



**Conference on
“Improving Road Safety in the BSEC Region”
18-19 November 2010, Ioannina, Greece**

Mr Dragiša Simić, Head of Traffic Police Administration

Mr Slaviša Matić, Head of Division for Traffic Control and Regulation

Mr Dragoslav Kukic, MSc, police inspector

Ms Isidora Jović, police inspector

**Republic of Serbia,
Traffic Safety Review, with special review on
years 2009 and 2010**

**Republic of Serbia, Ministry of Interior,
Traffic Police Administration**

*Venue: Ioannina,
GREECE*

**Hosted by Chamber of Ioannina and the Hellenic
Chambers Transport and Networks**



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FACTS:

- New Traffic Law was adopted in the mid 2009; the enforcement of the Law started in December 11th 2009;
- The most positive effects were evident in the first 9 (10) mounts of enforcement of this Law;
- The first changes were visible after 8 mounts of enforcement ;
- In September 2010 (in 11th mount of the Law enforcement), first weakening of the Law’s positive effects took place, which was described by increase in number of killed people in comparison to September of 2009.



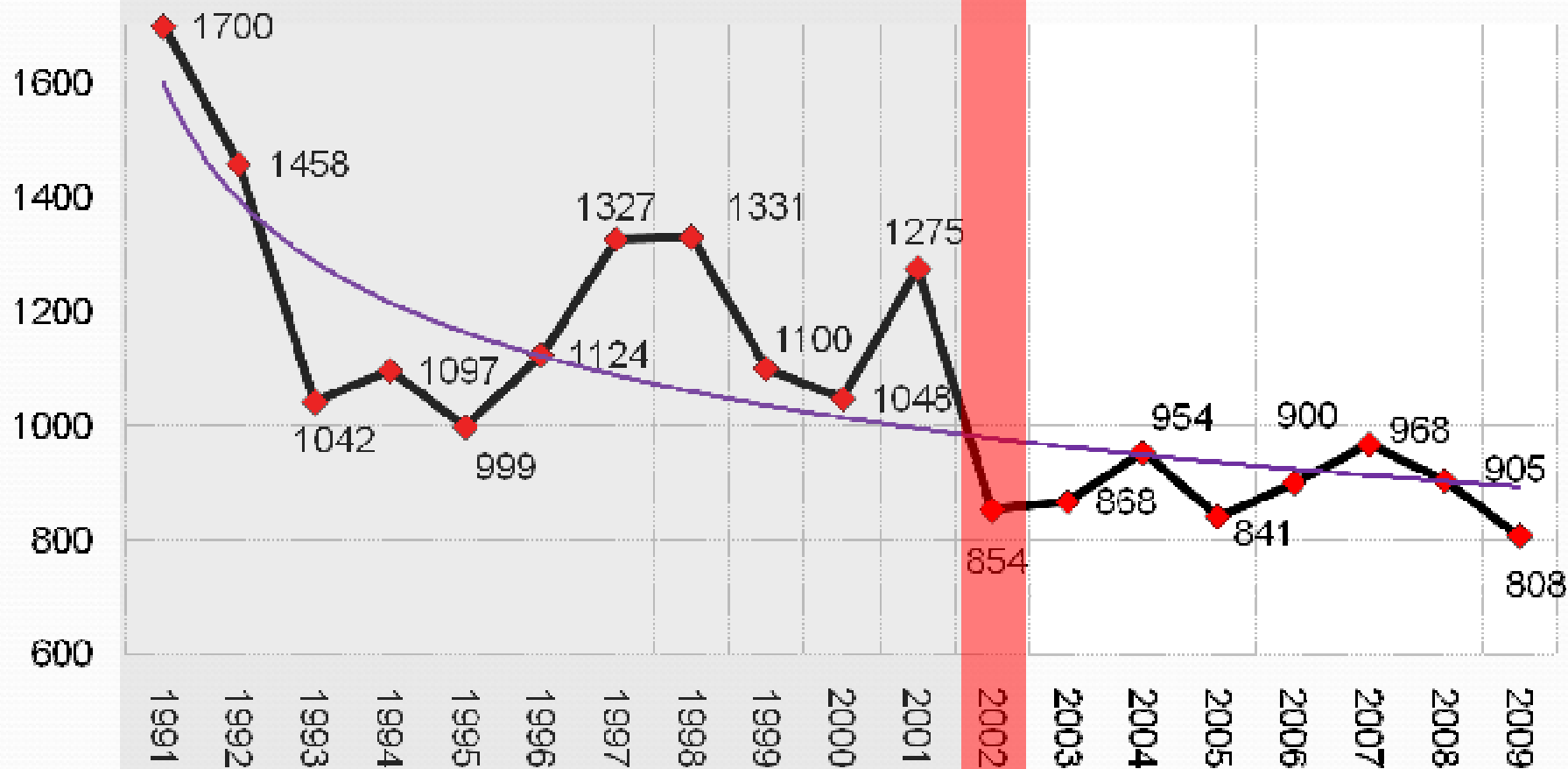
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THE FIRST GOOD RESULTS OF THE NEW LAW:

- Significant reduction of the number of killed in traffic accidents;
- **Better behavior of all road users;**
- Increase in responsibility taken by all institutions which are included in the System of traffic safety in the Republic of Serbia;
- **Comprehension of needs of all work performed by numerous subjects in traffic safety in Republic of Serbia;**
- Establishing order in the field of traffic safety.



The number of killed in traffic accidents, from 1991 to 2009 in the Republic of Serbia



for the first 10 months — **527** KILLED in 2010

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**REDUCING THE
SUFFERING AND
THE NUMBER
OF VICTIMS IN
TRAFFIC ACCIDENTS**

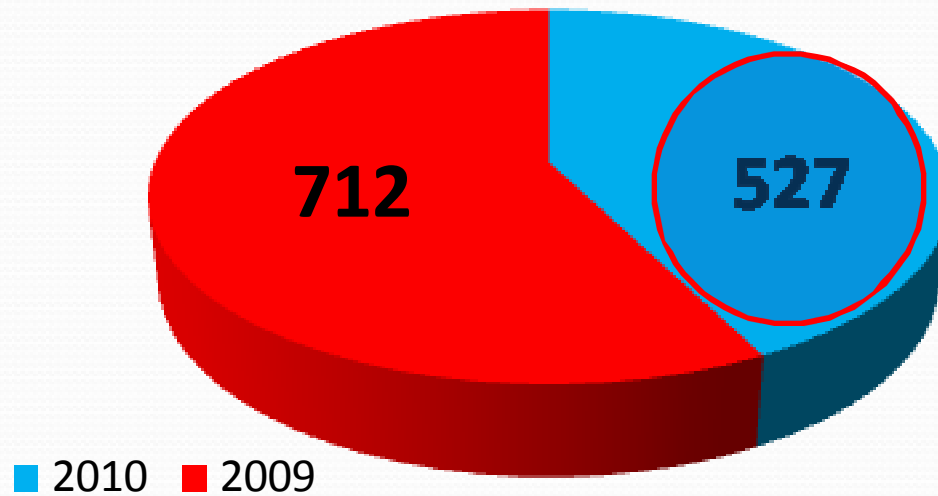
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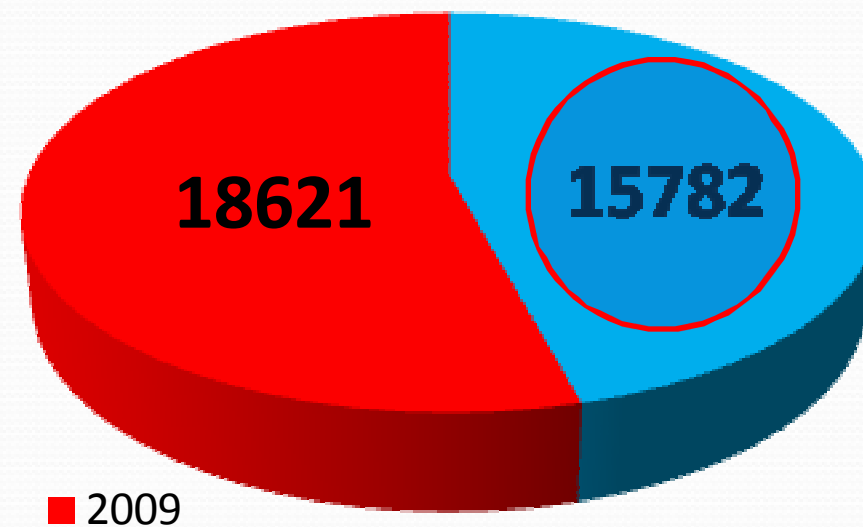


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The number of killed in first ten months in 2009 and 2010



The number of injured people in first ten months in 2009 and 2010

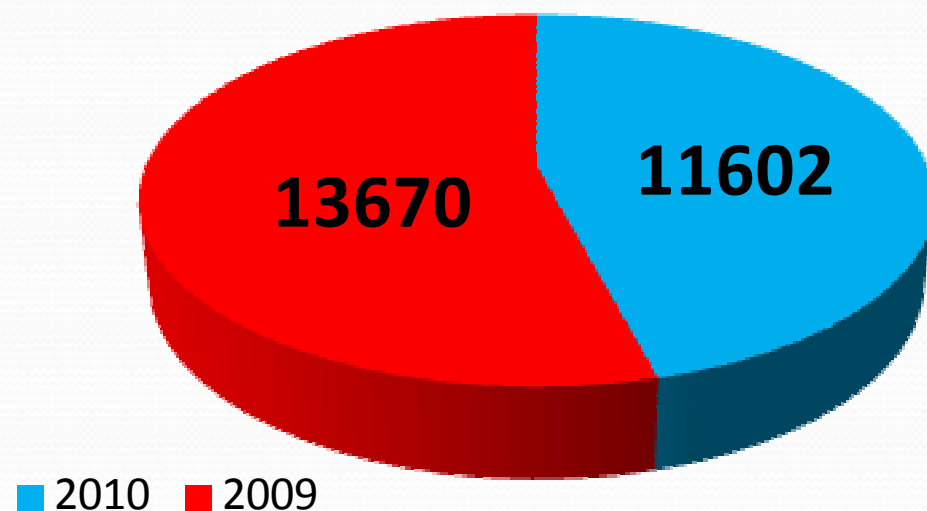


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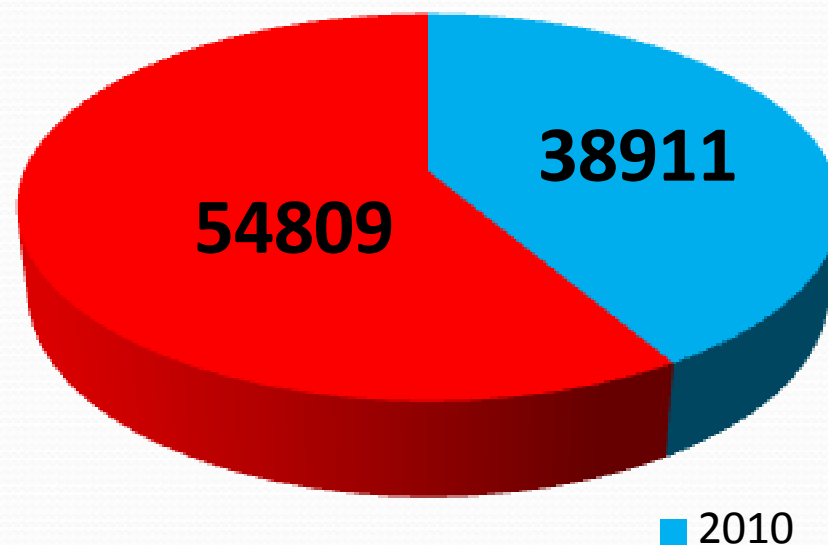
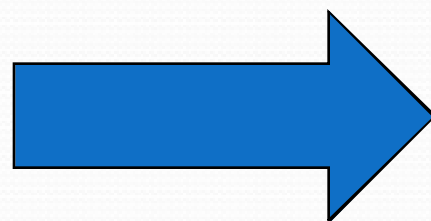


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The number of traffic accidents with injured people in the first ten months of 2009 and 2010



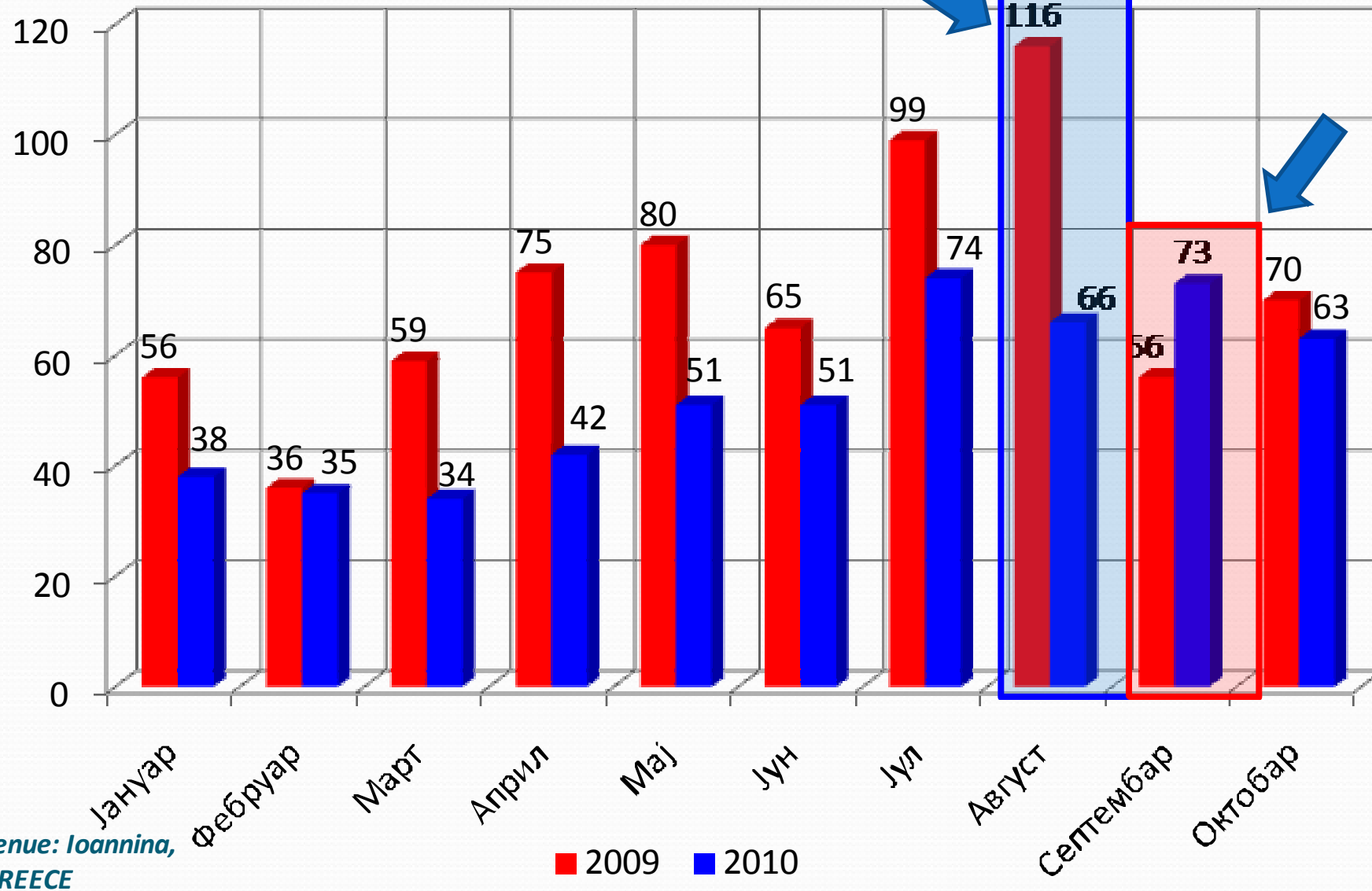
Total number of traffic accidents in the first ten months of years 2009 and 2010



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The number of killed in traffic accidents over the mounts; Comparing 2009 and 2010; Period from first 10 mounts in 2009 and 2010

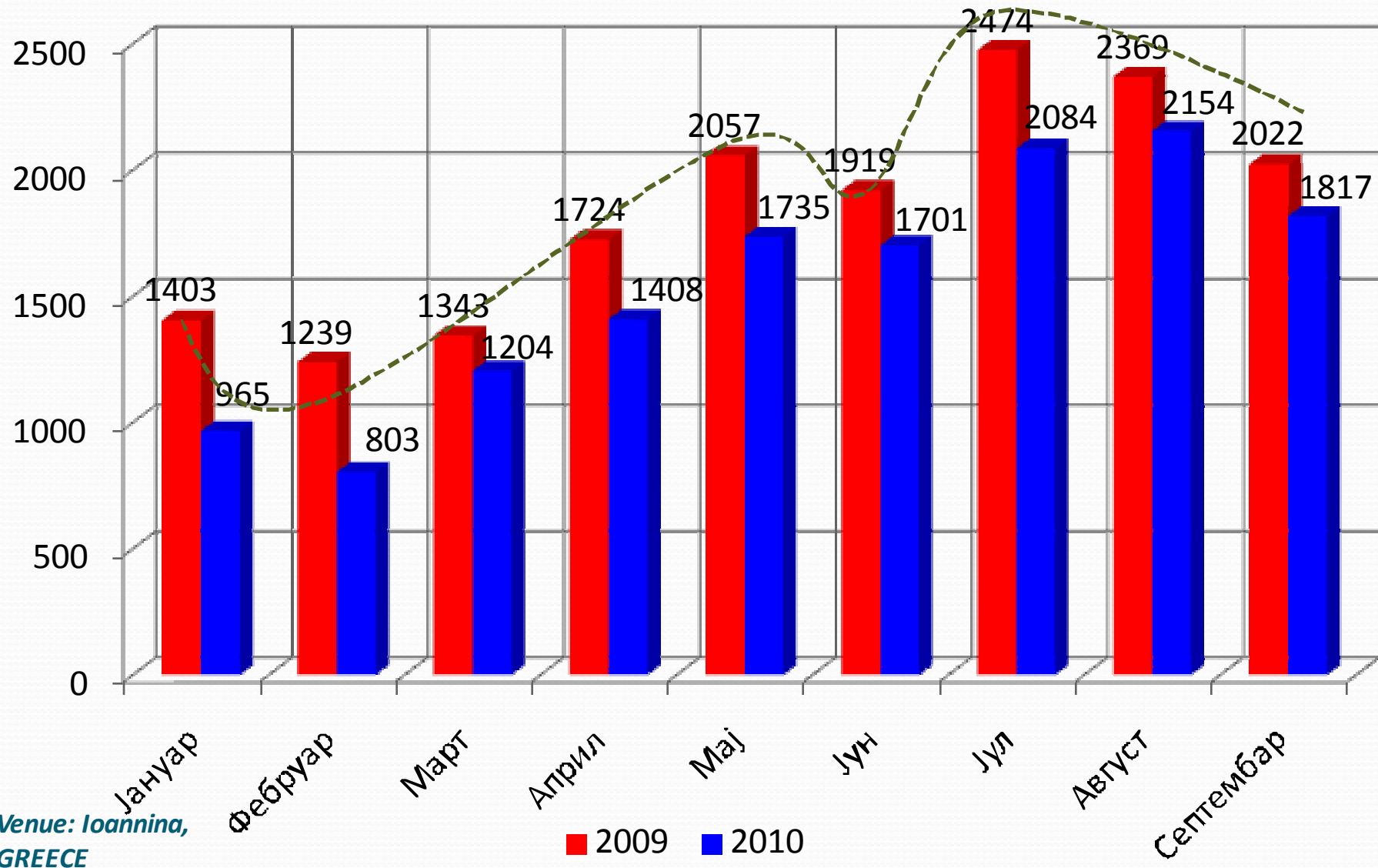


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■ 2009 ■ 2010



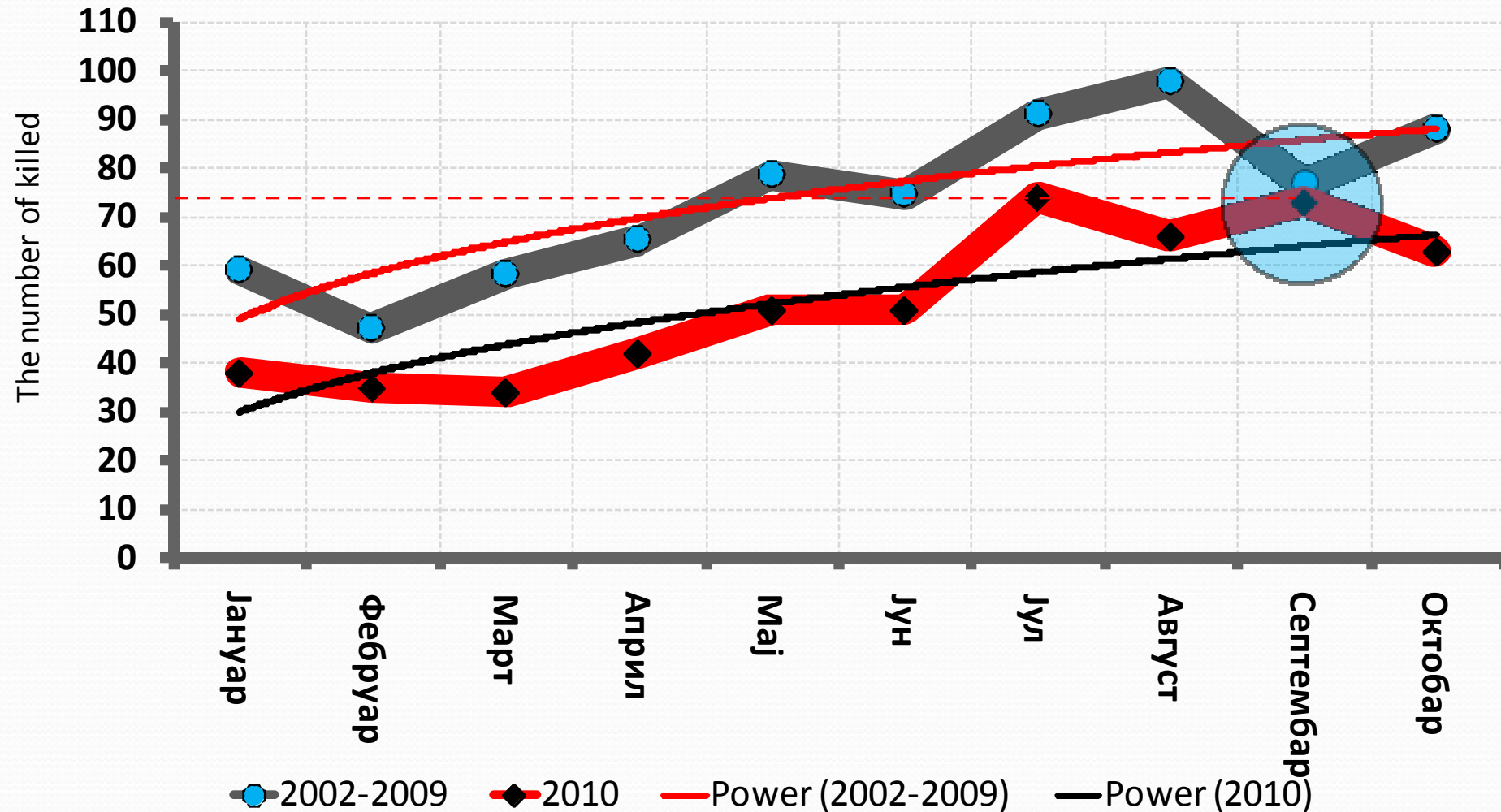
The number of injured people in traffic accidents over the mounts; Comparing 2009 and 2010; Period from first 9 mounts in 2009 and 2010



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The number of killed in traffic accidents over the months; Comparing average from 2002 and 2009, with 2010; Period, January – October



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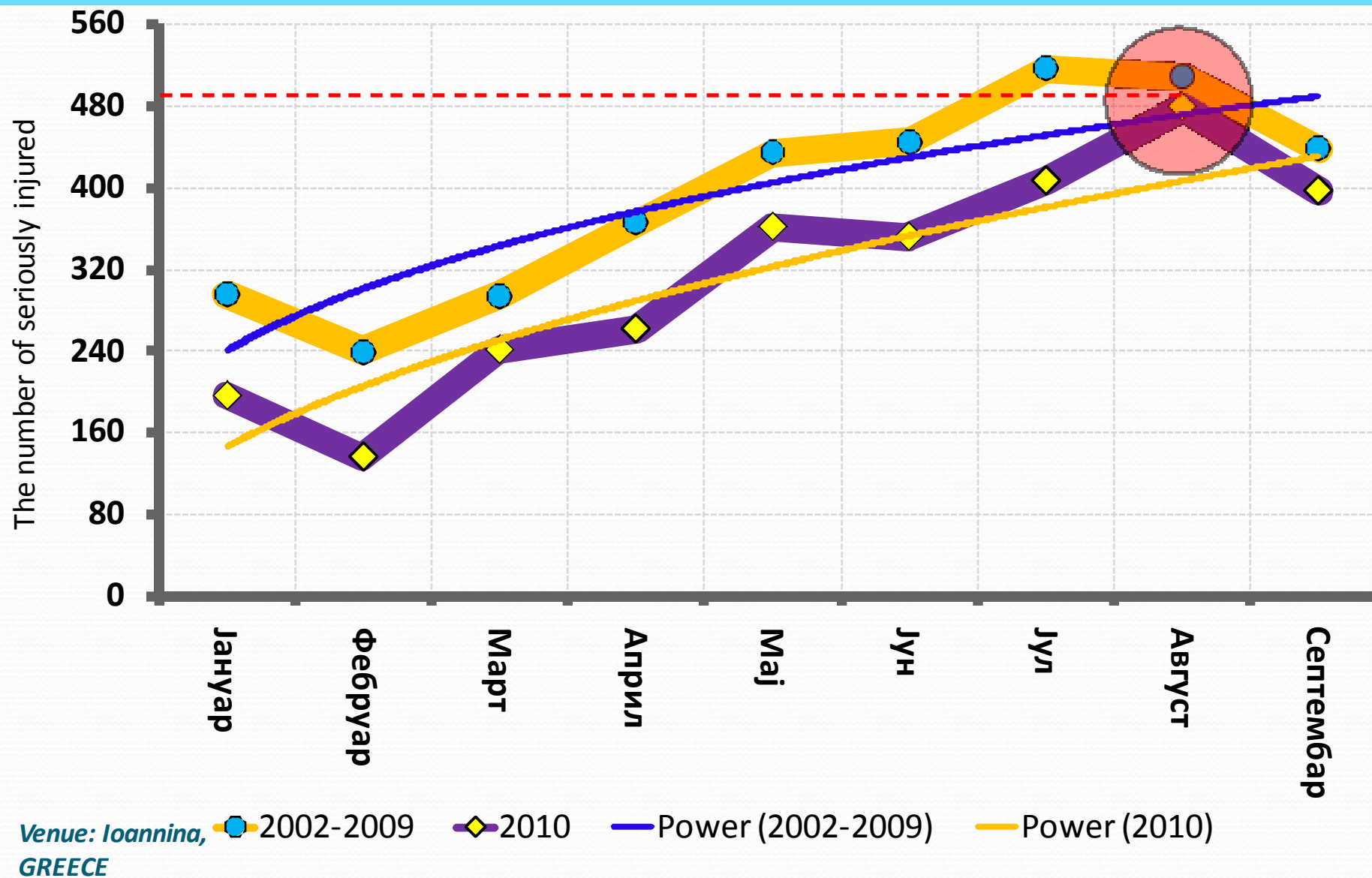
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FACTS:

- New Traffic Law Campaign started in September 2009;
- Traffic safety system is still in phase of promotion – the activities are still not coordinated between all the institutions included in the traffic safety system;
- The subject having the greatest role in the implementation on The new traffic law is the Traffic police, doing its parts of job, which was to promote new traffic law;
- Experience of other surrounding countries was that the first positive effects of new traffic law are felt immediately after enforcement of new traffic law first took place;
- The first real - positive effects of new traffic law could be expected after a longer period (minimum 3 to 5 years)

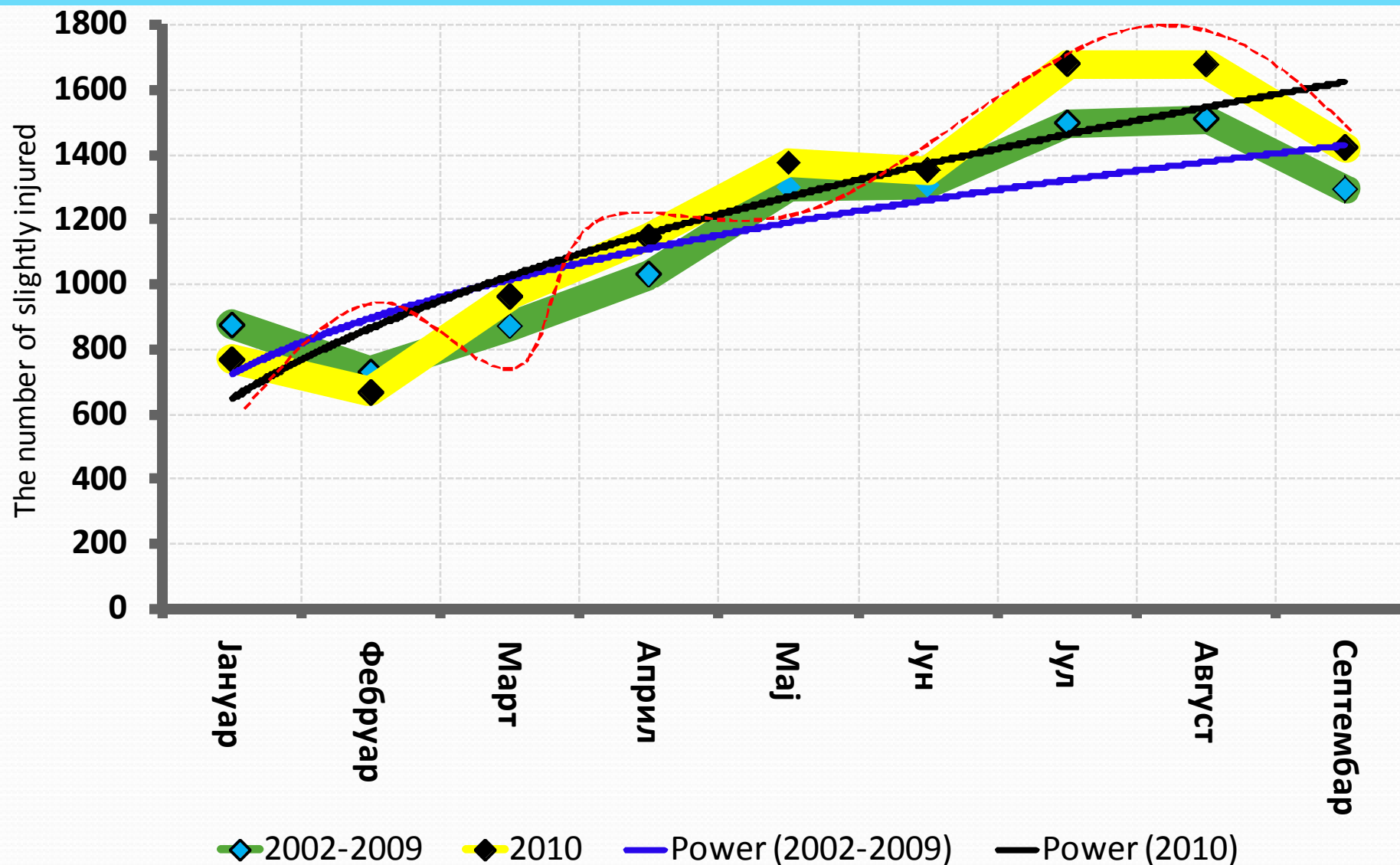


The number of seriously injured over the mounts; Comparing averages from 2002 and 2009, with 2010; Period, January – October





The number of slightly injured over the mounts; Comparing averages from 2002 and 2009, with 2010; Period, January – September





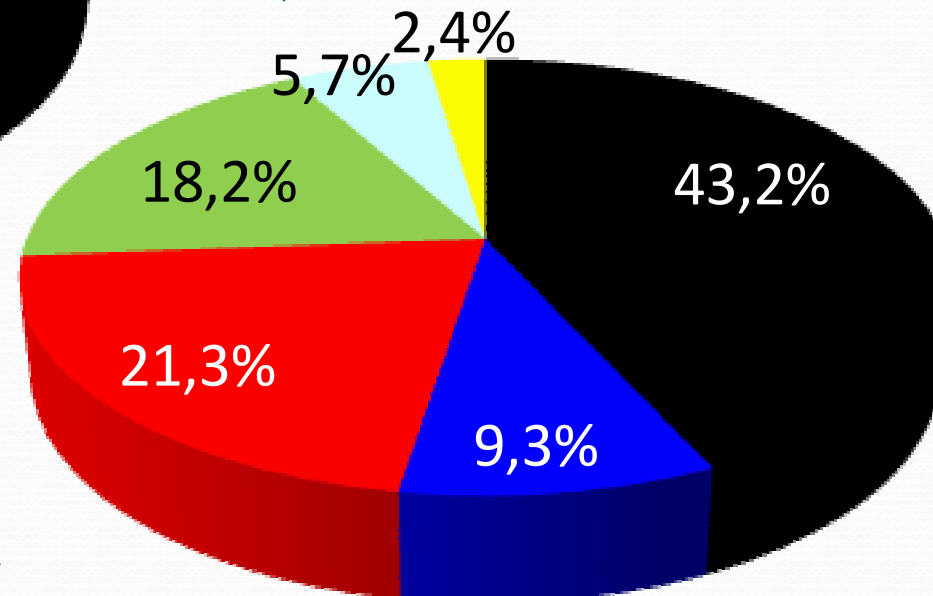
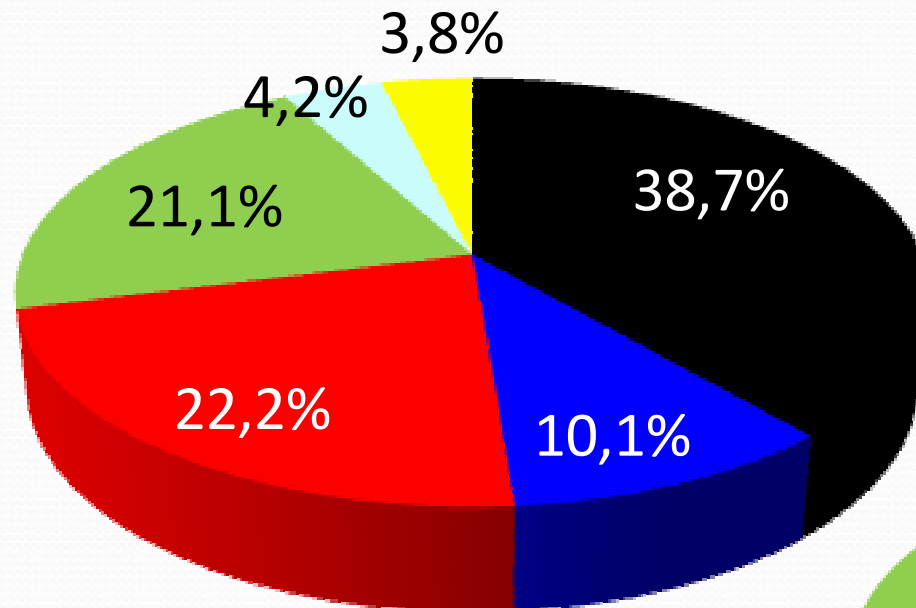
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FACTS:

- Increasing of new vehicles in the Republic of Serbia started in 2004. and it still shows its effects – it affects the active as well as the passive safety of the vehicles;
- Increased activity of traffic police in detecting and sanctioning the offence of **failure to wear seat belt**;
- Rise in awareness of road users of the importance of wearing a seat belt;
- Establishment of a more stable system of insurance and better management of the system of payment for a damage as a consequence of traffic accident;
- Improved cooperation between traffic police and health institutions regarding exchange of information (since they hear from the injured people sometimes even couple of days after the accident occurs).



Number of deaths **in percent**; According to Category; Period January – October



- Motor vehicle drivers
- Passengers
- Tractor driver
- Bicylist`s
- Pedestrians
- Children

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- Passengers
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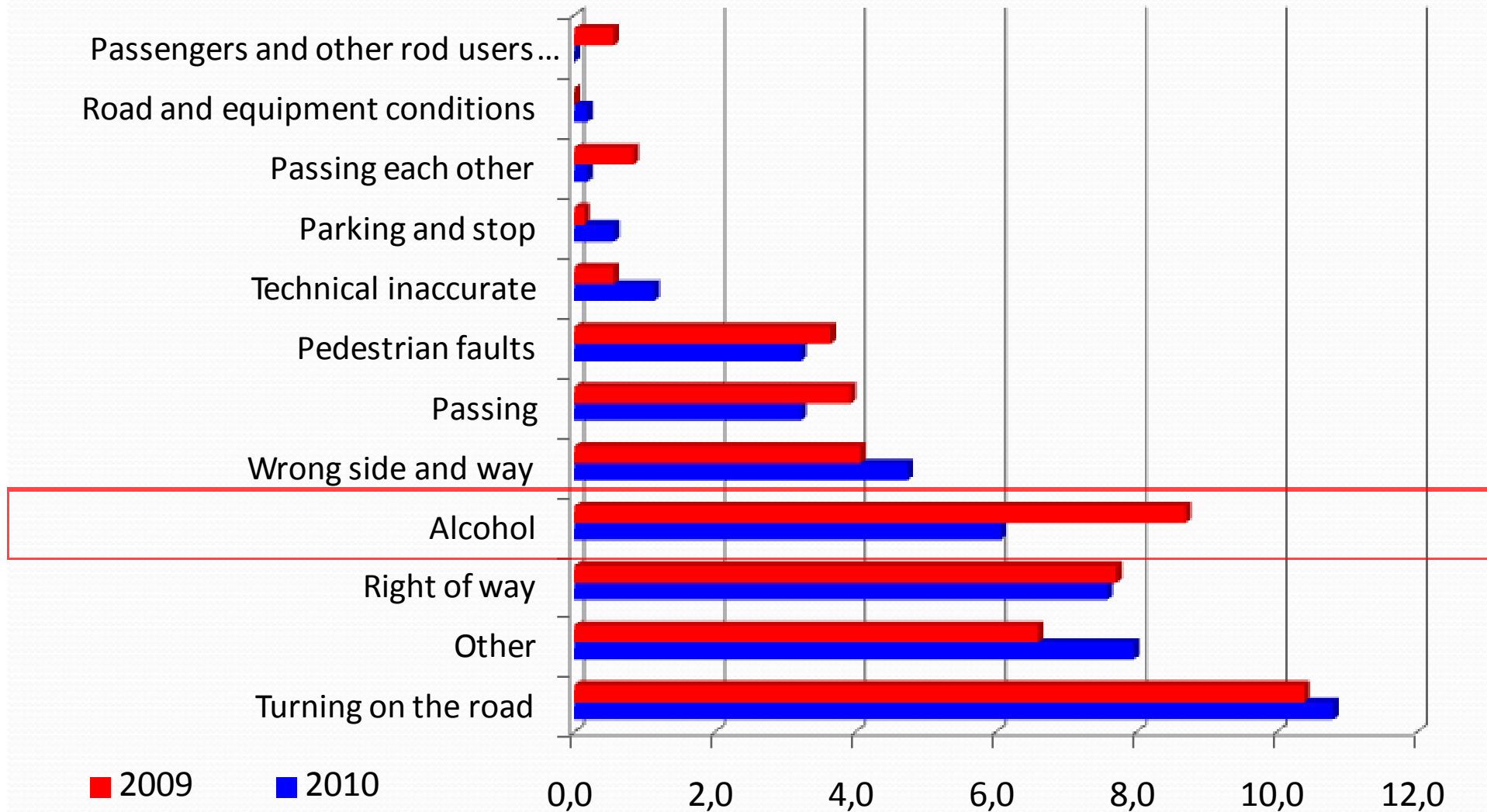
**Fatalities from Traffic Accidents,
According to the Cause of the Accident;
Comparing data in 2009 and 2010; Period January - October**

**SPEEDING IS THE MOST COMMON CAUSE OF
TRAFFIC ACCIDENTS**

**In 2010. 54,3% OF PEOPLE WAS KILLED IN
TRAFFIC ACCIDENTS BECAUSE OF EXCESSIVE
OR MALADJUSTED SPEEDING and
52,8% of KILLED IN YEAR 2009. FOR THE
SAME REASONS**



Fatalities from Traffic Accidents, According to the Cause of the Accident; Comparing data in 2009 and 2010; Period January - October



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Improvement of police business in the field of traffic safety

- Implementation of GIS technology (especially with traffic accidents database – spatial distribution of traffic accidents)
- Defining of new databases for the needs of police controls and regulation of traffic
- Support given to solving the problem of speeding (speed management system)



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SPI	Ruma	Mesto	Ruma	SM0103	Regulisanje saobraćaja/oprema puta	
Podaci o lokaciji radarskog mesta/radarskom uređaju:					Svetlosna signalizacija	nema
Oznaka puta i deonice	Magistralni put M-21			Vertikalna signalizacija	nema	
Kilometar puta u okviru deonice	57 km			Horizontalna signalizacija	dobro vidljiva	
Lokacija (opisno)	Restoran "Šumski mir"			Oprema puta (čel. ogr., smerokazi i sl.)	nema	
X,Y i Z koordinate	x=7402029 y=4963543 z=nepoznato			Znak O.B. koji važi na deonici	60km/h	
Merenje brzine u dolasku	Platičevo - Šabac			Udaljenost znaka O.B. koji važi na deonici od RM	500m	
Merenje brzine u odlasku	NE			O.B. koje važi za naselje (da li je opšte ili ne)	nema	
Vrsta-marka radarskog uređaja	Fama Laser III			Opšte O.B. koje važi za put van naselja	nema	
				Trotoar	nema	
				Pešački prelaz	nema	

Područje:		Fotografija mesta	Skica mesta
Put van naselja	x		
Put u naselju			
Vrsta podloge:			
Asfalt	x		
Ostale (tucanik, beton...)			
Stanje puta			
Dobro	x		
Udarne rupe			
Kolotraž			
Ostalo (klizavo, prijava...)			
Preglednost/vidljivost			
dobra	x		
loša			
Analiza izbora mesta za merenje brzine			

Na navedenom delu puta M-21, dogodilo se ukupno 28 saobraćajnih nezgoda od čega 9 saobraćajnih nezgoda sa nastadlim ljudima u kojima su 4 lica poginula, 3 teško i 5 lako povređena i 19 saobraćajnih nezgoda sa materijalnom štetom. Od ukupnog broja saobraćajnih nezgoda kod 18 saobraćajnih nezgoda se neprikladna brzina javlja kao uzročnik saobraćajnih nezgoda.

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WHAT DO WE EXPECT - DEMAND?

From **Local self-government** – active participation in solving the problem of traffic safety within its territory;

From **Road Management Company** – constant improvement of road safety (planning, designing, construction and maintenance);

From **Education Sector** – to provide education on traffic in pre-schools as well as in schools;

From **Expert organizations** for traffic safety project designs and – to design measures, implement these measures and constantly publish the results of implemented measures;



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WHAT DO WE EXPECT- DEMAND?

From **Science Institutions** – to conduct researches, carry out academic analyses and define dominant problems based on its results, as well as to promote scientific researches in this field;

From **Non-governmental organizations** – to secure a support and take the leading role in matters such as campaigns and other initiatives in this area;

From **Insurance companies** – to define an insurance system which will stimulate safe behavior in traffic, follow and inform on traffic accidents, especially on those not recorded by police;

From **Traffic Safety Agency** – to give its contribution to traffic safety improvement using all the available resources, being obliged by the law, and in that way justify its very important role in the system of traffic safety in the Republic of Serbia;



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WHAT DO WE EXPECT - DEMAND?

From the **Media** – TO CONTINUE with publishing the information objectively and responsibly and in that way impact the conscience of drivers and social changes leading to more responsible behavior of all participants in traffic;

From **OURSELVES** – to enforce the Law strictly, and through **restriction and education impact** the betterment of drivers' behavior, to be fully efficient, and save the special activities for the extremely risky behavior observed in traffic.



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WHAT WE EXPECT ?

FROM ALL OTHER INSTITUTIONS – WE EXPECT,

COOPERATION

AND TEAM WORK,

**FROM ALL INSTITUTIONS INCLUDED IN
TRAFFIC SAFETY SYSTEMS WHICH HAVE
RESPONSIBILITY**



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ХВАЛА НА ПАЖЊИ!
THANK YOU!

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