy to manage . In order to enable this approach to the problem, it is necessary to "learn" from failures and mistakes from previous experiences. This includes the implementation of projects aimed at measuring traffic safety performance indicators related to protective systems (seat belts, child safety seats, etc.), as well as indicators related to compliance with speed limits, driving under the influence of alcohol, and the behavior of vulnerable road users. In addition, it is important to implement projects aimed at determining the attitudes of road users so that certain activities can be focused or intensified during the implementation period of the Strategy. Finally, periodic assessments of the level of knowledge on a selected sample of road users can also indicate specific problems to which activities should be directed.

Measures:	Indicator(s) at measure level:	Initial value (2021)	Transition value (2026)	Target value (2030)	The institution responsible for monitoring the implementation of the measure	Financial means forimplementation of the measure (in thousands of euros)
Measure 4.1. Development and improvement of traffic education and upbringing systems.	Expert assessment of traffic education and upbringing systems in preschool and school institutions.	Not measured	6	8	MP	700
	Expert assessment of traffic education and upbringing systems in driving schools.	Not measured	6	8		
	Number of conducted training/education sessions for parents/guardians on child traffic safety.	0	1 per year per municipality	1 per year per municipality		
	Number of conducted peer education programs for high school students.	0	1 per year per municipality	1 per year per municipality		
	Expert assessment of traffic education and upbringing systems for existing drivers, with a focus on professional drivers.	Not measured	6	8		
Measure 4.2. Implementation of campaigns and other preventive-propaganda measures.	Number of national-level traffic safety campaigns conducted.	Not measured	3 per year	3 per year	MIA MKI	4.000
	Number of traffic safety campaigns conducted at the municipal level.	Not measured	1 per year per municipality	1 per year per municipality		
	Number of preventive-propaganda activities conducted to change the behavior and/or attitudes of traffic participants at the national level.	Not measured	10 per year	10 per year		
	Number of preventive-propaganda activities conducted to change the behavior and/or attitudes of traffic	Not measured	2 per year per	3 per year per municipality		

	participants at the municipal level.		municipality			
Measure 4.3. Improvement of the traffic enforcement system.	Expert assessment of the quality of the enforcement system.	Not measured	6	8	MIA	5.000
	Implemented automatic violation detection system on highways.	No	Yes	Yes		
	Percentage of municipalities with automatic violation detection systems compared to the total number of municipalities.	Not measured	40%	90%		
	Percentage of police stations (CB/OB) equipped with adequate speed measurement radars compared to the total number of police stations (CB/OB).	Not measured	90%	95%		
	Percentage of police stations (CB/OB) equipped with devices for detecting alcohol or drugs compared to the total number of police stations (CB/OB).	Not measured	90%	95%		
Measure 4.4. Monitoring and evaluating the level of knowledge, attitudes, and behavior of traffic participants.	Number of projects related to measuring traffic safety indicators at the national level.	1	1 per year	1 per year	MKI	300
	Number of projects related to researching the attitudes of traffic participants at the national level.	1	1 for two years	1 for two years		
	Number of projects related to assessing the knowledge level of traffic participants at the national level.	0	1 per year	1 per year		

4.2.5. Action after a traffic accident

Operational objective 5:

Response time under 8 min.

Indicator of outcome (success)	Method of verification	Home page value(2021)	Target value
Emergency medical response time.	According to the IJZCG Report	~10 min	(2026) 9min (2030) 8 min
The level of knowledge of emergency services for action after traffic accidents.	(Expert rating, 1-10)	Not measured	(2026) 7 (2030) 9
The level of training of emergency services for action after a traffic accident.	(Expert rating, 1-10)	Not measured	(2026) 7 (2030) 9
The level of competence of emergency services for action at the scene of a traffic accident.	(Expert rating, 1-10)	Not measured	(2026) 7 (2030) 9

Measures and indicators for achieving Operational of objective 5

MEASURE 5.1. Establishment of missing units of emergency services for action after a traffic accident

The missing units of emergency services will be established to act after a traffic accident, especially on parts of the road network of state roads and highways, in order to cover sections of roads where the existing territorial distribution of units is such that it is impossible to quickly arrive at the scene of a traffic accident. In addition, an analysis will be carried out and, if necessary, the missing units of emergency services will be established to act after a traffic accident in the settlements. A helicopter rescue service will be established, with specially trained crews and specially equipped helicopters that are used for quick arrival at the scene of a traffic accident, quick transport of the injured, and operations in difficult-to-access terrains.

MEASURE 5.2. Equipping emergency services with means of transport and equipment for quick and quality action after a traffic accident

An analysis will be carried out and emergency services will be equipped for action after a traffic accident with equipment that enables quick arrival on the scene, quick transport of the injured, quality rescue and care, security of the scene at the required level, quality investigation, and personal safety of members of the emergency services, which includes and special vehicles, personal equipment, medical equipment, technical equipment, equipment for collecting evidence of a traffic accident.

MEASURE 5.3. Establishment/functioning of a modern high-quality communication system

A communication system will be established that enables high-quality simultaneous voice communication between all emergency services, i.e. units of emergency services, and which enables high-quality audio and video connection and fast sending and receiving of data between

emergency services, which will enable significantly higher speed and quality of operation of all emergency services.

MEASURE 5.4. Improving the expertise, training and training of members of the emergency services for action after a traffic accident

Programs of education, training, professional development and training of emergency services for action after a traffic accident will be innovated and implemented, with the aim of acquiring the necessary knowledge, skills and abilities, including mass traffic accidents. In addition, a system of continuous, periodic, joint training and exercise of members of the emergency services will be established.

Measures:	Indicator(s) at measure level:	Initial value (2021)	Transition value (2026)	Target value (2030)	The institution responsible for monitoring the implementation of the measure	Financial means forimplementation of the measure (in thousands of euros)
Measure 5.1. Establishment of missing emergency service units for post-traffic accident response.	Percentage of established emergency service units that were lacking on state roads and highways.	0%	100%	100%	MIA (MoH)	1.000
	Conducted analysis and establishment of emergency service units in settlements.	No	Yes	Yes		
	Established helicopter emergency service for post-traffic accident response.	No	Yes	Yes		
Measure 5.2. Equipping emergency services with vehicles and equipment for rapid and high-quality post-traffic accident response.	Percentage of emergency medical service units equipped with vehicles and equipment for rapid and high-quality post-traffic accident response.	Not measured	75%	95%	MIA (MoH)	3.000
	Percentage of fire department units equipped with vehicles and equipment for rapid and high-quality post-traffic accident response.	Not measured	75%	95%		
	Percentage of traffic police units equipped with vehicles and equipment for rapid and high-quality post-traffic accident response.	Not measured	75%	95%		
Measure 5.3. Establishment and operation of a modern, high-quality communication system.	Established communication system that allows simultaneous voice communication among all emergency service units and enables high-quality audio and video connections, as well as rapid data transmission between emergency	No	Yes	Yes	MIA (MoH)	1.000

	services.					
Measure 5.4. Improvement of the expertise, competency, and preparedness of emergency service personnel for post-traffic accident response.	Revised educational, instructional, and professional plans and programs for post-traffic accident response.	No	Yes	Yes	MIA (MoH)	500
	Annual number of conducted educational, instructional, and professional plans and programs for emergency services for post-traffic accident response.	Not measured	1	1		
	Annual number of joint exercises of emergency services for post-traffic accident response.	Not measured	1	2		

5. KEY PRINCIPLES OF WORK IN TRAFFIC SAFETY

The strategy for improving road traffic safety, for the period 2023 to 2030, supports the so-called Safe ***System*** **Approach** , as well as the following key principles of work in traffic safety :

1. **Death and serious injuries are not acceptable in traffic** ;

2. **It is human to make mistakes** and people will always make mistakes in traffic, so it is necessary to create a system that anticipates and "forgives" these mistakes, and in case of failure or error of one system element, other system elements should prevent death and serious injury;

3. **There is a limit of human tolerance to force** , and the traffic safety system should be such that this limit of tolerance is not exceeded;

4. **Shared responsibility must exist,** because system creators (to create a safe system) and traffic participants (to behave safely in traffic) are responsible for traffic accidents;

5. **Extended responsibility,** which in addition to legal, includes extralegal responsibility: professional, moral and political responsibility for traffic safety;

6. **Preventive action** should be the basis of traffic safety improvement, because "prevention is better than cure" (Eng. "Better *is prevention than cure"*), and this implies systematic and regular action aimed at detecting and preventively eliminating risks in traffic ;

7. **Traffic safety based on science and data** is crucial, because the transfer and creation of new knowledge is the basis for traffic safety management, and the collection, systematization and regular processing and analysis of data on traffic accidents and their consequences, on traffic exposure, on attitudes and self-reported behavior , on traffic safety indicators, are the basis for designing and implementing adequate measures to improve traffic safety;

8. **Communication** between traffic safety subjects must be established and regular, due to joint actions, activities, planning and design of traffic safety measures and exchange of information between subjects;

9. **Vertical and horizontal coordination (harmonization)** in the work of subjects and individuals. Horizontal coordination implies that subjects at the same level (state, local self-government units) coordinate their activities to carry out common tasks and achieve traffic safety goals. Vertical coordination implies that competent state institutions (ministries, etc.) ensure coordinated implementation of measures and activities at all levels;

10. **Cooperation (collaboration) between traffic safety subjects** implies that several subjects are involved in the preparation and implementation of certain measures and

activities, that they cooperate and work together to achieve the goals of improving traffic safety.

6. CARRIERS OF ACTIVITIES FOR THE IMPLEMENTATION OF THE STRATEGY

Activities and measures provided for in the Strategy will be implemented by state administration bodies, administration bodies, local self-government bodies, the scientific and educational sector, business entities, civil society organizations, public information media and others. In the action plans, the bearers for each measure and activity will be clearly defined. The activity holders are the most responsible for the initiation and implementation of the activity and in accordance with the action plan, the activity holders plan and timely initiate all subjects involved in the implementation of the activity, provide preconditions for successful implementation, implement the activity, monitor the implementation and report on the results. In accordance with the type of activity, and especially when it is foreseen in the action plan, the activity holder will include other subjects in the implementation in a timely manner and will ensure good communication, cooperation and coordinated action (improve communication, coordination and cooperation).

Other entities that can help the successful implementation of measures and activities, especially those whose participation is foreseen in the action plan, will participate in the implementation, in accordance with their competences, field of action and possibilities, all with the aim of the most successful implementation and achievement of the strategic goals of traffic safety. In doing so, the operator of the activity and all involved entities will work in accordance with the principles of the security system and other principles on which the strategy is based.

The bearers of the activity can be recognized in different organizations - sectors, namely:

1) state sector
2) economic sector
3) non-governmental sector i
4) means of public information, etc.

The following subjects stand out in particular, as key bearers of the activity:

PUBLIC SECTOR
ENTITIES AT STATE LEVEL
• Parliament of Montenegro • The Government of Montenegro, especially the ministries whose ministers are members of the Road Traffic Safety Coordination Body • Body for coordinating road traffic safety • Police Department

- Traffic Administration Monteput doo

ENTITIES AT THE LOCAL LEVEL

- Assemblies of local self-government units (Capital Podgorica, Capital Cetinje, municipalities)
- Competent municipal authorities
- Authorities for coordination of traffic safety affairs at the local level Managers of municipal roads

EMERGENCY MEDICAL AID, PROTECTION AND RESCUE SERVICES

- Operational communication center
- Institute for Emergency Medical Assistance of Montenegro
- Fire and rescue units
- Clinical centers, general hospitals, health centers
- Mountain rescue service of Montenegro

PROFESSIONAL ORGANIZATIONS AND ASSOCIATIONS

- Engineering Chamber of Montenegro
- Chamber of Commerce of Montenegro
- Automobile Association of Montenegro

EDUCATIONAL, EDUCATIONAL, SCIENTIFIC AND RESEARCH INSTITUTIONS

- Kindergartens and preschools
- Primary and secondary schools
- Universities
- Scientific institutes, etc.

JUDICIAL AUTHORITIES

- Prosecutor's Office
- Courts

ECONOMIC SECTOR

ECONOMIC ENTITIES

- Carriers (passenger and cargo)
- Driving schools and driver training centers
- Stations for technical inspection of vehicles
- Road construction and maintenance companies
- Planning and design bureaus

INSURANCE COMPANIES

- Insurance Supervision Agency
- Insurance companies

NON-GOVERNMENTAL ORGANIZATIONS DEDICATED TO SECURITY TRAFFIC

MEANS OF PUBLIC INFORMATION, ESPECIALLY PUBLIC SERVICE, RADIO I TV STATIONS WITH NATIONAL FREQUENCY, THE MOST VISIT DOMESTIC INFORMATIONAL INTERNET PORTALS AND PRINTED MEDIA

7. PROFESSIONAL MONITORING, REPORTING AND EVALUATION

Expert monitoring, reporting and evaluation represent key procedures that must be established for the purpose of expert and scientifically substantiated monitoring of the state of traffic safety, i.e. monitoring of the implementation of measures and activities foreseen by the Strategy. This includes the analysis of achieved temporary and final results (goals) on an annual level and the permanent publication of indicators on the state of traffic safety at the national and local level. It is especially necessary to emphasize the role of reliable institutions, experts and the general public in the process of reporting based on expert and scientific facts, which result from the process of data collection, systematization and analysis.

For high-quality and relevant monitoring of the state of traffic safety, it is necessary to establish regular monitoring of the following most important characteristics of traffic safety: traffic accidents and their consequences; traffic safety indicators; attitudes of traffic participants; exposure of road users; indicators on roads and road infrastructure; indicators on vehicles and fleet; indicators on action after a traffic accident; institutional capacity of traffic safety, etc.

Monitoring the effectiveness of measures and activities requires observation on an annual basis. Within three months after the end of the calendar year from the date of adoption of the strategy and action plan, it is necessary to prepare a report on the results of the implementation of the action plan. As part of regular monitoring, reporting and evaluation, and after the end of the period of each action plan, a before-after analysis will be conducted. The accompanying work programs will provide support to the organization with scientific and professional gatherings and conferences that will be held at least once a year and which will consider the state of traffic safety and the implementation of measures and activities defined by the Traffic Safety Strategy and Action Plan. Also, the topics that will be considered at these gatherings will include thematic units related to the effects of implemented preventive measures and achieved previously set goals, as well as potential reasons why they were not realized and giving proposals for measures to overcome specific problems, e.g. intensifying implementation, correcting planned or adding measures and activities.

State and local bodies for the coordination of traffic safety affairs (TKPBS) would have to analyze at every session: the most important indicators of traffic safety, the implementation of measures and activities, and at least once a year they should discuss expert analyzes of achieving the goals of the Strategy. Authorities for the coordination of traffic safety affairs will prepare and submit annual reports on the state of traffic safety, and professional and scientific institutions will provide professional assistance in the preparation of these reports. These reports will be considered by: the Government of Montenegro, the Parliament of Montenegro, Executive bodies and Municipal Assemblies.

Given that it is necessary to provide permanent reporting and information to the wider public about the state of traffic safety, the same can be implemented through electronic media and other communication channels. It is necessary to make reports on the state of

traffic safety available for inspection by professionals and the general public. In television and radio broadcasts, it is necessary to represent topics about traffic risks, as well as measures and activities to improve traffic safety.

The evaluation of this strategic document will be conducted ex post and by external experts to ensure comprehensive coverage and a higher degree of objectivity. The funding for its implementation will be provided from the budget of the Ministry of Internal Affairs or other sources.

The plan is to initiate this process in the first half of 2030 and conclude it by the end of the same year. This timeline is designed to ensure timely delivery of the evaluation findings, which will be presented in the final report. It also aims to provide a solid basis for potentially creating a new strategic document. The evaluation findings will offer a clear and precise overview of the success of the development of this policy.

8. ACTION PLAN FOR THE PERIOD 2023-2024

Action plan:	**Action plan of the Road Traffic Safety Improvement Strategy for the period from 2023 to 2024**
Submitter:	**Traffic Safety Coordination Body (TKPBS)**
Coordination and reporting:	**MIA (MKI)**

STRATEGIC OBJECTIVE: **Reduced number of fatalities and seriously injured persons by 50% by 2030, compared to 2021 and without children killed in traffic.**				
Institution responsible for monitoring and controlling implementation: MIA (MKI)				
Indicators at the level of a strategic goal	Unit of measure	Verification source	Initial value (2021)	Target value (2024)
Number of dead persons	Number	Report of the MUP	55	48
Number of seriously injured persons	Number	Report of the MUP	474	415
Number of children killed in traffic	Number	Report of the MUP	2	0

PILLAR 1. MANAGEMENT OF THE TRAFFIC SAFETY SYSTEM

OPERATIONAL OBJECTIVE 1: **Traffic safety system in which all traffic safety subjects (institutions and individuals) cooperate with each other and work towards achieving goals.**					
Institution responsible for coordination and reporting: TKPBS					
Indicators at the level of the specific objective *(outcome indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The percentage of compliance of strategic documents and normative acts (laws and regulations) with strategic and normative documents of the UN and the EU and their application.	Percentage	Report of TKPBS	Not measured	90%	95%

The percentage of funds used to improve traffic safety, in relation to the total funds allocated for traffic safety.	Percentage	Report of TKPBS	Not measured	40%	45%
The capacity of traffic safety entities to carry out traffic safety tasks	Grade	Expert rating, 1-10	Not measured	5	6
The quality of cooperation between traffic safety entities.	Grade	Expert rating, 1-10	Not measured	5	6

Measure 1.1.:
Improvement of the strategic and normative framework of traffic safety.

Institution responsible for monitoring and control of implementation: TKPBS | Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Percentage of compliance with international and EU documents and best practices with strategic and planning documents of traffic safety in Montenegro	Percentage	Reports of the MKI and of the MUP	Not measured	60%	100%
Normatively regulated financing of traffic safety	Yes no	Report of the MUP	no	no	yes
The percentage of improved Laws with associated by-laws, regarding the safety of road infrastructure.	Percentage	Report of the MKI	70%	75%	85%
The percentage of improved Laws with associated by-laws, in terms of vehicle safety	Percentage	Reports of the MKI and of the MUP	50%	60%	70%
Normatively regulated conditions and rules regarding the use of vehicles, i.e. means of transport of micromobility	Yes no	Reports of the MKI and of the MUP	no	no	yes
Normatively regulated conditions and rules regarding the mandatory use of protective helmets for all two-wheelers	Yes no	Reports of the MKI and of the MUP	no	no	yes

Normatively regulated conditions and rules for reducing the age limits for professional drivers	Yes no	Reports of the MKI and of the MUP	no	no	yes
Normatively regulated measures for persons whose driving license has been revoked	Yes no	Reports of the MKI and of the MUP	no	no	yes
Normatively regulated organization and (joint) action of emergency services after a traffic accident	Yes no	Reports of the MKI and of the MUP	no	no	yes
Normatively regulated introduction and application of the MAIS 3+ injury scale	Yes no	Report of the Ministry of Health	no	no	yes
Normatively regulated controls on the issuance of medical certificates for drivers	Yes no	Report of the Ministry of Health	no	no	yes

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	30	270
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
1.1.1. Establishing and maintaining cooperation with the most important international organizations for traffic safety and selected entities abroad (membership fees, registration fees and participation in the work	Established cooperation with key international organizations for traffic safety and selected foreign entities (membership fees, participation fees, and involvement	MUP	MKI	Q4 2024	Budget funds of Montenegro	-	30	50

of working bodies of international organizations)	in the work of international organizations' working bodies)							
1.1.2. Expert analysis and harmonization of strategic documents in Montenegro with international documents and best practices	Conducted expert analysis and alignment of strategic documents in Montenegro with international documents and best practices	MUP	MKI	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.1.3. Preparation and adoption of traffic safety strategies and action plans in LGUs	Prepared and adopted traffic safety strategies and action plans in local self-governance units (municipalities and regions)	LGU	MKI, MUP	Q4 2024	LGU budget funds	-	-	200
1.1.4. Monitoring the implementation of traffic safety action plans in LGUs	Monitored the implementation of traffic safety action plans in local self-governance units	LGU	MKI, MUP	Q4 2024	Budget funds LGU (implemented within existing capacities)	-	-	-
1.1.5.Organization of the annual conference Analysis of the implementation of the traffic safety strategy and the achievement of goals in Montenegro	Organized annual conferences on the analysis of the implementation of the traffic safety strategy and the	MUP	All entities covered by the strategy	Q4 2024	Budget funds of Montenegro	-	-	20

	achievement of goals in Montenegro							
1.1.6. Analysis of the need for mutual harmonization of the Law on Planning and Construction, the Law on Roads, the Law on Safety. of road traffic, the Railway Act	Conducted an analysis of the need for harmonization between the Law on Planning and Construction, the Law on Roads, the Law on Road Traffic Safety, the Law on Railways	MUP	All entities covered by the strategy	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.1.7. Analysis of needs, preparation of proposals, adoption and promotion of the Law on Amendments to the Law on Road Traffic Safety	Conducted an analysis of the need, prepared a proposal, and adopted amendments and supplements to the Law on Amendments and Supplements to the Law on Road Traffic Safety	MUP	All entities covered by the strategy	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.1.8. Analysis of needs, preparation of proposals, adoption and promotion of the Law on Amendments to the Law on Planning and Construction	Conducted an analysis of the need, prepared a proposal, and adopted amendments and supplements to the Law on Amendments and	MEPP	MKI	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-

	Supplements to the Law on Planning and Construction							
1.1.9. Analysis of needs, preparation of proposals, adoption and promotion of the Law on Amendments to the Law on Misdemeanors	Conducted an analysis of the need, prepared a proposal, and adopted amendments and supplements to the Law on Amendments and Supplements to the Law on Misdemeanors	MPr	MIA, MKI	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.1.10. Analysis of needs, preparation of proposals, adoption and promotion of the Law on Amendments to the Law on Insurance	Conducted an analysis of the need, prepared a proposal, and adopted amendments and supplements to the Law on Amendments and Supplements to the Law on Insurance	MF	MIA, MKI	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.1.11. Analysis of needs, preparation of proposals, adoption and promotion of the Law on Amendments to the Law on Roads	Conducted an analysis of the need, prepared a proposal, and adopted amendments and supplements to the Law on	MKI	MUP	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-

	Amendments and Supplements to the Law on Roads							
1.1.12. Analysis of needs, preparation of proposals, adoption and promotion of the Law on Amendments to the Law on Railways	Conducted an analysis of the need, prepared a proposal, and adopted amendments and supplements to the Law on Amendments and Supplements to the Law on Railways	MKI	MUP	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-

Measure 1.2.: **Improvement of financing of traffic safety.**					
Institution responsible for monitoring and control of implementation: TKPBS			Implementation period: 2023-2024		
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The percentage of funds used, in relation to the total funds allocated for the improvement of traffic safety	Percentage	Report of the Ministry of Interior, Ministry of Interior and Ministry of Finance	Not measured	50%	60%
Additional sources of funding for traffic safety have been established	Yes no	Report of the Ministry of Interior, Ministry of Interior and Ministry of	no	no	yes

		Finance			

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	-
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
1.2.1. Analysis of the implementation of the strategy action plan and reporting	Analysis of the implementation of the action plan of the traffic safety strategy and reporting conducted	TKPBS	All entities included in the strategy	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.2.2. Preparation and submission of TKPBS annual traffic safety programs by LGUs	Annual traffic safety programs of local self-governance units (municipalities and regions) prepared and submitted to the Traffic Safety Coordination Body (TKPBS)	TKPBS	LGU	Q4 2024	Budget funds LGU (implemented within existing capacities)	-	-	-
1.2.3. Analysis of the realization of the annual programs of LGU traffic safety and reporting	Analysis of the implementation of the annual traffic safety programs of local self-governance units conducted, and	LGU	TKPBS	Q4 2024	Budget funds LGU (implemented within existing capacities)	-	-	-

	reporting performed							
1.2.4. Formation of the Fund for Traffic Safety	Establishment of the Traffic Safety Fund	MUP	MKI, MF	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-

Measure 1.3.: **Improvement of institutional capacity in the field of traffic safety.**	
Institution responsible for monitoring and control of implementation: TKPBS	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The percentage of traffic safety entities at the state level that have the necessary institutional capacity	Percentage	TKPBS report	Not measured	50%	60%
An analysis was carried out and, if necessary, a special professional institution was formed (Agency, Directorate, Directorate or the like for the traffic safety of Montenegro)	Yes no	Report TKPBS	Not measured	yes	yes
Percentage of LGUs that have the necessary institutional capacity	Percentage	TKPBS report	Not measured	40%	50%
The percentage of traffic safety entities at the national and LGU level that send employees to professional training in the field of traffic safety every year	Percentage	TKPBS report	Not measured	40%	50%

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	70	130
EU financial assistance	-	-	-

Name of activity:	Indicators of	Activity holder	Partners	Deadline for completing the	Source of funding	Link to program budget	Total estimated financial resources in thousands of

	Results:			activity			euros	
							in 2023	in 2024
1.3.1. Analysis of the capacity and integrity of key subjects of traffic safety at the state level - benchmarking and proposal of improvement measures	Analyzed the capacity and integrity of key traffic safety entities at the national level, including benchmarking and proposed improvement measures	TKPBS	All entities included in the strategy	Q4 2024	Budget funds of Montenegro	-	5	10
1.3.2. Holding quarterly regular and, if necessary, extraordinary sessions of the TKPBS	Conducted quarterly regular meetings of the Traffic Safety Coordination Body (TKPBS), as well as extraordinary meetings when necessary	TKPBS	Members of TKPBS	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.3.3. Analysis of the need for the formation of special professional institutions (Agency, Directorate, Directorate or similar. for traffic safety in Montenegro above)	Conducted an analysis of the need for establishing a specialized traffic safety institution (Agency, Directorate, Directorate, or similar) in Montenegro	TKPBS	MIA, MKI	Q4 2023	Budget funds of Montenegro	-	30	-

1.3.4. Analysis of the capacity and integrity of the key subjects of traffic safety LGU - benchmarking and proposal of improvement measures	Analyzed the capacity and integrity of key traffic safety entities at the local self-governance unit level (municipalities and regions), including benchmarking and proposed improvement measures	TKPBS	LGU	Q4 2024	Budget funds of Montenegro	-	10	20
1.3.5. Establishment of local bodies for the coordination of traffic safety affairs	Established local Bodies for the Coordination of Traffic Safety Affairs	LGU	TKPBS	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.3.6. Professional training of employees at the national and LGU level in the field of traffic safety (conferences, seminars, symposia, trainings, etc.)	Organized professional development activities for employees at both the national and local self-governance unit levels in the field of traffic safety, including conferences, seminars, symposia, and training sessions	TKPBS	All entities included in the strategy	Q4 2024	Budget funds of Montenegro	-	25	100

Measure 1.4.: **Improving cooperation between institutions in traffic safety.**						
Institution responsible for monitoring and control of implementation: TKPBS			Implementation period: 2023-2024			
Indicators at the measure level *(result indicators)*		Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Assessment of the level of cooperation of traffic safety subjects (from 0 - the lowest score to 10 - the highest score)		Grade	TKPBS report	Not measured	5	6

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	-
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
1.4.1. Holding regular monthly sessions of local TKPBS	Regular monthly meetings of local Traffic Safety Coordination Bodies (TKPBS) were held	LGU	Members of local TKPBS	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.4.2. Active involvement of LGUs in the implementation of national preventive and other activities to improve traffic safety	Local self-governance units (JLS) actively participated in the implementation of national preventive and other activities to enhance traffic	TKPBS	LGU	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-

	safety							
1.4.3. Improving the cooperation of traffic safety subjects in LGUs through the joint implementation of traffic safety improvement activities	Enhanced cooperation among traffic safety entities in local self-governance units (JLS) through joint implementation of activities to improve traffic safety	LGU	Security entities of traffic at the LGU level	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
1.4.4. Improving communication and coordination of TKPBS at the state and LGU level (quarterly reporting of local TKPBS to the state TKPBS and at least once a year a meeting of the state TKPBS with representatives of local TKPBS and joint analysis of reports, problems and the state of traffic safety)	Improved communication and coordination between the national Traffic Safety Coordination Body (TKPBS) and local TKPBS at the state and JLS levels, including quarterly reporting by local TKPBS to the national TKPBS and at least one annual meeting between the national TKPBS and representatives of local TKPBS, where reports, issues, and the state of traffic safety are	TKPBS	LGU	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-

	jointly analyzed							

PILLAR 2. SAFER ROADS

OPERATIONAL OBJECTIVE 2: **At least 75% of trips take place on roads with high traffic safety standards.**					
Institution responsible for coordination and reporting: MKI					
Indicators at the level of the specific objective *(outcome indicators)*	Unit of measure	Verification source	Initial value (2021)	Target value (2023)	Target value (2024)
The percentage of km of highways out of the total length of highways, where a safety rating of at least 60%, i.e. at least 3 stars (EuroRAP) was determined by risk mapping.	Percentage	Report of the Highway Manager	Not measured	70%	80%
The percentage of km of non-urban sections of main and regional roads from the total length of main and regional roads, where a safety rating of at least 60%, i.e. at least 3 stars (EuroRAP) was determined by risk mapping.	Percentage	Report of the manager of main and regional roads	Not measured	10%	25%
The percentage of planned, designed, built and maintained state roads, with the full application of tools for improving road safety, with respect for the vulnerability of all road users, the application of the safe system approach and the concept of self-explanatory and forgiving roads.	Grade	Expert rating, 1-10	Not measured	5	6
The percentage of the length of highways adapted to the movement of autonomous vehicles in relation to the total length of highways.	Percentage	Report of the Highway Manager	Not measured	100%	100%

Measure 2.1.: **Improving the process of monitoring the state of road safety and the life cycle of the road, from planning to exploitation.**	
Institution responsible for monitoring and controlling implementation: MKI	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Percentage of traffic accidents with fatalities, in which the road had an influence on the occurrence and consequences of traffic accidents	Percentage	Report State road manager	Not measured	30%	25%
The percentage of traffic accidents with fatalities for which a report on the independent assessment of the impact of the road on the occurrence and consequences of those accidents was prepared	Percentage	Report State road manager	0%	0%	60%
The number of annually conducted trainings/professional trainings for identifying the road as an influencing factor and pattern of traffic accidents (investigation teams, traffic safety auditors and inspectors, road inspectors).	Number	Report of the MKI	0	1	1
Percentage of application of tools for improving road safety.	Percentage	Report of the MKI	5%	60%	70%
Percentage of application of accepted recommendations from the report of tools for improving road safety.	Percentage	Report of the MKI	Not measured	70%	70%
Conducted annual monitoring of the application of tools for improving the safety of road infrastructure	Yes no	Report of the MKI	no	yes	yes
The percentage of the length of highways adapted to the movement of autonomous vehicles, in relation to the total length	Percentage	Report Highway manager	Not measured	60%	70%
Expert assessment of the quality of maintenance of state roads, security and arrangement of work zones.	Grade	Report of the MKI	Not measured	4	6

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros

		in 2023	in 2024
Revenues from the budget	-	100	3000
EU financial assistance	-	30	25

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
2.1.1 Adoption of the annual Program for the implementation of tools for improving traffic safety on state roads, based on data on state roads	Adopted an annual Program for the implementation of tools to improve traffic safety on state roads, based on data for state roads	State road manager	MKI	Q1 2024	Budget funds CG (implemented within existing capacities)	-	-	-
2.1.2. Implementation of the Road Traffic Safety Check (RSI)	Conducted Road Safety Inspections (RSI)	State road manager	MKI	Q4 2024	Budget funds of Montenegro	-	100	150
2.1.3. Implementation of measures from the Report on Traffic Safety Check on State Roads	Implemented measures from the Road Safety Inspection (RSI) Reports	State road manager	MKI	Q4 2024	Budget funds of Montenegro	-	-	1000
2.1.4. Conducting Project Audits for State Roads (RSA)	Conducted Road Safety Audits (RSA) for state roads	State road manager	MKI	Q4 2024	Budget funds of Montenegro	-	30	100
2.1.5. Implementation of risk mapping, identification and ranking of dangerous places for state roads	Conducted risk mapping, identification, and ranking of hazardous locations	State road manager	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	25

	for state roads							
2.1.6. Implementation of Risk Mapping, identification and ranking of dangerous places for municipal roads and streets	Conducted risk mapping, identification, and ranking of hazardous locations for municipal roads and streets	Manager of municipal roads	MKI, MUP	Q4 2024	LGU budget funds	-	-	50
2.1.7. Conducting problem analysis and taking the necessary measures for the most risky places and sections from the Report carried out by risk mapping, identification and ranking of dangerous places for state roads	Analyzed issues and took necessary measures for the highest-risk locations and sections identified in the Risk Mapping, Identification, and Ranking Reports for state roads	State road manager	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	300
2.1.8. Conducting problem analysis and taking the necessary measures for the most risky places and sections from the Reports carried out by risk mapping, identification and by ranking dangerous places for municipal roads and streets	Analyzed issues and took necessary measures for the highest-risk locations and sections identified in the Risk Mapping, Identification, and Ranking Reports for municipal roads and streets	Manager of municipal roads	MKI, MUP	Q4 2024	LGU budget funds	-	-	500
2.1.9. Conducting independent evaluations of road impact on	Conducted Independent Impact Assessments of	State road manager	MIA, MKI	Q4 2024	Budget funds of Montenegro	-	-	60

traffic accidents with fatalities for national roads	roads on fatal traffic accidents for state roads							
2.1.10. Conducting Independent Road Impact Assessments on traffic accidents with fatalities for municipal roads and streets	Conducted Independent Impact Assessments of roads on fatal traffic accidents for municipal roads and streets	Municipal road manager	MIA, MKI	Q4 2024	LGU budget funds	-	-	40
2.1.11. Implementation of the accepted measures from the Report of the conducted Independent Assessments of Road Impact on Traffic Accidents with Fatalities for State Roads	Implemented accepted measures from the Independent Impact Assessment Reports for fatal traffic accidents for state roads	State road manager	MIA, MKI	Q4 2024	Budget funds of Montenegro	-	-	500
2.1.12. Implementation of the accepted measures from the Report of the Independent Road Impact Assessments on Traffic Accidents with Fatalities for Municipal Roads and Streets	Implemented accepted measures from the Independent Impact Assessment Reports for fatal traffic accidents for municipal roads and streets	Municipal road manager	MIA, MKI	Q4 2024	LGU budget funds	-	-	300

Measure 2.2.: **Improvement of traffic safety on state roads passing through settlements.**	
Institution responsible for monitoring and control of implementation: MKI (JLS)	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The number of studies conducted to identify unsafe crossings of state roads through the settlement.	Number	Reports Road manager	Not measured	0	1
The percentage of prepared and implemented traffic safety improvement projects on state road crossings through the settlement in relation to the number of identified unsafe state road crossings through the settlement.	percentage (%)	Reports Road manager	Not measured	0	20%
The number of studies conducted to determine the need to build bypasses around cities.	Number	Reports Road manager	Not measured	0	1
The percentage of prepared and executed projects for the construction of bypasses, in relation to the number of bypasses required for construction.	percentage (%)	Reports Road manager	Not measured	0	0

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	15	1300
EU financial assistance	-	-	150

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
2.2.1 Analysis of traffic safety on state roads passing through settlements	Conducted a traffic safety analysis at crossings of state roads through urban areas	Road manager	MKI, LGU, MUP	Q4 2024	Budget funds of Montenegro	-	-	75

2.2.2 Preparation of a plan to improve traffic safety on state roads passing through the settlement	Prepared a plan to improve traffic safety at crossings of state roads through urban areas	Road manager	MKI, LGU	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
2.2.3 Designing the improvement of traffic safety on the passage of state roads through the settlement	Designed improvements for traffic safety at crossings of state roads through urban areas	Road manager	MKI, LGU	Q4 2024	Budget funds of Montenegro and LGUs	-	-	100
2.2.4 Implementation of measures from projects to improve the safety of state roads passing through settlements	Implemented measures from projects to enhance traffic safety at crossings of state roads through urban areas	Road manager	LGU	Q4 2024	Budget funds of Montenegro and LGUs	-	-	1,000
2.2.5 Preparation of a plan to improve traffic safety in school zones on state roads	Prepared a plan to improve traffic safety in school zones on state roads	Road manager		Q1 2024	Budget funds CG (implemented within existing capacities)	-	-	-
2.2.6 Designing school zones on state roads	Designed school zones on state roads	Road manager		Q4 2024	Budget funds of Montenegro	-	15	50
2.2.7 Implementation of measures from projects for arranging school zones on state roads	Implemented measures from projects for the improvement of school zones on state roads	Road manager		Q4 2024	Budget funds of Montenegro	-	-	150
2.2.8 Analysis of the justification for the	Conducted a feasibility analysis	Road manager	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	75

construction of city bypasses	for the construction of city bypasses							

Measure 2.3.: **Improvement of traffic safety in locations of increased risk in traffic on municipal roads.**					
Institution responsible for monitoring and controlling implementation: MKI			Implementation period: 2023-2024		
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The number of studies conducted to identify high-risk locations where vulnerable road users are injured, with an emphasis on school zones.	Number	Reports Manager of municipal roads	Not measured	1	1
The percentage of prepared and executed traffic safety improvement projects for identified locations of increased vulnerability of vulnerable road users, with an emphasis on school zones.	percentage (%)	Reports Manager of municipal roads	Not measured	0	50%

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	130	500
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
2.3.1. Identification of school zones that are not adequately secured from the aspect of traffic safety	Identified school zones that are not adequately secured from a traffic safety perspective	LGU	MUP, UP, MP	Q4 2024	Budget funds LGU (implemented within existing capacities)	-	-	-

2.3.2. Preparation of a plan for the implementation of school zone security projects	Prepared a plan for the implementation of school zone security projects	LGU	MP	Q4 2024	Budget funds LGU (implemented within existing capacities)	-	-	-
2.3.3. Realization of school zone security projects	Implemented school zone security projects	LGU		4th quarter. in 2024	LGU budget funds	-	30	100
2.3.4. Implementation of measures from school zone security projects	Implemented measures from school zone security projects	LGU		Q4 2024	LGU budget funds	-	100	300
2.3.5. Identification of locations with an increased risk of injury to vulnerable road users	Identified locations with an increased risk of injury to vulnerable road users	LGU	MUP, UP	Q4 2024	LGU budget funds	-	-	100
2.3.6. Preparation of a plan for the improvement of traffic safety in locations with an increased risk of injury to vulnerable road users	Prepared a plan for improving traffic safety at locations with an increased risk of injury to vulnerable road users	LGU		Q4 2024	Budget funds LGU (implemented within existing capacities)	-	-	-

Measure 2.4.:
Improving traffic safety at railroad crossings.

Institution responsible for monitoring and controlling implementation: MKI		Implementation period: 2023-2024			
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Prepared Program for the improvement of traffic safety at road crossings over railways.	Yes no	Report of the MKI	0	0	1

The percentage of prepared safety improvement projects in relation to the number of identified high-risk road crossings over the railway line.	Percentage	Report of the MKI	Not measured	0%	30%
The percentage of implemented projects for improving road crossings over railway lines in relation to the number of prepared projects.	Percentage	Report of the MKI	Not measured	0%	10%
The number of activities carried out to improve the behavior of road users at railway crossings	Number	Report of the MKI	Not measured	1	1

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	720
EU financial assistance	-	-	50

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
2.4.1. Analysis of the state of traffic safety at road crossings over railways	Conducted an analysis of road-rail crossing safety conditions	UZŽ	MKI, MUP, UZŽ, UP	Q4 2024	UZŽ budget funds	-	-	50
2.4.2. Preparation of the Traffic Safety Improvement Program at railway crossings	Prepared a program for improving road-rail crossing traffic safety	MKI	UZŽ, ŽICG and LGUs	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
2.4.3. Preparation of projects for the improvement of traffic safety at road crossings over railways	Developed projects for enhancing road-rail crossing traffic safety	UZŽ	ŽICG and LGUs	4th quarter. in 2024	Budget funds of Montenegro and LGUs	-	-	200

2.4.4. Realization of projects to improve traffic safety at road crossings over railways	Implemented projects for enhancing road-rail crossing traffic safety	UKP	ŽICG and LGUs	Q4 2024	Budget funds of Montenegro and LGUs	-	-	500
2.4.5. Regular implementation and promotion of activities to improve the behavior of road users at railway crossings	Regularly conducted and promoted activities to improve the behavior of road users at road-rail crossings	UZŽ	MUP, UP, ŽICG and others. subjects	Q4 2024	Budget funds of Montenegro	-	-	20

Measure 2.5.:
Strengthening of institutional capacity in the field of road infrastructure safety.

Institution responsible for monitoring and controlling implementation: MKI	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Expert assessment of institutional capacity in the field of road infrastructure safety	Expert rating	Report of the MKI	0	4	5

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	40
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024

2.5.1 Employment of persons responsible for road infrastructure safety	Employed personnel responsible for road infrastructure safety	MKI, LGU, Road manager		Q4 2024	Budget funds CG and LGUs (implemented within existing capacities)	-	-	-
2.5.2. Implementation and, if necessary, improvement of training and professional development programs for auditors and verifiers	Implemented and, if necessary, improved training programs and professional development for auditors and inspectors.	MKI	UCG	4th quarter. in 2024	Budget funds of Montenegro	-	-	20
2.5.3. Implementation of periodic professional development of employees in Road Managers	Conducted periodic professional development for employees in road management entities	MKI	UCG	Q4 2024	Budget funds of Montenegro	-	-	20

PILLAR 3. SAFER VEHICLES

OPERATIONAL OBJECTIVE 3: **The average age of the fleet is under 15 years.**					
Institution responsible for coordination and reporting: MU					
Indicators at the level of the specific objective *(outcome indicators)*	Unit of measure	Verification source	Initial value (2021)	Target value (2023)	Target value (2024)
Average age of the fleet of passenger and commercial vehicles in traffic.	Year	Report of the MUP	17.4	17.3	17.0
Percentage of new vehicles in the fleet rated with 4 or more EURONCAP stars.	Percentage	Report of the MUP	Not measured	40%	45%

The percentage of accepted international agreements and improved laws with associated by-laws, regarding vehicle safety.	Percentage	Reports of the MKI and MUP	Not measured	50%	60%
The percentage of technically correct vehicles on technical inspections, as well as in real conditions of exploitation.	Percentage	Report of the MUP	Not measured	70%	75%
The percentage of commercial vehicles that meet the prescribed conditions in terms of technical correctness and regulations related to AETR, ADR, ATP and cargo security.	Percentage	Reports of the Ministry of Interior and the Ministry of Interior	Not measured	80%	85%

Measure 3.1.:
Improvement of incentives and other benefits for the purchase of vehicles with high traffic safety standards.

Institution responsible for monitoring and control of implementation: Ministry of Finance	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Established incentive system for the purchase of vehicles with at least 4 EURONCAP stars and at least EURO5 emission standard.	Yes no	Reports of the MoF, MKI, MUP, EF	Not measured	no	yes
Established system of incentives for upgrading active and passive safety systems in vehicles.	Yes no	Reports of the MoF, MKI, MUP, EF	Not measured	no	yes
The percentage of vehicles younger than 3 years.	Percentage	Report of the MUP	Not measured	5%	6%
Percentage of vehicles older than 20 years.	Percentage	Report of the MUP	Not measured	25%	23%

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	1,550
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
3.1.1. Creation of the Vehicle Renewal Program in order to reduce the average age of the vehicle fleet and improve safety features	Developed a vehicle fleet renewal program aimed at reducing the average age of the fleet and improving safety features	MKI	MUP	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
3.1.2. Providing subsidies for the renewal of the vehicle fleet in order to reduce the average age of the vehicle fleet and improve safety features	Provided subsidies for fleet renewal to reduce the average age of the fleet and enhance safety features	EF	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	1,000
3.1.3. Development of a Program (incentive) for the application of "retrofiting" on individual and commercial vehicles - upgrading the system active and passive vehicle safety	Created a program (incentives) for the implementation of retrofitting on individual and commercial vehicles – retrofitting active and passive safety systems in vehicles	MKI	MoF, MIA	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
3.1.4. Providing subsidies for (incentive) application of "retrofiting" on individual and commercial vehicles - upgrading the system active and passive vehicle safety	Offered subsidies for the implementation of retrofitting on individual and commercial vehicles – upgrading active and passive vehicle safety	MF	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	500

	systems							
3.1.5. Making a study of the impact of increasing/decreasing the insurance premium for vehicles, depending on the existence of advanced safety systems in the vehicle and their condition, as well as the emission standard	Conducted a study on the impact of increasing/decreasing insurance premiums for vehicles, based on the presence of advanced safety systems in the vehicle, their condition, and emission standards	MKI	MoF, MIA	Q4 2024	Budget funds of Montenegro	-	-	50

Measure 3.2.: **Improvement of maintenance and control of the technical correctness of vehicles.**					
Institution responsible for monitoring and control of implementation: MUP			Implementation period: 2023-2024		
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The number of activities carried out (eg actions of free technical correctness checks) on the improvement of maintenance.	Number	Report of the MUP	Not measured	1	1
The number of activities carried out to improve the control of the technical correctness of vehicles (extraordinary inspections, professional training and improvement).	Number	Report of the MUP	Not measured	1	1

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	50	500
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
3.2.1. Research on the state of the market for new non-homologated and used spare parts with proposed measures	Conducted research on the state of the market for new non-homologated and used spare parts, along with proposed measures	MKI	MUP	Q4 2024	Budget funds of Montenegro	-	-	30
3.2.2. Improvement of the existing system of mandatory technical inspection of vehicles - software connection of technical inspection stations with the MUP	Improved the existing mandatory vehicle inspection system – software integration of inspection stations with the Ministry of Interior	MUP	Technical inspection stations	Q4 2024	Budget funds of Montenegro	-	-	250
3.2.3. Conducting regular and extraordinary inspections of technical inspection stations	Carried out regular and extraordinary inspections of vehicle inspection stations	MUP	Technical inspection stations	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
3.2.4. Organizing the conference "Vehicle safety in Montenegro"	Organized a conference on "Vehicle Safety in Montenegro."	UCG	MIA, MKI	Q3 2024	Budget funds of Montenegro	-	-	70
3.2.4. Development of a study on the introduction of road side checks	Conducted a study on the introduction of roadside technical inspections	MUP	MKI	Q4 2024	Budget funds of Montenegro	-	-	50

3.2.5. Implementation of free technical inspections of vehicles	Implemented a campaign for free vehicle technical inspections	ANO	MIA, MKI	Q4 2024	Budget funds of Montenegro	-	50	100

Measure 3.3.:
Improvement of institutional capacity in the field of vehicle safety.

Institution responsible for monitoring and control of implementation: MUP	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The number of conducted professional training for managers and controllers of technical inspections	Number	Report of the MUP	Not measured	1	1
Percentage of scientific educational and professional institutions that provide training and professional development in the field of vehicle safety that have improved plans and programs in the field of vehicle safety	Percentage	Report of the MUP	Not measured	0%	75%

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	60	150
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
3.3.1. Implementation of the program of professional training, promotion and licensing of controllers at technical examinations	Implemented a program for the professional training, improvement, and licensing of inspectors for	MUP	MKI, UCG	Q4 2024	Budget funds of Montenegro	-	20	50

	technical inspections							
3.3.2. Implementation of professional training, development and licensing programs for police officers in charge of vehicle safety and technical inspections	Implemented a program for the professional training, improvement, and licensing of police officers responsible for vehicle safety and technical inspections	MUP	MKI, UCG	Q4 2024	Budget funds CG (implemented within existing capacities)	-	20	50
3.3.3. Implementation of a program of professional training, improvement and licensing of inspectors responsible for the implementation of AETR, ADR, ATP and cargo security.	Implemented a program for the professional training, improvement, and licensing of inspectors responsible for enforcing AETR, ADR, ATP, and cargo securing regulations	MKI	MUP, UCG	Q4 2023	Budget funds of Montenegro	-	20	50

Measure 3.4.:
Defining conditions for micromobility vehicles.

Institution responsible for monitoring and control of implementation: MUP	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Defined and prescribed technical conditions that must be met by micromobility vehicles	Yes no	Reports of the Ministry of Interior and the Ministry of	No	No	Yes

		Interior			

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	50
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
3.4.1. Preparation of a study to define technical standards for micromobility vehicles with recommendations for safe use.	A study has been conducted to define technical standards for micro-mobility vehicles with recommendations for their safe use	MUP	MKI, UCG	Q4 2024	Budget funds of Montenegro	-	-	50

PILLAR 4. SAFER TRAFFIC PARTICIPANTS

OPERATIONAL OBJECTIVE 4: **Attitudes and behavior of road users at the level of the first 50% of EU countries.**					
Institution responsible for coordination and reporting: MKI					
Indicators at the level of the specific objective *(outcome indicators)*	Unit of measure	Verification source	Initial value (2021)	Target value (2023)	Target value (2024)
The percentage of passenger car drivers who find it acceptable not to wear a seat belt while driving.	Percentage	Report of the MKI	34.6%	30%	25%

Percentage of passengers in passenger cars for whom it is acceptable not to use a seat belt in the back seat while driving.	Percentage	Report of the MKI	92.3%	85%	70%
Percentage of passenger car drivers who are acceptable to transport children without using a safety seat.	Percentage	Report of the MKI	46.4%	40%	35%
Percentage of moped/motorcycle drivers who are acceptable not to use a protective helmet while driving.	Percentage	Report of the MKI	39.8%	35%	30%
Percentage of passenger car drivers who find it acceptable to exceed the speed limit in the neighborhood.	Percentage	Report of the MKI	84.2%	75%	60%
Percentage of passenger car drivers who find it acceptable to exceed the speed limit outside urban areas	Percentage	Report of the MKI	85.0%	75%	60%
Percentage of drivers who are acceptable to drive even after consuming alcohol.	Percentage	Report of the MKI	35.3%	30%	25%
The percentage of drivers who are acceptable to drive even after consuming drugs.	Percentage	Report of the MKI	4.7%	4.0%	3.5%
Percentage of drivers who find it acceptable to use a mobile phone while driving.	Percentage	Report of the MKI	44.6%	40%	35%
Percentage of cyclists who find it acceptable to cycle with headphones on/in their ears.	Percentage	Report of the MKI	27.2%	24%	20%
Percentage of cyclists who find it acceptable to cycle on pavements where there is a cycle lane.	Percentage	Report of the MKI	41.2%	36%	30%
The percentage of pedestrians who are acceptable to cross the road at places outside the crosswalk.	Percentage	Report of the MKI	80.5%	70%	60%
Percentage of pedestrians who are acceptable to cross the road during a red light at a pedestrian traffic light.	Percentage	Report of the MKI	39.8%	33%	27%
Percentage of passengers in the front seat of passenger cars who use a seat belt while driving.	Percentage	Report of the MKI	44.8%	52%	60%

Percentage of passengers in the back seat of passenger cars who use a seat belt while driving.	Percentage	Report of the MKI	3.8%	10%	20%
The percentage of children who correctly use appropriate safety systems in passenger cars.	Percentage	Report of the MKI	23.3%	40%	55%
Percentage of motorcyclists and moped riders who use protective helmets correctly.	Percentage	Report of the MKI	94.5%	95%	95.5%
Percentage of passenger car drivers who exceed the speed limit in the settlement.	Percentage	Report of the MKI	37.5%	33%	29%
Percentage of passenger car drivers who exceed the speed limit outside the settlement.	Percentage	Report of the MKI	57.4%	50%	43%
The percentage of drivers in the traffic flow who drive a vehicle under the influence of alcohol.	Percentage	Report of the MKI	4.5%	3.5%	2.5%
Percentage of drivers who use a mobile phone while driving.	Percentage	Report of the MKI	2.8%	2.6%	2.5%
The percentage of pedestrians who cross the road at places outside the crosswalk.	Percentage	Report of the MKI	62.3%	54%	45%
Percentage of pedestrians crossing the roadway during a red light at a pedestrian traffic light.	Percentage	Report of the MKI	78.2%	60%	45%

Measure 4.1.:
Development and improvement of the traffic education system.

Institution responsible for monitoring and control of implementation: MoJ	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Expert evaluation of the system of traffic education and upbringing of preschool and school institutions.	Grade	Report of the Ministry of Justice	Not measured	4	5

Expert evaluation of the system of traffic education and upbringing in driving schools.	Grade	Report of the Ministry of Justice	Not measured	5	6
The number of conducted trainings/educations for parents/guardians on the safety of children in traffic.	Number	Reports of the Ministry of Justice and of the MUP	0	1 per year per municipality	1 per year per municipality
The number of conducted peer education of high school age.	Number	Report of the MoI i of the MUP	0	1 per year per municipality	1 per year per municipality
Expert assessment of the system of traffic education and education of existing drivers, with reference to professional drivers.	Grade	Report of the Ministry of Justice	Not measured	4	5

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	15	340
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
4.1.1. Analysis of the educational needs of children of preschool, primary and secondary school age in terms of traffic safety	An analysis of the educational needs of children of preschool, primary, and secondary school age in terms of traffic safety has been conducted.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	30

4.1.2. Creation of manuals, didactic tools and materials for the education of preschool children regarding traffic safety.	Manuals, teaching aids, and materials for the education of preschool children on traffic safety have been developed.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	25
4.1.3. The organization of seminars for the professional development of educators on materials for educating preschool children regarding traffic safety.	Seminars have been organized for the professional development of preschool teachers regarding materials for educating preschool children on traffic safety.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	15
4.1.4. Education of preschool children about traffic safety	Preschool children have been educated about traffic safety.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	20
4.1.5. Creation of manuals, didactic tools and materials for the education of children of primary school age regarding safety. traffic.	Manuals, teaching aids, and materials for the education of primary school children on traffic safety have been developed.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	25
4.1.6. The organization of seminars for the professional training of teachers on materials for	Seminars have been organized for the professional development of	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	15

the education of children attending elementary school regarding traffic safety.	elementary school teachers regarding materials for educating students on traffic safety.							
4.1.7. Organization of traffic safety lectures and training for elementary school-aged children	Lectures and training on traffic safety have been organized for elementary school students.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	25
4.1.8. Organization of the traffic safety knowledge competition for children of primary school age	Competitions on knowledge of traffic safety for elementary school students have been organized.	MP	MKI, MUP, AMSCG	Q4 2024	Budget funds of Montenegro	-	15	15
4.1.9. Development of a program of safe school roads	A safe school routes program has been developed.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	30
4.1.10. Organization of traffic safety lectures and training for middle school age children	Lectures and training on traffic safety have been organized for secondary school students.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	35
4.1.11. Analysis of the educational needs of the candidate training system in driving schools	An analysis of the educational needs of the candidate training system in driving schools has	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	20

	been conducted.							
4.1.12. Creation of manuals for training candidates for drivers in driving schools	A manual for candidate training in driving schools has been developed.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	30
4.1.13. Preparation of the literature required for taking the professional exam for lecturers, examiners and driving instructors	Literature required for passing the professional examination for driving instructors, examiners, and driving instructors has been developed.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	30
4.1.14. Organization of knowledge seminars for lecturers, examiners and driving instructors	Knowledge seminars have been organized for driving instructors, examiners, and driving instructors.	MP	MKI, MUP	Q4 2024	Budget funds of Montenegro	-	-	25

Measure 4.2.: **Application of campaigns and other preventive and propaganda measures** **a.**	
Institution responsible for monitoring and control of implementation: MUP	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
The number of conducted traffic safety campaigns at the national level.	Number	MUP report	Not measured	3 per year	3 per year
The number of conducted traffic safety campaigns in municipalities.	Number	MUP report	Not measured	1 per year per municipality	1 per year per municipality

The number of implemented preventive-propaganda activities to change the behavior and/or attitudes of road users at the national level.	Number	MUP report	Not measured	10 per year	10 per year
The number of implemented preventive and propaganda activities to change the behavior and/or attitudes of road users in municipalities.	Number	MUP report	Not measured	3 per year per municipality	3 per year per municipality

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	1000
EU financial assistance	-	-	50

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
4.2.1. Implementation of a national campaign to improve knowledge, attitudes and behavior regarding the use of seat belts in passenger vehicles	A national campaign to improve knowledge, attitudes, and behaviors regarding the use of seat belts in passenger vehicles has been conducted.	MUP	NGO, Media	Q4 2024	Budget funds of Montenegro	-	-	100
4.2.2. Implementation of a national campaign to improve knowledge, attitudes and behavior regarding the safe participation of children in traffic	A national campaign to improve knowledge, attitudes, and behaviors regarding the safe participation of children in traffic has been conducted	MUP	NGO, Media	Q4 2024	Budget funds of Montenegro	-	-	100

4.2.3. Implementation of a national campaign to improve knowledge, attitudes and behavior regarding driving under the influence of alcohol	A national campaign to improve knowledge, attitudes, and behaviors regarding driving under the influence of alcohol has been conducted	MUP	NGO, Media	Q4 2024	Budget funds of Montenegro	-	-	100
4.2.4. Implementation of a national campaign to improve knowledge, attitudes and behavior regarding the harmful effects of speeding on traffic safety	A national campaign to improve knowledge, attitudes, and behaviors regarding the harmful effects of speeding on traffic safety has been conducted	MUP	NGO, Media	Q4 2024	Budget funds of Montenegro	-	-	100
4.2.5. Implementation of a national campaign to improve knowledge, attitudes and behavior regarding the use of protective helmets by motorized two-wheelers	A national campaign to improve knowledge, attitudes, and behaviors regarding the use of protective helmets by motorized two-wheelers has been conducted	MUP	NGO, Media	Q4 2024	Budget funds of Montenegro	-	-	100
4.2.6. Conducting peer education of high school students on safe participation and risks in traffic in JLS	Peer education of high school students on safe participation in traffic and traffic risks in municipalities has been conducted	LGU	Ministry of Interior, NGOs, Media	Q4 2024	Budget funds of Montenegro	-	-	50
4.2.7. Conducting parent training on the proper use of child car seats and	Training sessions for parents on the correct use of child	LGU	MUP, NGOm Media	Q4 2024	Budget funds of Montenegro	-	-	500

distribution of free child car seats	car seats and the distribution of free child car seats have been conducted.							

Measure 4.3.: **Improvement of the traffic enforcement system.**					
Institution responsible for monitoring and control of implementation: MUP			Implementation period: 2023-2024		
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Expert assessment of the quality of the coercion system.	Grade	MUP report	Not measured	3	4
Implemented system of automatic detection of violations on the highway	Yes no	MUP report	No	No	Yes
Percentage of municipalities with systems for automatic detection of violations in relation to the total number of municipalities.	Percentage	MUP report	Not measured	15%	30%
Percentage of police stations (CB/OB) in relation to the total number of police stations (CB/OB) equipped with adequate speed radars	Percentage	MUP report	Not measured	60%	70%
Percentage of police stations (CB/OB) in relation to the total number of police stations (CB/OB) equipped with alcohol and drug detection devices.	Percentage	MUP report	Not measured	60%	70%

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	-	3500
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024

4.3.1. Procurement and establishment of video surveillance for automatic detection and documentation of traffic violations on state roads	Video surveillance for the automatic detection and documentation of traffic violations on state roads has been procured and established	MUP	MKI, Manager of State Roads	Q4 2024	Budget funds of Montenegro	-	-	2500
4.3.2. Procurement and establishment of video surveillance for automatic detection and documentation of traffic violations in municipalities	Video surveillance for the automatic detection and documentation of traffic violations in municipalities has been procured and established	MUP	LGU	Q4 2024	Budget funds of Montenegro	-	-	800
4.3.3. Acquisition of devices (radar) for measuring speed	Speed measurement devices (radars) have been procured	MUP	-	Q4 2024	Budget funds of Montenegro	-	-	100
4.3.4. Procurement of alcohol and drug detection devices.	Devices for the detection of alcohol and drugs have been procured	MUP	-	Q4 2024	Budget funds of Montenegro	-	-	100

Measure 4.4.:
Monitoring and evaluating the level of knowledge, attitudes and behavior of road users.

Institution responsible for monitoring and controlling implementation: MKI	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Number of projects related to the measurement of traffic safety indicators at the national level.	Number	Report of the MKI	1	1	1

Number of projects related to researching the attitudes of road users at the national level.	Number	Report of the MKI	0	0	1
Number of projects related to the assessment of the level of knowledge of road users at the national level.	Number	Report of the Ministry of Justice	0	1	1

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	25	75
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
4.4.1. Implementation of projects related to the measurement of traffic safety performance indicators at the national level	Projects related to measuring traffic safety performance indicators at the national level have been implemented	MKI	MUP, UCG	Q4 2024	Budget funds of Montenegro	-	25	25
4.4.2. Implementation of projects related to the measurement of traffic participants' attitudes towards traffic safety at the national level	Projects related to measuring the attitudes of traffic participants towards traffic safety at the national level have been implemented	MKI	MUP, UCG	Q4 2024	Budget funds of Montenegro	-	-	25
4.4.3. Implementation of projects related to measuring the	Projects related to measuring the knowledge of traffic	MP	MUP, MKI, UCG	Q4 2024	Budget funds of Montenegro	-	-	25

knowledge of traffic participants regarding traffic safety at the national level	participants regarding traffic safety at the national level have been implemented							

PILLAR 5. ACTION AFTER A TRAFFIC ACCIDENT

OPERATIONAL OBJECTIVE 5: **Response time under 8 min.**					
Institution responsible for coordination and reporting: MU					
Indicators at the level of the specific objective *(outcome indicators)*	Unit of measure	Verification source	Initial value (2021)	Target value (2023)	Target value (2024)
Emergency medical response time.	min	Report of the Ministry of Health	10	9.8	9.5
The level of knowledge of emergency services for action after traffic accidents.	Grade	Expert rating, 1-10	Not measured	5	6
The level of training of emergency services for action after a traffic accident.	Grade	Expert rating, 1-10	Not measured	5	6
The level of competence of emergency services for action at the scene of a traffic accident.	Grade	Expert rating, 1-10	Not measured	5	6

Measure 5.1.: **Establishment of missing units of emergency services for action after a traffic accident.**					
Institution responsible for monitoring and control of implementation: Ministry of Interior (MZ)		Implementation period: 2023-2024			
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)

Percentage of established emergency services units that were missing on state roads and highways.	Percentage	Reports Ministry of Interior and Ministry of Health	0%	70%	100%
Conducted analysis and established emergency services units in settlements.	Yes no	Reports Ministry of Interior and Ministry of Health	Not measured	no	yes
A helicopter emergency service was established to act after a traffic accident.	Yes no	Reports Ministry of Interior and Ministry of Health	Not measured	no	yes

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	200	500
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
5.1.1. Establishment of emergency services units that were missing on national roads and highways.	Emergency service units that were missing on state roads and highways have been established	MUP	MoH	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
5.1.2. Preparation of the study Analysis and established units of emergency services in	A study analyzing and establishing emergency service units in settlements	MUP	MoH	Q4 2024	Budget funds of Montenegro	-	100	-

the settlements.	has been prepared							
5.1.3. Preparation of a study on the establishment of a helicopter ambulance service.	A study on establishing a helicopter emergency medical service has been prepared	MoH	MUP	Q4 2024	Budget funds of Montenegro	-	100	-
5.1.4. Establishment of a functional helipad at the Clinical Center of Montenegro.	A functional heliport has been established at the Clinical Center of Montenegro	MoH	MUP	Q4 2024	Budget funds of Montenegro	-	-	500

Measure 5.2.: **Equipping emergency services with means of transport and equipment for quick and quality action after a traffic accident.**					
Institution responsible for monitoring and control of implementation: Ministry of Interior (MZ)			Implementation period: 2023-2024		
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Percentage of emergency medical services that are equipped with means of transport and equipment for quick and high-quality action after a traffic accident.	Percentage	Reports Ministry of Interior and Ministry of Health	Not measured	50%	60%
One percent of firefighting units that are equipped with means of transport and equipment for quick and high-quality action after a traffic accident.	Percentage	Reports Ministry of Interior and Ministry of Health	Not measured	50%	60%
Percentage of traffic police units that are equipped with means of transport and equipment for quick and high-quality action after a traffic accident.	Percentage	Reports Ministry of Interior and Ministry of Health	Not measured	50%	60%

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	300	1,200
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
5.2.1. Equipping the units of emergency medical services with means of transport and equipment for quick and high-quality action after a traffic accident	Fast and high-quality action by emergency medical service units after a traffic accident has been ensured through the provision of transportation means and equipment	MoH	MF	Q4 2024	Budget funds of Montenegro	-	100	400
5.2.2. Equipping firefighting units with means of transport and equipment for quick and high-quality action after a traffic accident.	Fast and high-quality action by fire department units after a traffic accident has been ensured through the provision of transportation means and equipment	MUP	MF	Q4 2024	Budget funds of Montenegro	-	100	400
5.2.3. Equipping transport vehicles and equipment for quick and high-quality action after a traffic accident of the transport unit. of the police.	Fast and high-quality action by traffic police units after a traffic accident has been ensured through the provision of transportation means and equipment	MUP	MF	Q4 2024	Budget funds of Montenegro	-	100	400

Measure 5.3.: **Establishing and functioning of a modern high-quality communication system.**	
Institution responsible for monitoring and control of implementation: Ministry of Interior (MZ)	Implementation period: 2023-2024

Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)
Established communication system that enables simultaneous voice communication between all emergency services units and that enables high-quality audio and video connection and fast sending and receiving of data between emergency services	Yes no	Reports Ministry of Interior and Ministry of Health	no	no	yes
Establishing a control system for issuing medical certificates and linking all health institutions that are involved in issuing medical certificates to candidates for drivers and driving instructors in a single information system	Yes no	Report of the Ministry of Health and of the MUP	no	no	yes

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	50	650
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
5.3.1. Development of software for a joint information communication system of emergency services, with training.	A software for a shared information and communication system for emergency services has been developed, along with training for its use	MUP	MoH	Q4 2024	Budget funds of Montenegro	-	-	200
5.3.2. Equipping the emergency services	Emergency services have been equipped	MUP	MoH	Q4 2024	Budget funds of Montenegro	-	50	150

with the necessary radio communication equipment	with the necessary radio communication equipment							
5.3.3. Formation of the national dispatch center for emergency medical assistance	A national dispatch center for emergency medical assistance has been established	MoH	HMP	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
5.3.4. Preparation of a study for the introduction of modern systems for locating callers (GPS positioning of callers, e-Call, etc.)	A study has been conducted for the introduction of modern caller location systems (GPS positioning of callers, e-Call, etc.).	MUP	MoH	Q4 2024	Budget funds of Montenegro	-		100
5.3.5. Development of software for the establishment of a control system for the issuance of medical certificates and the linking of all health institutions that are involved in the issuance of medical certificates to candidates for drivers and driving instructors in a single system	A software system for controlling the issuance of medical certificates and linking all healthcare institutions involved in issuing medical certificates to candidates for drivers and driving instructors into a unified system has been developed	MoH	Ministry of Interior, Ministry of Justice	4th quarter of 2024	Budget funds of Montenegro			200

Measure 5.4.: **Improving the expertise, training and training of members of the emergency services for action after a traffic accident.**					
Institution responsible for monitoring and control of implementation: Ministry of Interior (MZ)		Implementation period: 2023-2024			
Indicators at the measure level *(result indicators)*	Unit of measure	Verification source	Initial value (2021)	Target Value (2023)	Target value (2024)

Innovative educational, teaching and professional plans and programs for action after a traffic accident	Yes no	Reports Ministry of Interior and Ministry of Health	No	No	Yes
Annual number of implemented educational, teaching and professional plans and programs of emergency services for action after a traffic accident	Number	Reports Ministry of Interior and Ministry of Health	Not measured	0	1
Annual number of joint exercises of emergency services for action after a traffic accident	Number	Reports Ministry of Interior and Ministry of Health	Not measured	0	1

The source of financing the measure	Link to program budget	Total estimated financial resources in thousands of euros	
		in 2023	in 2024
Revenues from the budget	-	50	100
EU financial assistance	-	-	-

Name of activity:	Indicators of Results:	Activity holder	Partners	Deadline for completing the activity	Source of funding	Link to program budget	Total estimated financial resources in thousands of euros	
							in 2023	in 2024
5.4.1. Creation of a program of continuous education of members of the emergency services for action after a traffic accident and joint action after a traffic accident of all emergency services.	A continuous education program for emergency service personnel on post-accident response and joint action after a traffic accident has been developed	MP	Ministry of Interior, Ministry of Health	Q4 2024	Budget funds CG (implemented within existing capacities)	-	-	-
5.4.2. Implementation of educational, teaching and professional plans and	Educational, teaching, and professional plans and programs for emergency services on	MP	Ministry of Interior, Ministry of Health	Q4 2024	Budget funds of Montenegro (implemented within existing capacities)	-	-	-

programs of emergency services for action after a traffic accident	post-accident response have been implemented							
5.4.3. Adoption of a protocol for the procedure for the simultaneous exit of all emergency services to the scene of a traffic accident	A protocol for simultaneous deployment of all emergency services to the scene of a traffic accident has been established	MUP	MoH	Q4 2024	Budget funds of Montenegro (implemented within existing capacities)	-	-	-
5.4.3. Conducting joint exercises of emergency services for action after a traffic accident	Joint exercises for emergency services in response to traffic accidents have been conducted	MUP	MoH	Q4 2024	Budget funds of Montenegro (implemented within existing capacities)	-	-	-
5.4.4. Professional training of members of the traffic police for investigating traffic accidents and securing the scene of a traffic accident	Specialized training for traffic police officers in conducting traffic accident investigations and securing accident scenes has been carried out	MUP		Q4 2024	Budget funds of Montenegro	-	25	50
5.4.4. Professional training of members of the emergency services (conferences and seminars dealing with the topics of action after a traffic accident).	Professional development opportunities, including conferences and seminars, addressing post-accident response topics have been provided for emergency service personnel	MUP	MoH	Q4 2024	Budget funds of Montenegro	-	25	50

9. INFORMATION FOR THE PUBLIC ON THE OBJECTIVES AND EXPECTED RESULTS OF THE STRATEGY

Acknowledging the need to further affirm public policies, in order to increase the interest of professionals and other segments of the public, and highlight the importance of specific activities for the general benefit and quality of life of citizens, it is necessary to prepare appropriate information for the public about the goals and expected effects of the Strategy. The communication strategy emphasizes the need for communication with citizens to be focused on presenting the vision, goals and results achieved by the Government in terms of improving the quality of life in Montenegro, in a way that is easy to understand and adapted to the needs and interests of the public.

The realization of the key objectives of the Strategy depends to the greatest extent on the relevant institutions and organizations responsible for its implementation, on the one hand, and on all road users, on the other hand. In this sense, in order for the implementation of the Strategy to be successful, the involvement and active participation of a significant number of interested parties is necessary. In this regard, the target publics that are the direct bearers of the implementation of activities within the Strategy are recognized - internal publics or publics that are targeted as those that can contribute to more efficient implementation - external publics. The internal public consists of employees in the state administration and local self-government, while the external target public consists of: representatives of the economy, NGO sector, academic community, international organizations / donors, media, etc.

Bearing the above in mind, it is very important that the Strategy, as well as all subsequent documents and activities that will result from it, be made available to the public in detail and explained to the public, according to all key strategic positions, so that all interested entities understand the importance of traffic safety on the roads. Only in this way can the cooperation of the public be achieved, which is a prerequisite for the realization of the planned systems.

The Constitution of Montenegro guarantees the right of every individual to be truthfully, fully and timely informed about issues of public interest, which includes the right to be informed about the state of road traffic safety. Competent authorities should ensure the active participation of the public in the creation and innovation of road safety management, with the aim of achieving the highest quality solutions in this area. This implies timely notification and public publication of documents and regulations governing the field of road traffic safety, as well as consideration and comment on submitted objections. In order for the public's contribution to road traffic safety to be adequate, constant education should be ensured through means of information, forums, educational programs.

10. ASSESSMENT OF THE FINANCIAL RESOURCES NEEDED FOR IMPLEMENTING THE STRATEGY

COSTS OF IMPLEMENTING THE STRATEGY

Below, Table 10.1 shows the costs of implementing the strategy by goals and measures, for the first action plan (period 2023-2024), and below the table is a descriptive assessment of the implementation of the strategy for subsequent action plans, until the end of the strategy implementation period (until 2030). . *Table 10.1 – Costs of strategy implementation by goals and measures, for the first action plan (2023-2024)*

OPERATIONAL GOALS AND MEASURES	in 2023		in 2024		TOTAL	
	Budget of Montenegro	EU financial assistance	Budget of Montenegro	EU financial assistance	Budget of Montenegro	EU financial assistance
OPERATIONAL OBJECTIVE 1: Traffic safety system in which all traffic safety subjects (institutions and individuals) cooperate with each other and work towards achieving goals.	**100**	**-**	**400**	**-**	**500**	**-**
Measure 1.1. Improvement of the strategic and normative framework of traffic safety.	30	-	270	-	300	-
Measure 1.2. Improvement of financing of traffic safety.	-	-	-	-	-	-
Measure 1.3. Improvement of institutional capacity in the field of traffic safety.	70	-	130	-	200	-
Measure 1.4. Improving cooperation between institutions in traffic safety.	-	-	-	-	-	-
OPERATIONAL OBJECTIVE 2: At least 75% of trips take place on roads with high traffic safety standards.	**245**	**30**	**5560**	**225**	**5805**	**255**
Measure 2.1. Improving the process of monitoring the state of road safety and the life cycle of the road, from planning to exploitation.	100	30	3000	25	3100	55
Measure 2.2. Improvement of traffic safety on state roads passing through settlements.	15	-	1300	150	1315	150
Measure 2.3. Improvement of traffic safety in locations of increased risk in traffic on municipal roads.	130	-	500	-	630	-
Measure 2.4. Improving traffic safety at railroad crossings.	-	-	720	50	720	50

Measure 2.5. Strengthening of institutional capacity in the field of road infrastructure safety.	-	-	40	-	40	-

OPERATIONAL GOALS AND MEASURES	in 2023		in 2024		TOTAL	
	Budget of Montenegro	EU financial assistance	Budget of Montenegro	EU financial assistance	Budget of Montenegro	EU financial assistance
OPERATIONAL OBJECTIVE 3: The average age of the fleet is under 15 years.	**110**	**-**	**2250**	**-**	**2360**	**-**
Measure 3.1. Improvement of incentives and other benefits for the purchase of vehicles with high traffic safety standards.	-	-	1550	-	1550	-
Measure 3.2. Improvement of maintenance and control of the technical correctness of vehicles.	50	-	500	-	550	-
Measure 3.3. Improvement of institutional capacity in the field of vehicle safety.	60	-	150	-	210	-
Measure 3.4. Defining conditions for micromobility vehicles.	-	-	50	-	50	-
OPERATIONAL OBJECTIVE 4: Attitudes and behavior of road users at the level of the first 50% of EU countries.	**40**	**-**	**4915**	**50**	**4955**	**50**
Measure 4.1. Development and improvement of the traffic education system.	15	-	340	-	355	-
Measure 4.2. Application of campaigns and other preventive and propaganda measures.	-	-	1000	50	1000	50
Measure 4.3. Improvement of the traffic enforcement system.	-	-	3500	-	3500	-
Measure 4.4. Monitoring and evaluating the level of knowledge, attitudes and behavior of road users.	25	-	75	-	100	-
OPERATIONAL OBJECTIVE 5: Response time under 8 min.	**700**	**-**	**2150**	**-**	**2850**	**-**
Measure 5.1. Establishment of missing units of emergency services for action after a traffic accident.	200	-	500	-	700	-
Measure 5.2. Equipping emergency services with means of transport and equipment for quick and quality action after a traffic accident.	300	-	1200	-	1500	-

Measure 5.3. Establishing and functioning of a modern high-quality communication system.	50	-	650	-	700	-
Measure 5.4. Improving the expertise, training and training of members of the emergency services for action after a traffic accident.	50	-	100	-	150	-
TOTAL **(in thousands of EUR)**	**1095**	**30**	**15575**	**275**	**16670**	**305**
	1125		**15750**		**16975**	

For each subsequent two-year action plan until the end of the period of validity of this strategy, it is estimated that it is necessary to allocate about 20% more funds than for the previous period of validity of the action plan. It is estimated that the total costs of implementing this strategy (by the end of 2030) will amount to around 80 million euros, but not more than 100 million euros. A detailed assessment of the necessary funds for the realization of activities by goals and measures for the next action plans, until the end of the implementation period of the validity of this strategy, will be presented as part of the future action plans.

EXPECTED BENEFITS (SAVINGS) OF STRATEGY IMPLEMENTATION

If all the measures provided for in this strategy are implemented, it is estimated that the strategic and operational goals will be achieved, and thus by 2030, there will be 125 fewer people killed in traffic accidents and 1065 fewer seriously injured people in Montenegro. In addition, the number of people who are easily injured will decrease, as well as the number of traffic accidents with material damage. Taking into account the methodology for calculating the costs of traffic accidents, presented in chapter 2.6. it is possible to estimate the benefits, that is, the savings that would be realized by the implementation of this strategy in the amount of at least 900 million euros.

Bearing in mind the costs necessary for the implementation of the measures and activities of this strategy of a maximum of 100 million euros on the one hand and benefits of at least 900 million euros on the other hand, it is to be expected that the full implementation of this strategy, in addition to the significant improvement of traffic safety, primarily viewed through a lower number of traffic accidents and the consequences of those accidents, contribute to savings of at least 800 million euros.

REFERENCES

[1] DaCoTA (2012) Road Safety Management, Deliverable 4.8p of the EC FP7 project DaCoTA. Retrieved from: http://ec.europa.eu/transport/road_safety/specialist/erso/pdf/safety_issues/policy_issues/06road_safety_management_en.pdf

[2] ESRA. (2022). ESRA Dashboard. Retrieved from https://app.powerbi.com/view?r=eyJrIjoiM2Y5MzEwYTMtMTE1Mi00MzNkLWFlOWQtNmU2ZWNiM2RhYzJlIiwidCI6IjlkMWIxYjIyLWE5ZTAtNDg1Mi1hMTEwLWZlYzRmZDc1N2M2ZSIsImMiOjh9&pageName=ReportSection9fbd3f40b24badccab99

[3] EU Strategic Action Plan on Road Safety, Anex 1 to the Communication from the Commission, Europe on the move Sustainable Mobility for Europe: safe, connected and clean, https://eurlex.europa.eu/resource.html?uri=cellar%3A0e8b694e-59b5-11e8-ab41-01aa75ed71a1.0003.02 /DOC_2&format=PDF

[4] EU: European Commission, Directorate-General for Mobility and Transport, Next steps towards 'Vision Zero': EU road safety policy framework 2021-2030, Publications Office, 2020, https://data.europa.eu/doi/10.2832/261629

[5] European Commission, Directorate-General for Mobility and Transport, Essen, H., Fiorello, D., El Beyrouty, K., Bieler, C., Wijngaarden, L., Schroten, A., Parolin, R., Brambilla, M., Sutter, D., Maffii, S., & Fermi, F. (2020). Handbook on the external costs of transport: Version 2019 – 1.1. Publications Office. https://doi.org/10.2832/51388

[6] General Secretariat of the Government of Montenegro. (2021). Methodology for developing policies, drafting and monitoring the implementation of strategic documents. Retrieved from https://www.gov.me/dokumenta/2af986d7-06a4492a-a356-facac7597d38

[7] Lipovac, K, D. Jovanović and M. Nešić (2019). Basics of traffic safety, Criminal Police University, Belgrade.

[8] Meesmann, U., Wardenier, N., Torfs, K., Pires, C., Delannoy, S. & Van den Berghe, W. (2022). A global look at road safety. Synthesis from the ESRA2 survey in 48 countries. ESRA project (E-Survey of Road users' Attitudes). Brussel, Belgium: Vias Institute.

[9] MoCI (2020). Road Safety Assessment of Montenegro. Ministry of Capital Investments, Montenegro. Podgorica, https://www.gov.me/en/documents/9e9aa165-b785-4bcd-b4f4-2a0cd2457fe2

[10] OECD (2015). http://stats.oecd.org/

[11] OECD (2016). Road accidents (indicator). doi: 10.1787/2fe1b899-en

[12] OECD/ ITF (2018), "Serbia" in Road Safety Annual Report 2018, OECD Publishing, Paris, https://doi.org/10.1787/1c884dcb-en

[13] OECD/ ITF (2018), Road Safety Annual Report 2018, OECD Publishing, Paris, https://doi.org/10.1787/1c884dcb-en

[14] PIARC: Road safety management - Safe system – scientific safety principles and their application, https://roadsafety.piarc.org/en/road-safety-management-safe-system-approach/safe-system-principles

[15] Službeni list CG. (2018). Uredba o načinu i postupku izrade, usklađivanja i praćenja sprovođenja strateških dokumenata. Retrieved from https://www.gov.me/dokumenta/23c216b2-3eb7-453c-b0a73cdae9e9742e

[16] Transport Community: Road Safety Action Plan for Western Balkan, https://www.transportcommunity.org/wp-content/uploads/2020/04/Road-Safety-Action-Plan.pdf

[17] UN Economic and Social Council ECE/Trans/2012/4, United Nations Economic Commission for Europe: Plan to implement the United Nations Decade of Action for Road Safety (2011-2020), http://www.unece.org/fileadmin/DAM/trans/doc/2012/itc/ECE-TRANS-2012-4e.pdf

[18] UN: First Global Ministerial Conference on Road Safety: Time for Action, Moscow Declaration, Moscow, 19-20 November 2009, https://www.who.int/roadsafety/ministerial_conference/declaration_en.pdf

[19] UN: General Assembly resolution 64/255, Improving global road safety A/RES/64/255 (2 March 2010), available from undocs.org/A/RES/64/255. Retrieved from: http://www.un.org/en/ga/search /view_doc.asp?symbol=A/RES/64/255

[20] UN: General Assembly resolution 66/260, Improving global road safety A/RES/66/260 (19 April 2012), available from undocs.org/A/RES/66/260. Retrieved from: http://www.who.int/roadsafety/about/resolutions/download/en/

ćaju za period od 2023. do 2030. godine

[21] UN: General Assembly resolution 68/368, Global road safety crisis- Report of improving global road safety A/RES/68/368 (6 December 2013), available from undocs.org/A/RES/68/368. Retrieved from: https://www.unece.org/fileadmin/DAM/trans/doc/2013/wp1/Improving_Global_Road_Safety_2013_en.pdf

[22] UN: General Assembly resolution 69/269, Improving global road safety A/RES/69/269 (29 April 2014), available from undocs.org/A/RES/68/368. Retrieved from: http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/68/269

[23] UN: General Assembly resolution 70/1, Transforming our world: the 2030 Agenda for Sustainable Development A/RES/70/1 (29 April 2014), available from undocs.org/A/RES/70/1. Retrieved from: http://www.un.org/ga/search/view_doc.asp?symbol=A/RES/70/1&Lang=E

[24] UN: Global road safety performance targets, https://www.who.int/violence_injury _prevention/road_traffic/12GlobalRoadSafetyTargets.pdf

[25] UN: Second Global High-level Conference on Road Safety: Time for Results, Brasilia, 18-19 November 2015, Brasilia Declaration, https://www.who.int/violence_injury_prevention /road_traffic/Final_Brasilia_declaration_EN.pdf

[26] UN: The 2030 Agenda for Sustainable Development, https://sustainabledevelopment.un.org/content /documents/21252030%20Agenda%20for%20Sustainable%20Development%20web.pdf

[27] UN: The Moscow Declaration, http://www.who.int/roadsafety/ministerial_conference/conference _booklet.pdf

[28] UN: Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 Stockholm, 19–20 February 2020, Stockholm Declaration, https://www.roadsafetysweden.com/contentassets /b37f0951c837443eb9661668d5be439e/stockholm-declaration-english.pdf

[29] UN: Transforming our world: the 2030 agenda for sustainable development, A/RES/70/1, https://sustainabledevelopment.un.org/content/documents/21252030%20Agenda%20for%20Sustainable%20Development%20web.pdf

[30] UN: Valletta Declaration on Road Safety, Valletta, 29 March 2017, https://eumos.eu/wpcontent/uploads/2017/07/Valletta_Declaration_on_Improving_Road_Safety.pdf

[31] United Nations. (2020, September 2). Improving global road safety. Resolution 74/299. Retrieved from https://documents-dds-ny.un.org/doc/UNDOC/GEN/N20/226/30/PDF/N2022630.pdf?OpenElement

[32] Vis, MA (2005). State-of-the-art Report on Road Safety Performance Indicators. Deliverable D3.1. http://erso.swov.nl/safetynet/fixed/WP3/Deliverable%20wp%203.1%20state%20of%20the%20art.pdf

[33] Government of Montenegro, Ministry of Internal Affairs. (2019). Road traffic safety improvement program for the period 2020-2022. Retrieved from https://wapi.gov.me/downloadpreview/0a0c03a3-e2d7-4f03-8562-66b9aafc26d0?version=1.0

[34] World Health Organization (WHO), Decade of Action for Road Safety 2011-2020, http://www.who.int/violence_injury_prevention/publications/road_traffic/decade_booklet/en/index.html

[35] World Health Organization (WHO), First Global Ministerial Conference on road safety, http://www.who.int/roadsafety/ministerial_conference/en/index.html

[36] World Health Organization (WHO), Global Plan for the Decade of Action for Road Safety 2011-2020, http://www.who.int/roadsafety/decade_of_action/plan/en/index.html

[37] World Health Organization. (2018). Global status report on road safety 2018. World Health Organization. https://apps.who.int/iris/handle/10665/276462

[38] World Health Organization. (2022). Global plan for the decade of action for road safety 2021-2030 (No. WPR/2022/VNM/001). WHO Regional Office for the Western Pacific.

Explanation

The Mid-Term Government Work Program for 2022-2024 and the Government Work Program for 2023, under Priority 2 - Fiscal Sustainability and Economic Development, envisage the adoption of the **Road Traffic Safety Improvement Strategy for 2024-2030, with an Action Plan for 2024-2025**. This strategic document involves a wide range of relevant stakeholders and experts to achieve road traffic safety goals in Montenegro.

It defines strategic objectives, measures to achieve planned goals, activities, success indicators, monitoring methods, reporting, evaluation, and other issues of significance for the implementation of the strategy for the period 2023-2026.

The strategy sets a strategic goal: "To reduce the number of fatalities and seriously injured individuals by 50% by 2030, compared to 2021, and eliminate child fatalities in traffic." It also outlines five operational objectives. The Action Plan for 2023-2024 specifies concrete activities, responsible institutions, implementation deadlines, success indicators, budget allocations, funding sources, and other issues relevant to achieving the strategic goal of this strategy.

Traffic accidents represent a global problem with serious consequences. Without effective measures, traffic accidents could become the fifth leading cause of death globally, resulting in approximately 2.4 million annual fatalities. Children and young people aged 5 to 29 are particularly at risk, and over 93% of traffic-related deaths occur in low and middle-income countries.

Both the European Union and Montenegro recognize the importance of road traffic safety as a priority area. In Montenegro, from 2010 to 2021, approximately 715 fatalities and around 3,000 injuries were recorded annually in traffic accidents.

Recognizing the seriousness of traffic accidents and the commitment to addressing this issue, Montenegro is implementing strategic initiatives and planning alignment with international standards to enhance road traffic safety and reduce the number of accidents and injuries on its roads.