Technical Assistance to Connectivity in the Western Balkans EuropeAid/13785/IH/SER/MULTI

REGIONAL

Preparation of selected main/detail designs for improving road safety conditions (risk elimination) along high risk sections in the TEN-T indicative core/comprehensive road networks in the Western Balkans

Partners:

- Transport Community Permanent Secretariat (TCPS)
- Western Balkan Regional Participants (RPs)
- Ministries of Transport and Road Public Enterprises in Region

Budget of Technical Assistance:

- Euro 857,000

EU contribution[1]:

- As above (100%)

Technical Assistance provided by:

- CONNECTA (Technical Assistance to Connectivity in the Western Balkans)

Transport

This Technical Assistance is a direct follow-up from the CONNECTA regional study on road safety (*Preparation of Road Safety Inspection and Audit Plansand Pilots in the Western Balkans*) completed in July 2018 where, among other tasks, actual road safety inspection (RSI) were performed along 580 km of high risk sections of the core/comprehensive network.

The **purpose** of this assignment was to prepare (main/detail) designs, where feasible to be implemented in the short term, along selected priority road sections of the SEETO core/comprehensive network. The improvements recommended will increase safety and prevent accidents. The sections were:

- ALB Shkoder - Koplik (length 13km)
- ALB Fushe Kruje - Lezhe (35.9km)
- BiH Ozimice - Topčić Polje (24 km)
- BiH Jablanica - Potoci (36.3km)
- KOS* Fushe Kosove/Kosovo Polje - Gjurgjice (28km)
- MKD Bitola - Prilep (42 km)
- MNE Podgorica - Mioska (54 km)
- SRB Bubanj Potok - Mali Požarevac (20.6 km)
- SRB Stepojevac - Ćelije (22.1 km)
- SRB Orlovača - Stepojevac (22.1 km)

The **main objective** was the improvement of road safety conditions and reduction of fatalities and serious injuries along the indicative extensions of TEN-T in the Western Balkans (SEETO core/comprehensive network).

The **specific objectives** were the preparation of main/detail designs for road hazards identified as highest risk. The beneficiaries were the Road Authorities of the Western Balkans.

High Risk Road Sections on the TEN-T Road Core/ Comprehensive network in the Western Balkans

Results achieved by the TA:

The expected result of this TA was the improvement of safety conditions by designing feasible interventions identified along 10 road sections ofthe Western Balkan core/comprehensive network and more specifically:

- Scoping on feasible interventions to be designed;
- Conducting any needed (small scale) topographic surveys; and
- Preparing design documentation and technical specifications of selected interventions for each road section.

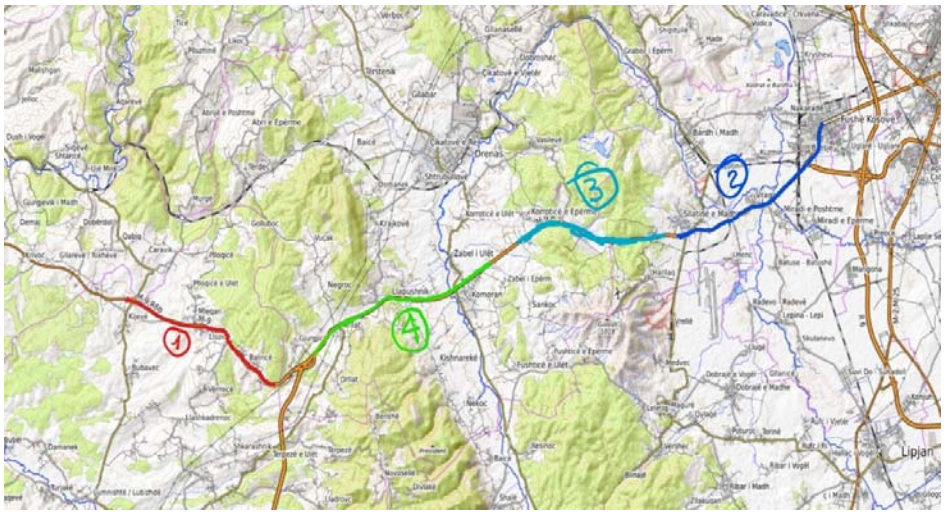
Proper Installation of Chevrons at curves

[1]EU contribution concerns only Technical Assistance services for project development

*This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo Declaration of independence.

Key recommendations - further actions:

- Implement the roadmap for the continuation of the project including actual implementation of the designs on the ground (construction, erection of signs, etc);
- Explore possibilities to link the project with complementary activities/actions of TCPS;
- Achieve proper and systematic coordination between all parties involved;
- Update road safety related design practices;
- Link road maintenance with safety aspects; and
- Implement a harmonised road safety approach among all RPs.



Fushe Kosove/Kosovo Polje - Gjurgjice section in Kosovo (divided into sub-sections)

Key Conclusions:

- The project output will have a significant impact on the economy, the environment and transport safety as well as on the institutional capacity of each beneficiary;
- A satisfactory level of data from RPs was received;
- A roadmap for continuation of the project was established; and
- Feasible measures to be designed at the level of detailed design were selected and agreed.

Benefits expected due to Technical Assistance:

- Reduction of the number of road accidents;
- Reduction of the severity of road accidents and thus their consequences (fatalities and serious injuries);
- Improved safety indices;
- Lower risk factors; and
- Safer infrastructure.

Anticipated impact:

- Better understanding of the causes of accidents;
- Improved prevention of accidents; and
- Reduction of traffic accidents (especially fatalities and serious injuries).