



**GOVERNMENT OF THE REPUBLIC OF SRPSKA
MINISTRY OF TRANSPORT AND COMMUNICATIONS**

ROAD SAFETY STRATEGY ON THE ROADS OF THE REPUBLIC OF SRPSKA FOR THE PERIOD FROM 2026 TO 2035

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ON THE ROADS OF THE REPUBLIC OF SRPSKA
FOR THE PERIOD FROM 2026 TO 2035

January, 2026

TEAM LEADER

Assist. Prof. Spasoje Mičić, PhD – Ministry of Transport and Communications

DEPUTY TEAM LEADERS

Assist. Prof. Boško Matović, PhD – Faculty of Mechanical Engineering Podgorica

Prof. Bojan Marić, PhD – Faculty of Traffic Engineering Doboj

Assist. Prof. Dragan Stanimirović, PhD – Republic Administration for Inspection Affairs

Milan Ilić, Traffic Eng. – Road Traffic Safety Agency

WORKING GROUP MEMBERS

Dragan Miletić, M.Sc. Traffic Eng. – Ministry of Transport and Communications

Svjetlana Dragišić, Law Graduate – Ministry of Transport and Communications

Bojan Škorić, Law Graduate in Security and Criminalistics – Ministry of Internal Affairs

Dragan Milošević, Law Graduate in Security and Criminalistics – Ministry of Internal Affairs

Slavoljub Stojanović, Law Graduate – Ministry of Finance

Anita Kos-Dragičević, Doctor of Dental Medicine – Ministry of Health and Social Welfare

Novica Mitrović, Graduate Journalist – Ministry of Education and Culture

Donka Begović, Graduate Civil Engineer – Ministry of Spatial Planning, Construction and Ecology

Slaviša Gačić, Traffic Eng. – Republic Administration for Inspection Affairs

Milija Radović, Traffic Eng. – Road Traffic Safety Agency

Goran Bošnjak, M.Sc. Traffic Eng. – Road Traffic Safety Agency

Saša Jasnić, M.Sc. Traffic Eng. – PC „Roads of Republic of Srpska“

Nikola Ćopić, M.Sc. Traffic Eng. – PC „Republic of Srpska Motorways“

Jelica Lubura, M.Sc. Traffic Eng. – Auto-Moto Organisations of the Republic of Srpska

Mira Bera, Traffic Eng. – Institute for Adult Education

MESSAGE FROM THE MINISTER OF TRANSPORT AND COMMUNICATIONS OF REPUBLIKA SRPSKA

Road safety represents one of the most important aspects of citizens' quality of life and a cornerstone of the sustainable social and economic development of the Republic of Srpska. In addition to irreparable human losses, road traffic accidents leave profound social and economic consequences affecting families, local communities, and society as a whole.



The Road Safety Strategy on the Roads of the Republic of Srpska for the Period from 2026 to 2035 represents a key strategic document defining the directions of action, priorities, and measures aimed at significantly reducing the number of fatalities and seriously injured persons on our roads. This Strategy is based on a detailed analysis of the road safety situation, reliable data and indicators, as well as on the best international and European practices in this field.

Through this document, the Republic of Srpska has clearly committed itself to adopting and implementing the "Safe System" approach, in which human life and health take precedence over all other interests. Starting from the fact that human errors are inevitable, our goal is to create a traffic system in which such errors do not result in fatalities or serious injuries. Particular emphasis has been placed on protecting the most vulnerable road users, as well as on achieving the Vision Zero objective – zero child fatalities in road traffic.

Achieving the strategic objective – reducing the number of fatalities and seriously injured persons by 50% over the next ten years, with zero child fatalities in road traffic – requires strong institutional cooperation, continuous investment in safer road infrastructure, modernization of the vehicle fleet, improvement of the knowledge and behaviour of road users, as well as efficient emergency response following road traffic accidents. This Strategy provides a clear framework for such action and serves as the basis for the development and implementation of action plans at both the republic and local levels.

The Ministry of Transport and Communications of the Republic of Srpska, in cooperation with all competent institutions, local self-government units, the professional and academic community, as well as civil society organizations, remains firmly committed to ensuring the consistent and effective implementation of this Strategy. Only through joint and responsible action can we create a safer road traffic environment and preserve what is most valuable – human life.

I am confident that the Road Safety Strategy on the Roads of the Republic of Srpska for the Period from 2026 to 2035 will represent an important step towards achieving high road safety standards and will contribute to creating a safer environment for all citizens of the Republic of Srpska.

Minister of transport and communications

Zoran Stevanović

III

Ова одлука ступа на снагу осмог дана од дана објављивања у “Службеном гласнику Републике Српске”.

Број: 04/1-012-2-203/26
29. јануара 2026. године
Бањалука

Предсједник
Владе,
Др Саво Минић, с.р.

171

На основу члана 14. Закона о експропријацији (“Службени гласник Републике Српске”, бр. 112/06, 37/07, 66/08, 110/08 и 79/15) и члана 43. ст. 1. и 3. Закона о Влади Републике Српске (“Службени гласник Републике Српске”, број 118/08), Влада Републике Српске, на Другој сједници, одржаној 29.1.2026. године, д о н о с и

ОДЛУКУ

О УТВРЂИВАЊУ ОПШТЕГ ИНТЕРЕСА

I

Утврђује се да је од општег интереса изградња шеталишта и дијела градског парка са пратећим садржајима у Лакташима, па се у ту сврху може извршити потпуна експропријација непокретности означене као:

- к.ч. број: 350/1, звана “Илија Доња”, њива 3. класе, у површини од 12138 м², уписана у Л.н. број: 2271, КО Лакташи, као својина: Касиповић (Антон) Марко са 1/1 дијела.

II

Корисник потпуне експропријације из тачке I ове одлуке је Град Лакташи.

III

Против ове одлуке може се покренути управни спор у року од 30 дана од дана ступања на снагу Одлуке.

IV

Ова одлука ступа на снагу осмог дана од дана објављивања у “Службеном гласнику Републике Српске”.

Број: 04/1-012-2-199/26
29. јануара 2026. године
Бањалука

Предсједник
Владе,
Др Саво Минић, с.р.

172

На основу члана 43. ст. 1. и 3. Закона о Влади Републике Српске (“Службени гласник Републике Српске”, број 118/08) и члана 13. Закона о стратешком планирању и управљању развојем у Републици Српској (“Службени гласник Републике Српске”, број 63/21), Влада Републике Српске, на Другој сједници, одржаној 29.1.2026. године, д о н о с и

ОДЛУКУ

О УСВАЈАЊУ СТРАТЕГИЈЕ БЕЗБЈЕДНОСТИ
САОБРАЋАЈА НА ПУТЕВИМА РЕПУБЛИКЕ СРПСКЕ
ЗА ПЕРИОД ОД 2026. ДО 2035. ГОДИНЕ

I

Усваја се Стратегија безбједности саобраћаја на путевима Републике Српске за период од 2026. до 2035. године.

II

Ова одлука ступа на снагу осмог дана од дана објављивања у “Службеном гласнику Републике Српске”.

Број: 04/1-012-2-281/26
29. јануара 2026. године
Бањалука

Предсједник
Владе,
Др Саво Минић, с.р.

173

На основу члана 34. Закона о ученичком стандарду (“Службени гласник Републике Српске”, број 107/24), чла-

на 16. став 5. Закона о систему јавних служби (“Службени гласник Републике Српске”, бр. 68/07, 109/12 и 44/16), члана 7. Закона о министарским, владиним и другим именованима Републике Српске (“Службени гласник Републике Српске”, број 41/03), члана 43. ст. 1. и 3. Закона о Влади Републике Српске (“Службени гласник Републике Српске”, број 118/08) и члана 39. ст. 2. и 3. Статута ЈУ Дом ученика Бијељина, Бијељина (број: 74-2/13), Влада Републике Српске, на Другој сједници, одржаној 29.1.2026. године, д о н о с и

ОДЛУКУ

О УТВРЂИВАЊУ КРИТЕРИЈУМА ЗА ИЗБОР И
ИМЕНОВАЊЕ ЧЛАНОВА УПРАВНОГ ОДБОРА ЈАВНЕ
УСТАНОВЕ ДОМ УЧЕНИКА БИЈЕЉИНА, БИЈЕЉИНА

I

1) Овом одлуком ближе се утврђују услови и критеријуми за избор и именовање чланова Управног одбора ЈУ Дом ученика Бијељина, Бијељина.

2) Под критеријумима за избор чланова Управног одбора из претходне подтачке сматрају се општи и посебни услови утврђени овом одлуком.

II

Кандидати за функцију из тачке I ове одлуке морају испуњавати сљедеће услове.

Општи услови:

- да су држављани Републике Српске или Босне и Херцеговине,

- да су старији од 18 година,

- да имају општу здравствену способност за обављање наведених послова,

- да нису отпуштани из државне службе на основу дисциплинске мјере на било којем нивоу власти у Босни и Херцеговини или ентитетима у периоду од три године прије дана објављивања конкурса,

- да се на њих не односи члан IX став 1. Устава БиХ,

- да нису на функцији у политичкој странци или чланови органа законодавне, извршне или судске власти,

- да нису чланови неког другог управног одбора, надзорног одбора или одбора за ревизију.

Посебни услови:

- висока стручна спрема - завршен најмање први циклус студија у трогодишњем или четворогодишњем трајању и остварених најмање 180 ECTS бодова или еквивалент, за представнике оснивача,

- најмање средња стручна спрема - IV степен, за представника родитеља или старатеља,

- најмање три (3) године радног искуства у струци, које су провели на пословима у васпитно-образовном раду, за представнике оснивача,

- најмање пет (5) година радног искуства у струци, за представника родитеља или старатеља.

III

Чланове Управног одбора ЈУ Дом ученика Бијељина, Бијељина, именује Влада Републике Српске на приједлог комисије за избор чланова Управног одбора ЈУ Дом ученика Бијељина, Бијељина.

IV

1) Комисију за избор чланова Управног одбора ЈУ Дом ученика Бијељина, Бијељина, именује Влада Републике Српске, у складу са законом и овом одлуком.

2) Комисија за избор чланова Управног одбора ЈУ Дом ученика Бијељина, Бијељина, састоји се од пет (5) чланова, и то три (3) из реда државних службеника и два (2) из реда лица која познају област од интереса за пословање Установе.



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USED ABBREVIATIONS AND TERMS

ABBREVIATION	MEANING
RSA RS	Road Traffic Safety Agency of the Republic of Srpska
AMO RS	Auto-Moto Organisations of the Republic of Srpska
GDP	Gross Domestic Product
RSLC	Road safety in the local community
EU	European Union
IfAE RS	Institute for Adult Education of the Republic of Srpska
LOFRTS BiH	Law on Fundamentals of Road Traffic Safety in Bosnia and Herzegovina
LORTS RS	Law on Road Traffic Safety of the Republic of Srpska
LPR RS	Law on Public Roads of the Republic of Srpska
IRS	Road Safety Performance Indicators
PR	Public Risk
PHI	Public Health Institution
MI	Minor Injured Persons
MTC RS	Ministry of Transport and Communications of the Republic of Srpska
MIA RS	Ministry of Internal Affairs of the Republic of Srpska
MEC RS	Ministry of Education and Culture of the Republic of Srpska
MHSW RS	Ministry of Health and Social Welfare of the Republic of Srpska
MSPCE RS	Ministry of Spatial Planning, Construction and Ecology of the Republic of Srpska
CAS	Casualties
RSI	Road Safety Inspection
FAT	Fatalities
INJ	Injured Persons
RSA	Road Safety Audit



*Road Safety Strategy on the Roads of the Republic
of Srpska for the Period from 2026 to 2035*



RIS RS	Republic Institute for Statistics of the Republic of Srpska
RAIA	Republic Administration for Inspection Affairs of the Republic of Srpska
RA	Road traffic accident
RA FAT	Road traffic accident with fatalities
RA INJ	Road traffic accident with injured persons
RA CAS	Road traffic accident with casualties
RA MD	Road traffic accident with material damage
RA SI	Road traffic accident with serious injuries
RA MI	Road traffic accident with minor injuries
RA TN	Total number of road traffic accidents
TR	Traffic Risk
SI	Serious injured persons
UN	United Nations
MDL	Management of Dangerous Locations on Public Roads
EMS	Emergency Medical Services
EBRD	<i>European Bank for Reconstruction and Development</i>
EIB	<i>European Investment Bank</i>
CEF	<i>Connecting Europe Facility</i>
HE	<i>programme Horizon Europe</i>
IPA	<i>Instrument for Pre-accession Assistance</i>
WB	<i>World Bank</i>
WBIF	<i>Western Balkans Investment Framework</i>
WHO	<i>World Health Organization</i>
UNECE	<i>United Nations Economic Commission for Europe</i>





1. INTRODUCTION

Traffic accidents represent an increasing global problem. According to data from the World Health Organization (WHO, 2018), approximately 1.3 million people lose their lives in traffic accidents each year, while around 50 million sustain injuries. For individuals aged between 5 and 44 years, traffic injuries are among the top three leading causes of mortality, especially in countries where investment in road safety is perceived as a cost rather than a social benefit. If more effective measures are not taken, traffic accidents are expected to become the fifth most common cause of death worldwide, leading to approximately 2.4 million fatalities annually. Young people aged 15 to 24 account for more than half of all road deaths. More than 93% of traffic fatalities occur in low- and middle-income countries (WHO, 2018).

According to reports from the Ministry of Internal Affairs, during the implementation of the Road Safety Strategy in the Republic of Srpska from 2013 to 2022, 1,230 people lost their lives, while 31,880 individuals were injured in traffic. Based on the data on the number of traffic accidents during the observed period, and the costs associated with traffic accidents in the Republic of Srpska, it has been determined that the economy of the Republic of Srpska lost approximately 800 million BAM during this period. Data shows that the public risk of death in traffic in 2022 was 8.9 fatalities per 100,000 inhabitants, which represents one of the worst rates compared to countries in the region.

The United Nations adopted a Resolution declaring the period until 2030 as the Second Decade of Action for Road Safety, while the World Health Organization developed a Global Plan for the Second Decade of Action for Road Safety. The European Union (hereinafter: EU) has laid the foundations for the implementation of the Road Safety Policy Framework by 2030. All international and European strategic documents emphasize the same global goal – to reduce the number of fatalities and seriously injured individuals in traffic by 50% by 2030.



**50% less fatalities
and seriously
injured**

The Global Plan for the Decade of Action for Road Safety encompasses measures and activities organized through five pillars of road safety:

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

The Republic of Srpska strives for progress and improvement of living standards in all areas,



relying on the experiences of the most developed countries, especially in the field of traffic. Therefore, it is of crucial importance to implement strategic measures that will contribute to improving traffic safety on the roads of the Republika Srpska.

In accordance with Article 43, paragraphs 1 and 3 of the Law on the Government of the Republic of Srpska ("Official Gazette of the Republic of Srpska", number 118/08), Article 13 of the Law on Strategic Planning and Development Management in the Republic of Srpska ("Official Gazette of the Republic of Srpska", number 63/21) and Article 16, paragraph 2 of the Law on Road Traffic Safety on the Roads of the Republic of Srpska ("Official Gazette of the Republic of Srpska", No. 63/11 and 111/21), and in connection with Article 7 of the Regulation on Strategic Documents in the Republic of Srpska ("Official Gazette of the Republic of Srpska", number 94/21), and with the aim of defining strategic directions of action in the field of traffic safety, the Government of the Republic of Srpska adopts the Decision on the Development of the Road Safety Strategy on the Roads of the Republic of Srpska for the period from 2026 to 2035. The Minister of Traffic and Communications has appointed a Working Group responsible for the development of the Traffic Safety Strategy on the Roads of the Republic of Srpska. Members of this working group include representatives from the Ministry of Transport and Communications, the Ministry of Internal Affairs, the Ministry of Finance, the Ministry of Health and Social Welfare, the Ministry of Education and Culture, the Ministry of Spatial Planning, Construction and Ecology, the Republic Administration for Inspection Affairs, the Traffic Safety Agency, the Institute for Adult Education, the Public Enterprise "Republic of Srpska Roads" Ltd Banja Luka, the Public Enterprise "Republic of Srpska Motorways" Ltd Banja Luka, and the Auto-Moto Association of the Republic of Srpska.

Primarily, it is necessary to assess the achieved results of the existing Strategy and of the existing Program for Road Safety in the Republic of Srpska, as well as to update these documents. Then, it is essential to harmonize a new vision for road safety, to provide a framework for the road safety action plan, and to give guidelines to the entities in the Republic of Srpska responsible for monitoring this area.

The Traffic Safety Strategy for the Roads of the Republic of Srpska for the period from 2026 to 2035. follows global trends, recognizes and relies on successful global practices in the field of road safety, and particularly:

- Global Sustainable Development Goals,
- Global Road Safety Goals,
- UN Resolutions on the global improvement of traffic safety, including the Resolution of September 2, 2020, which declares the period from 2021 to 2030 as the Second Decade of Action for Road Safety,
- Stockholm Declaration,
- Global plan for the second decade of Action for Road Safety,
- EU framework policy on Road Safety for the period from 2021 to 2030,
- Action plan for road safety in the Western Balkans (Permanent Secretariat of the Transport Community),
- Action plan for roads in the Western Balkans.



2. STRATEGIC PLATFORM

2.1. SITUATIONAL ANALYSIS

2.1.1. Analysis of the state of road safety during the period covered by the Road Safety Strategy for the period 2013–2022

The National Assembly of the Republic of Srpska adopted the Road Safety Strategy for the Republic of Srpska for the period 2013–2022 on May 30, 2013. The Law on Road Safety in the Republic of Srpska (“Official Gazette of the Republic of Srpska”, No. 63/11 and 111/21) stipulates that the Government of the Republic of Srpska adopts the Road Safety Program for the Republic of Srpska for a period of five years. The Government of the Republic of Srpska adopted the Road Safety Program for the Republic of Srpska for period 2019–2022 in 2019.

Reducing the number of fatalities on the roads in the Republic of Srpska by 50% by 2022 compared to the number of fatalities in 2011, as well as reducing the total socio-economic costs of traffic accidents over a ten-year period by about 582 million BAM, are the final goals intended to be achieved by launching and strengthening existing resources and building new capacities that will, with strong political support and leadership, continuously work towards reducing the risk of participation in traffic, particularly focusing on areas of traffic safety management systems, safer roads and movements, safer vehicles, safer road users, and post-accident care.

Reducing the number of road fatalities in the Republika Srpska by 50% by 2022 compared to the number of fatalities in 2011, as well as reducing the total socio-economic costs of road accidents, over a period of ten years, by approximately 582 million BAM, are the final goals intended to be achieved by launching and strengthening existing resources and building new capacities. These goals will be continuously implemented, with strong political support and leadership, using a systemic approach based on the five pillars of road safety established by the Decade of Action for Road Safety 2011–2020, with the aim of reducing the risks of road traffic participating. Particular attention will be paid to the areas of road safety management systems, safer roads and traffic movements, safer vehicles, safer road users and post-accident care.

Compared to the baseline year of 2011, defined by the Road Safety Strategy for the Republic of Srpska 2013–2022 (hereinafter: Strategy), the number of traffic accidents with fatalities has been reduced by 38.7% (Chart 1).

Chart 2 shows the trend of decreasing fatalities in traffic accidents from 2013. to 2022, with a total reduction of 38.7% compared to the baseline year of 2011. Although there has been a significant improvement in traffic safety, the set goals regarding the reduction of fatalities and seriously injured individuals in traffic accidents have not been achieved.

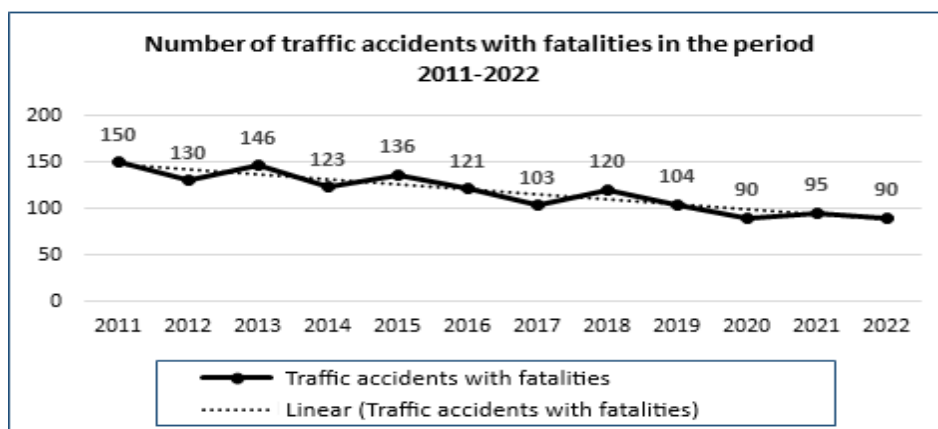


Chart 1. Number of traffic accidents with fatalities in the period 2011–2022.

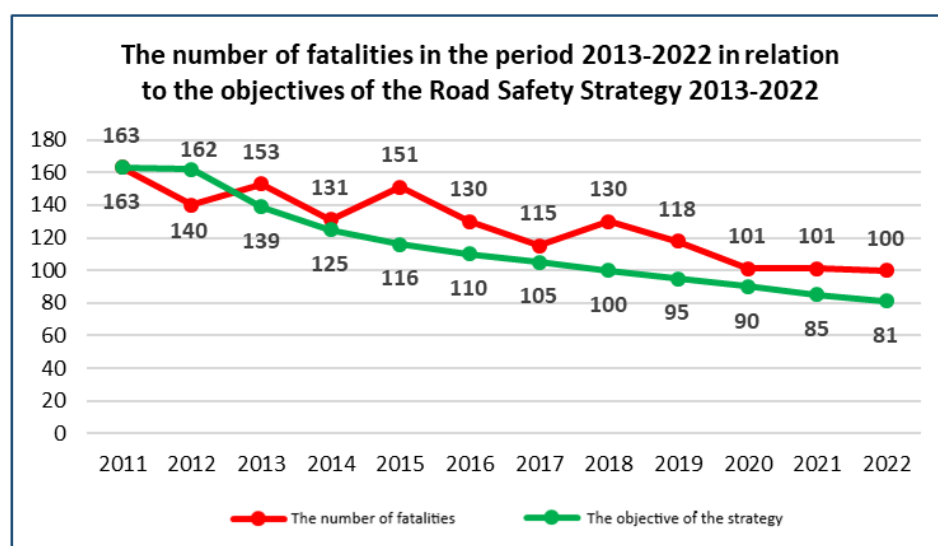


Chart 2. The number of fatalities from 2013 to 2022 compared to the goals of the Road Safety Strategy in the Republic of Srpska

Chart 3 illustrates the trend of seriously injured individuals in road traffic from 2013 to 2022. It can be observed that the number of seriously injured individuals does not follow the trends established over the ten-year period defined by the Strategy, meaning that the number of seriously injured individuals is higher than the number projected by the Strategy.

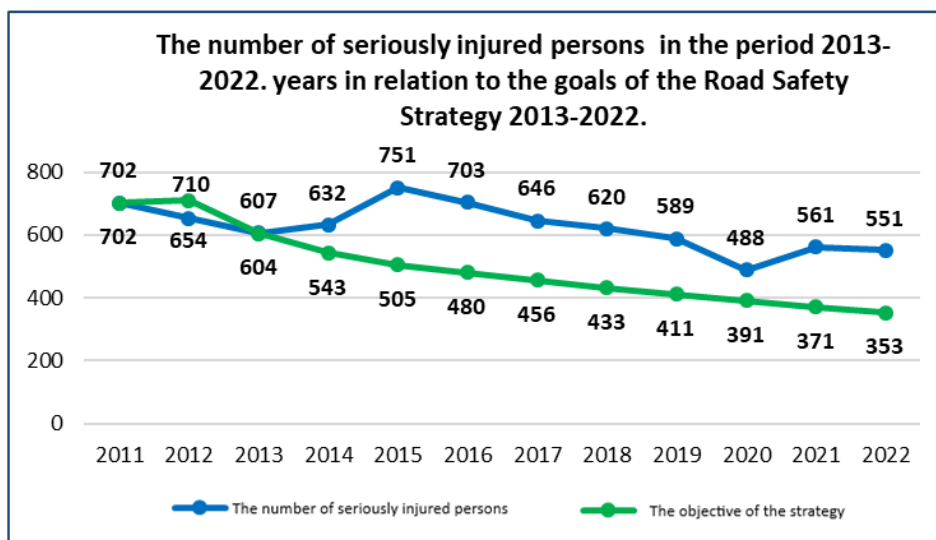


Chart 3. The number of seriously injured individuals from 2013 to 2022, compared to the goals of the Road Safety Strategy

In 2022, 8.9 persons per 100,000 inhabitants (89.27 persons per 1,000,000 inhabitants) died, which is a slight decrease compared to 2021. It is important to note that the population data in the Republic of Srpska by year was taken from the statistical bulletin published by the Republic Institute for Statistics of the Republic of Srpska (Chart 4).

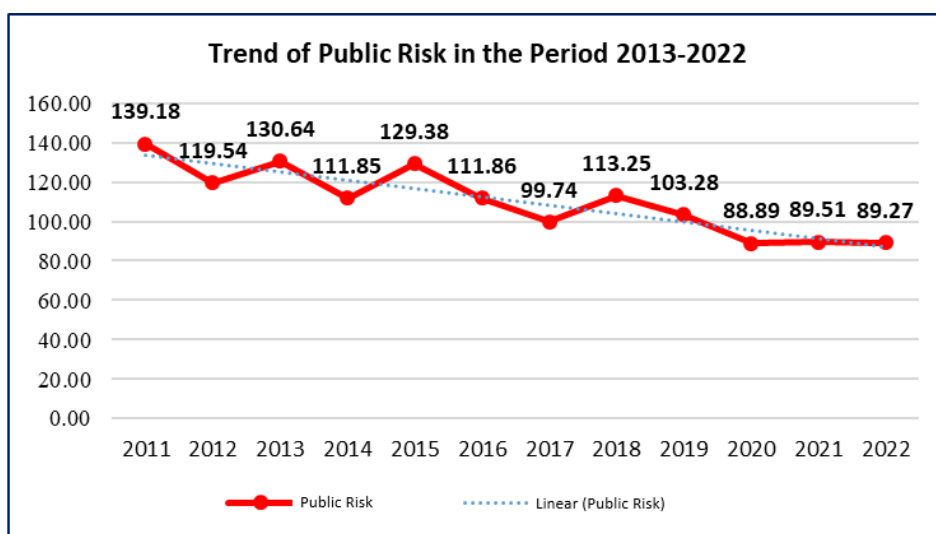


Chart 4. Public Risk trend in the period 2013–2022

The public traffic risk in the Republic of Srpska decreased from 139.18 fatalities/million inhabitants in 2011 to 89.27 fatalities/million inhabitants in 2022. However, this is significantly higher than the public traffic death risk in the EU (46 fatalities/million inhabitants in 2022), as well as in the most successful countries in Europe (Chart 5).

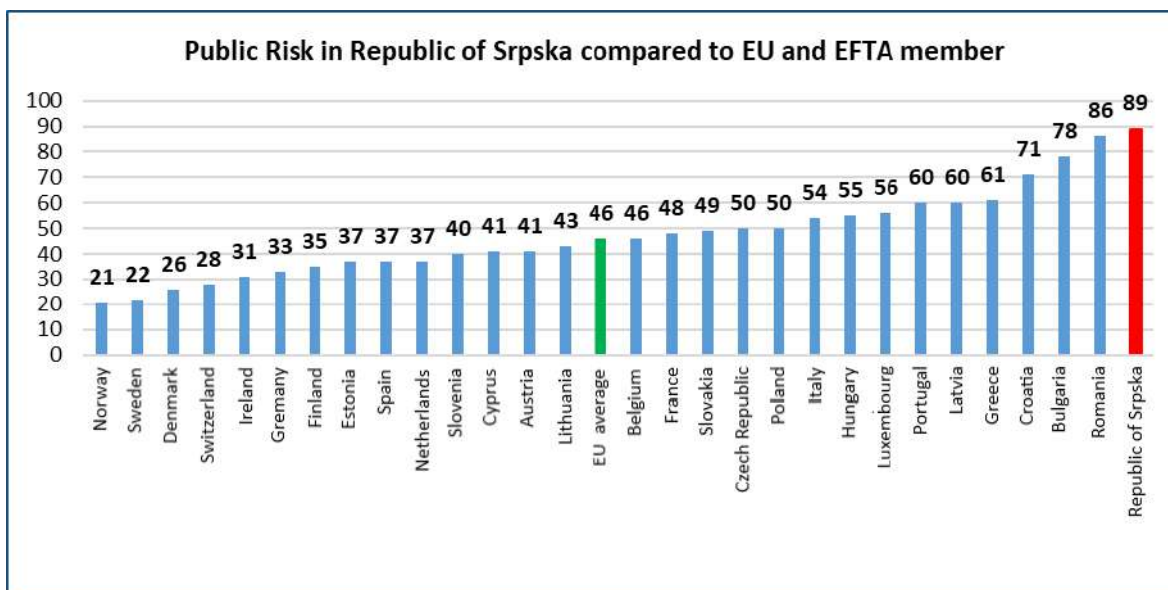


Chart 5. Public Risk in the Republic of Srpska compared to EU and EFTA member countries in 2022

When compared to leaders in road safety such as Norway and Sweden, the public risk is even four times safer (the risk of someone dying in a traffic accident is four times lower in Norway and Sweden than in Republic of Srpska).

The traffic risk in the Republic of Srpska has decreased from 4.63 fatalities to 10,000 registered vehicles in 2013, to 2.21 fatalities per 10,000 registered vehicles in 2022. Since 2018, a stable trend of decreasing deaths in relation to the number of registered vehicles has been established.

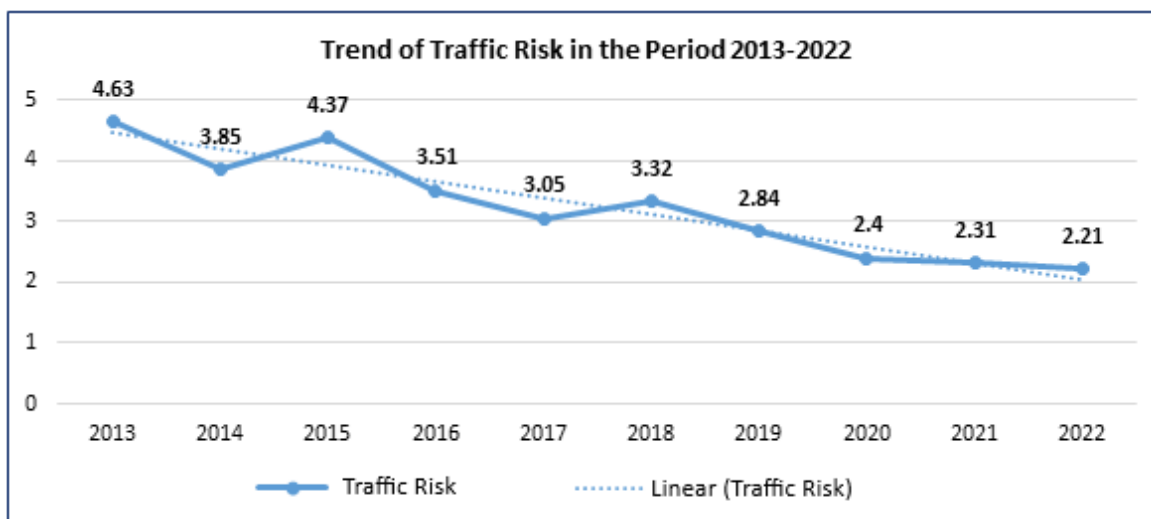


Chart 6. Traffic Risk trend in the Period 2013–2022

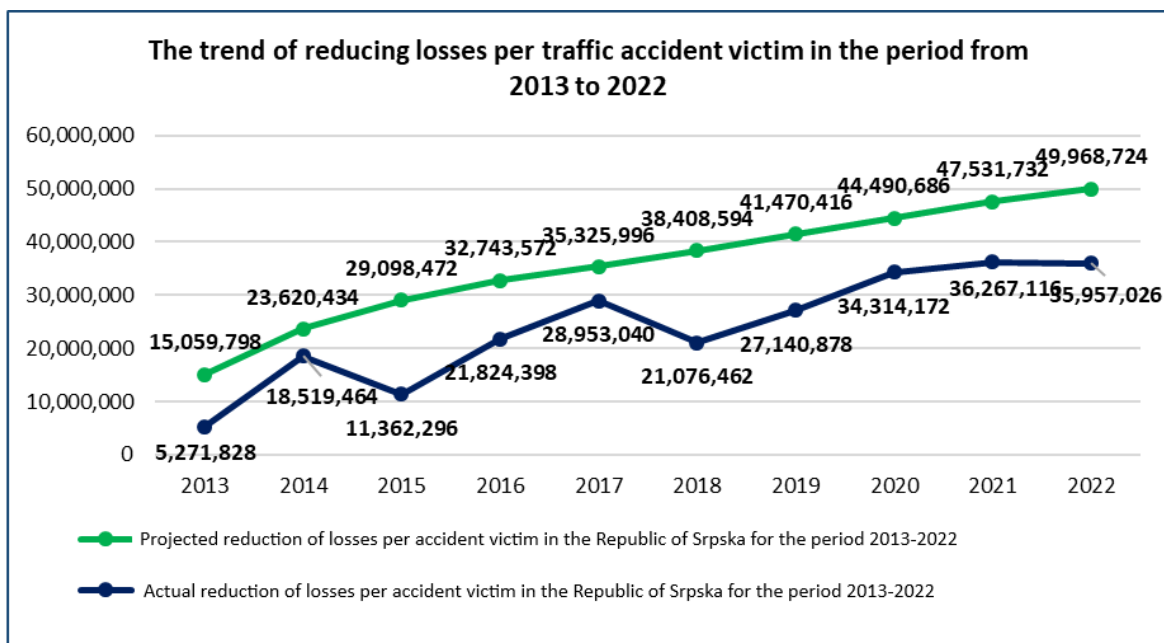


Chart 7. Loss reduction trend based on each traffic accident victim over the period 2013–2022

Based on the stated costs in this report, an analysis of savings was conducted based on the number of traffic accidents from 2013 to 2022 (Chart 7). According to the data on the number of traffic accidents during the observed period, and the data on the cost of traffic accidents in the Republic of Srpska, it was determined that out of the projected savings of 49,968,724 BAM, as established by the Strategy, the savings achieved by the Republic of Srpska in 2022 is amount of 35,957,026 BAM, which constitutes 71.96% of the planned amount. When considering the period from 2013 to 2022, the savings realized by the Republic of Srpska is amount of 240,686,680 BAM, which represents 67.28% in relation to the targets defined by the Strategy.

The final goals in the Traffic Safety Strategy are defined as follows:

- To reduce the number of fatalities on the roads in the Republic of Srpska by 50% by 2022 in relation to the number of fatalities in 2011
- To reduce the total socio-economic costs of traffic accidents over a period of ten years by approximately 582 million BAM.

Based on all the provided data, it is evident that the results achieved during the period From 2013 to 2022, the goals set out in the Strategy were not achieved in the Republic of Srpska.

In this regard, in the upcoming period, it is necessary, first of all:

- to continue to create a financially sustainable traffic safety management system, both at the national and local levels,
- to continue monitoring traffic accidents and their consequences, the costs of traffic accidents, traffic safety indicators, and attitudes towards road safety,



- to intensively carry out activities related to repressive and preventive measures regarding speed, alcohol, and the use of seat belt,
- to implement activities so that local self-government units in the Republic of Srpska recognize and strengthen their role in improving road safety,
- for road managers to continue building and strengthening their capacity for road safety management,
- for road managers to continue working intensively on identifying hazardous locations and sections on the road network and their more intensive removal,
- to undertake activities to reduce the average age of vehicles,
- for the competent authorities to insist on the enforcement of regulations related to the homologation of spare parts and equipment,
- for health institutions in the Republic of Srpska to continue improving the system for recording individuals who are cared and treated for injuries resulting from traffic accidents.

2.1.2. Overview of Road Safety Status in the Republic of Srpska for the Period 2020–2024

Chart 8 shows the trend of increasing total traffic accidents from 2020 to 2024. Compared to the previous year, the increase was 9.6% in 2021, while in 2022 a slight decline of 0.5% was recorded, followed by a growth of 7.4% in 2023 and 1.8% in 2024. The linear trend indicates a continuous growth during the observed period.

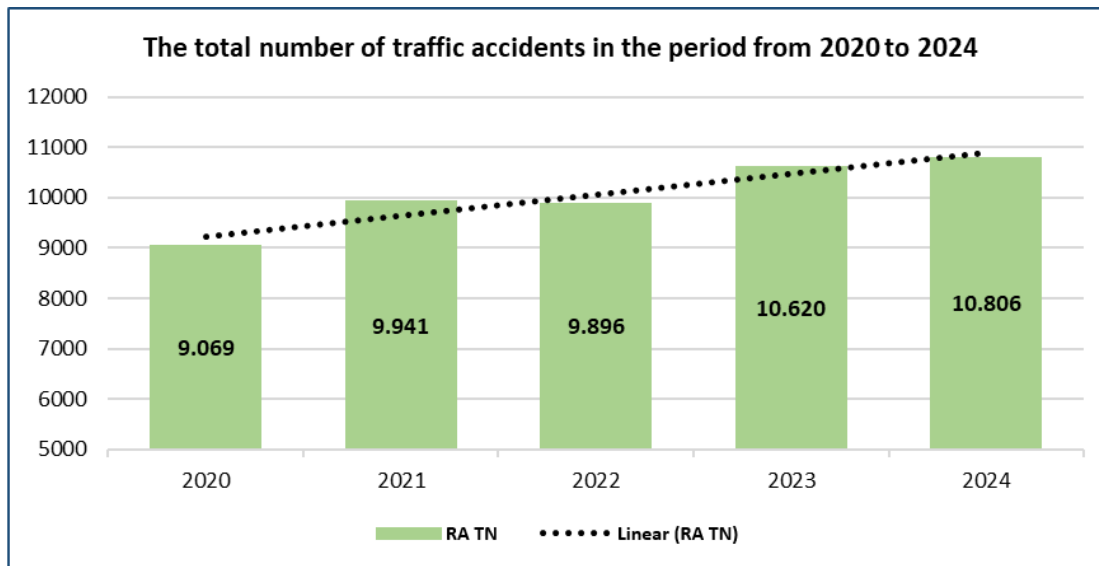


Chart 8. The total number of traffic accidents in the period 2020–2024

Analyzing the data from Chart 9, the movement of the number of traffic accidents over the last five years is visible. In 2024, 8,176 traffic accidents with material damage were recorded, which represents a slight increase of 0.2% compared to 2023, when there were 8,159 such traffic accidents. The number of accidents with lightly injured persons in 2024 is 2,005, an increase of 8.9% compared to 2023, when there were 1,841. Over the past five years, this category has

shown an increasing trend. Regarding accidents with seriously injured persons, in 2024, there were 535 cases, an increase of 1.9% compared to 2023, when there were 525 such accidents. The number of traffic accidents with fatalities in 2024 remained the same as in 2022, with 90 cases, while in 2023, there was a slight decrease of 5.3% compared to the previous year, when there were 95 cases.

Chart 10. shows the number of traffic accidents with fatalities in the period from 2020. Until 2024, ie. it shows slight oscillations without a clear trend of growth or decline. The values fluctuate between 90 and 95, with the highest values recorded in 2021 and 2023, while the other years remain at the level of 90. The linear trend indicates relative stability during the observed period.

The number of traffic accidents involving seriously injured persons is shown in Graph 11, and there has been a continuous increase from 2020 to 2024. The value increased from 432 to 535, with the highest relative increase recorded in 2023 with 12.9% compared to the previous year. The linear trend confirms a constant increase in the number of these accidents.

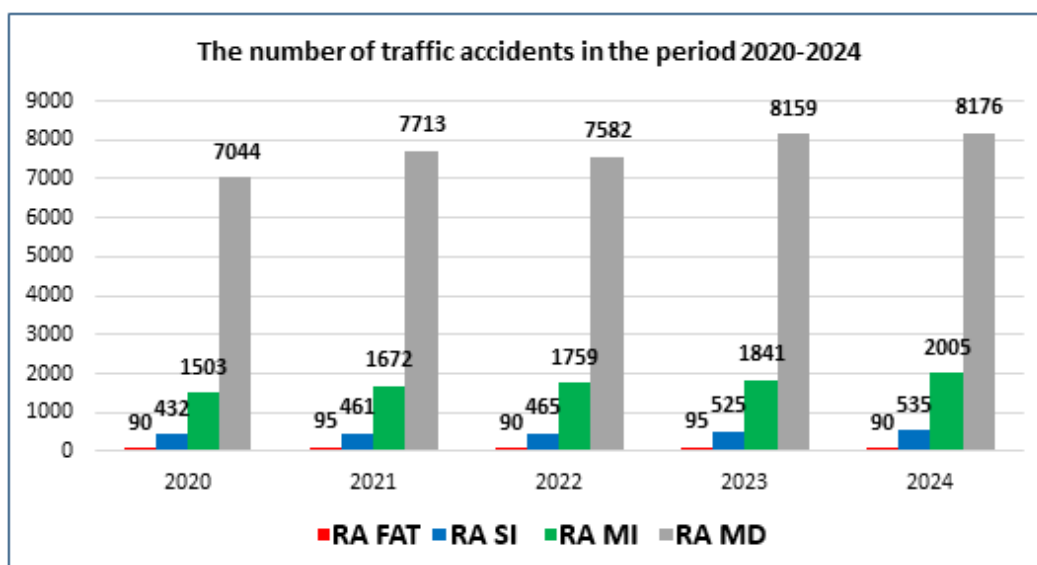
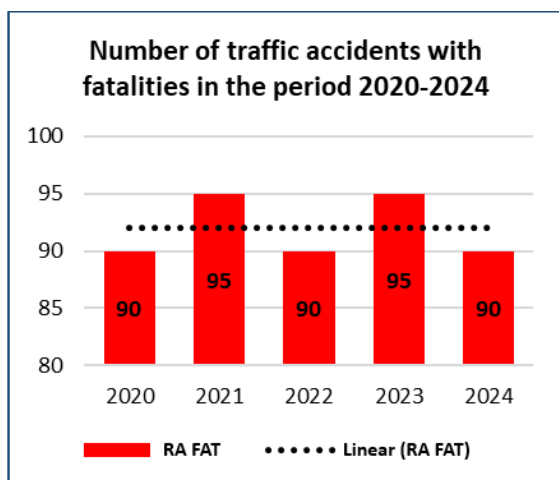


Chart 9. The number of traffic accidents in the period from 2020 to 2024

The number of traffic accidents involving lightly injured persons shows a constant increase during the analyzed period. In 2021, an increase of 11.3% was recorded compared to the previous year, while in 2022, the growth was 5.2%. The trend continues in 2023 with an increase of 4.7%, and the largest percentage increase of 8.9% was recorded in 2024. Overall, the number of accidents increased by 33.4% during the observed period, which is clearly visible in Chart 12.



art 10. The number of traffic accidents with fatalities, period 2020–2024

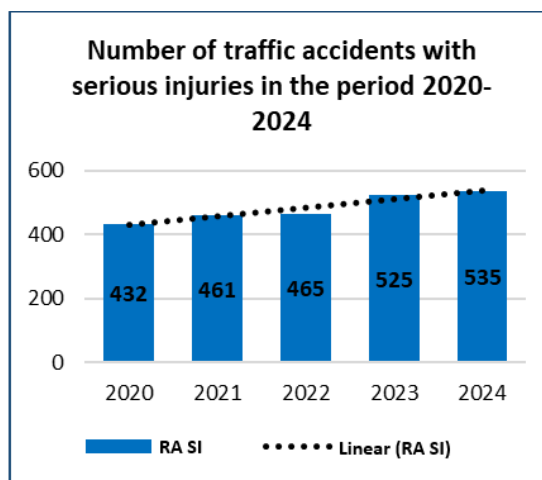


Chart 11. The number of traffic accidents with seriously injuries, period 2020–2024

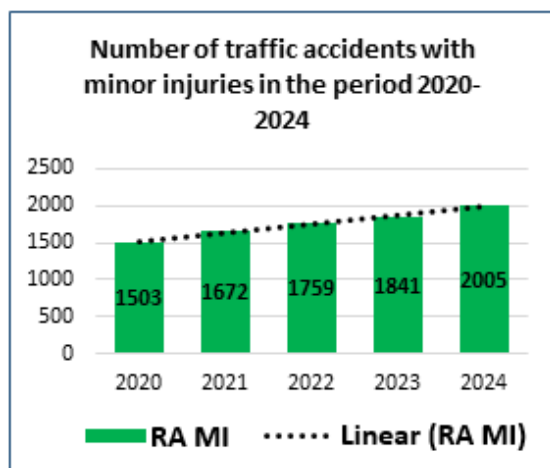


Chart 12. Number of traffic accidents with minor injuries, period 2020–2024

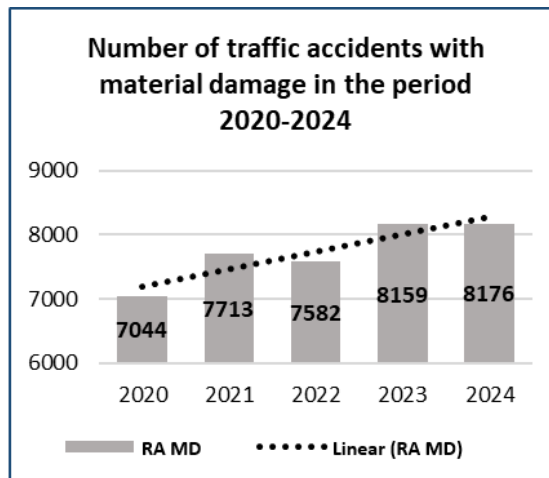


Chart 13. Number of traffic accidents with material damage, period 2020–2024

The number of traffic accidents with material damage also shows a generally increasing trend, with certain oscillations. In 2021, the number of accidents increased by 9.5%, but in 2022, there was a recorded decrease of 1.7%. After that, in 2023, the number of accidents increased again by 7.6%, while in 2024, there was a minimal increase of 0.2%. Overall, the number of accidents increased by 16.1% during this period. The linear trend in Chart 13 shows a gradual increase despite minor fluctuations.

2.1.3. Public risk and traffic risk

Chart 14 shows the public risk of death of residents in traffic for the period 2020–2024.

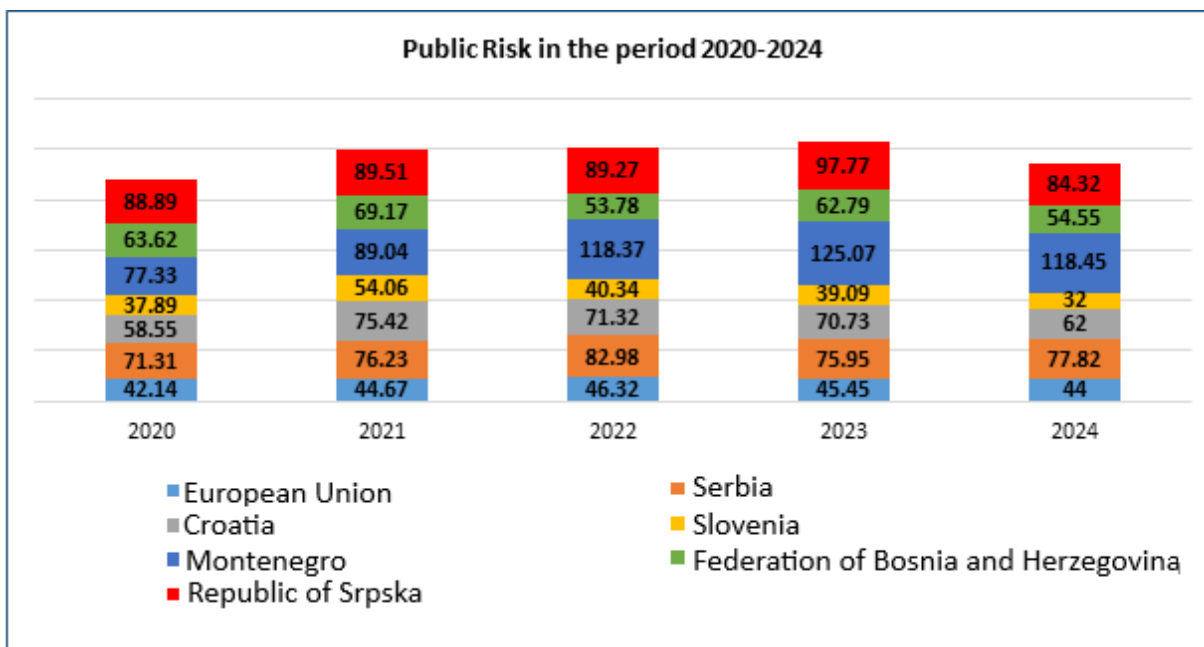


Chart 14. Public Risk in the Republic of Srpska, EU, and neighboring countries in the period 2020–2024

The public risk was analyzed in relation to the neighborhood of the Republic of Srpska and the average in the European Union. After the analysis, it was determined that the public risk in the Republic of Srpska is approximately 51% higher than the average in the European Union. It was also established that the Republic of Srpska has a higher public risk than neighboring countries, as well as the Federation of Bosnia and Herzegovina, except for Montenegro, which has the highest public risk in 2022, 2023, and 2024.

Chart 15 shows the traffic risk in the period from 2020 to 2024, expressed as the number of fatalities per 10,000 registered vehicles. Throughout the entire observed period, Montenegro records the highest traffic risk, especially in 2022 and 2023, when it exceeds a value of 2.7. In contrast, Slovenia and Croatia consistently have the lowest risk, below 0.5 in all years. The Republic of Srpska is in the lower half of the range, with values from 0.67 to 0.71, which is more favorable than most countries in the region, but still significantly above the average of the European Union, which is around 0.45.

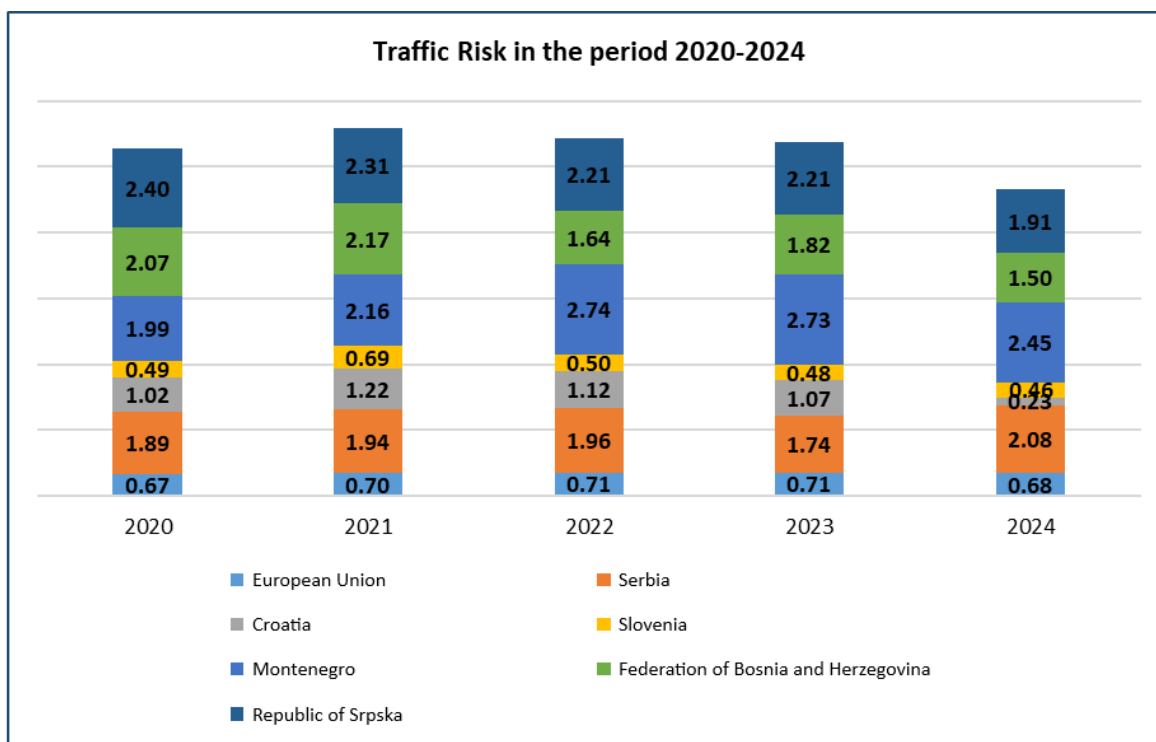


Chart 15. Traffic Risk in the Republic of Srpska, EU, and countries in the region during the period 2020–2024

2.1.4. Analysis of traffic accidents consequences

The number of lightly injured individuals in traffic accidents has shown a constant increase since 2020 up to 2024. In 2021, there was a recorded increase of 12.4% compared to the previous year, while in 2022, the growth was 7.7%. The trend continues in 2023 with an increase of 6.3%, and the largest growth of 7.7% was recorded in 2024. Overall, the number of minor injured individuals has increased by 38.8%.

The number of seriously injured individuals varied during the analyzed period. In 2021, there was an increase of 14.7% compared to 2020, after which in 2022, the number of accidents decreased by 1.1%. In the following years, a slight increase of 11.3% was recorded in 2023, but in 2024, the number of seriously injured individuals decreased by 0.6%. The total number of seriously injured individuals increased by 25.5% over the five-year period.

The number of fatalities remained approximately the same during most years, with a slight decrease in 2024. After the number remained the same in 2021 compared to 2020, in 2022, there was a minimal decrease of 1%, and in 2023, it reached the highest value in the period. However, in 2024, the number of fatalities decreased by 13.8% (chart 16).

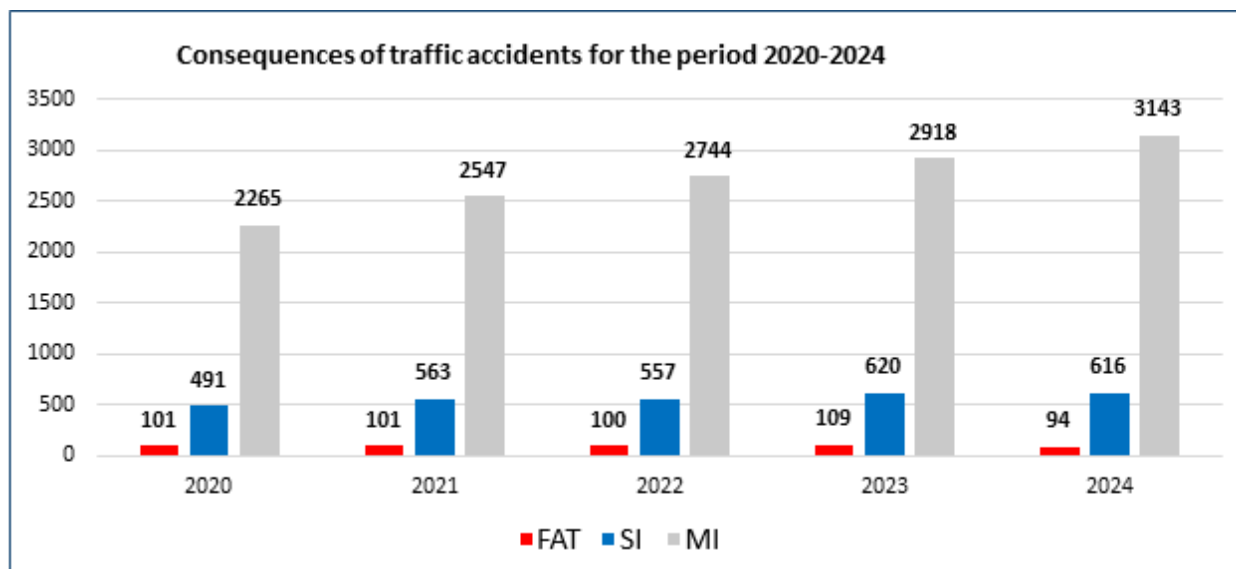


Chart 16. Consequences of traffic accidents for the period 2020–2024

In 2020 and 2021, the number of fatalities remained the same, while in 2022, there was a minimal decrease of 1%. A significant increase occurred in 2023, when the number of fatalities reached 109, which represents increase of 9% compared to the previous year. However, in 2024, the largest decline in the period was recorded, with a decrease of 13.8%. The linear trend shown in Graph 17 indicates that, despite fluctuations, the total number of fatalities in traffic accidents tends to decrease over the analyzed period.

The number of seriously injured individuals in traffic accidents shows a generally increasing trend during the analyzed period. In 2021, there was an increase of 14.7% compared to the previous year, while in 2022, there was a slight decrease of 1.1%. In the following year, the number of seriously injured individuals rises again, reaching the highest value of 620 in 2023. In 2023, there is an increase of 11.3%. In 2024, the number slightly decreases by 0.6%. The linear trend in Graph 18 shows that, despite fluctuations, the total number of seriously injured individuals tends to increase.

The number of minor injured individuals has been constantly increasing from 2020 to 2024. In 2021, there was a recorded increase of 12.4% compared to the previous year, while in 2022, the growth was 7.7%. In 2023, the number of lightly injured increased by 6.3%, and the largest growth of 7.7% was recorded in 2024. The total increase over the period amounts to 38.8%, as shown in Graph 19.

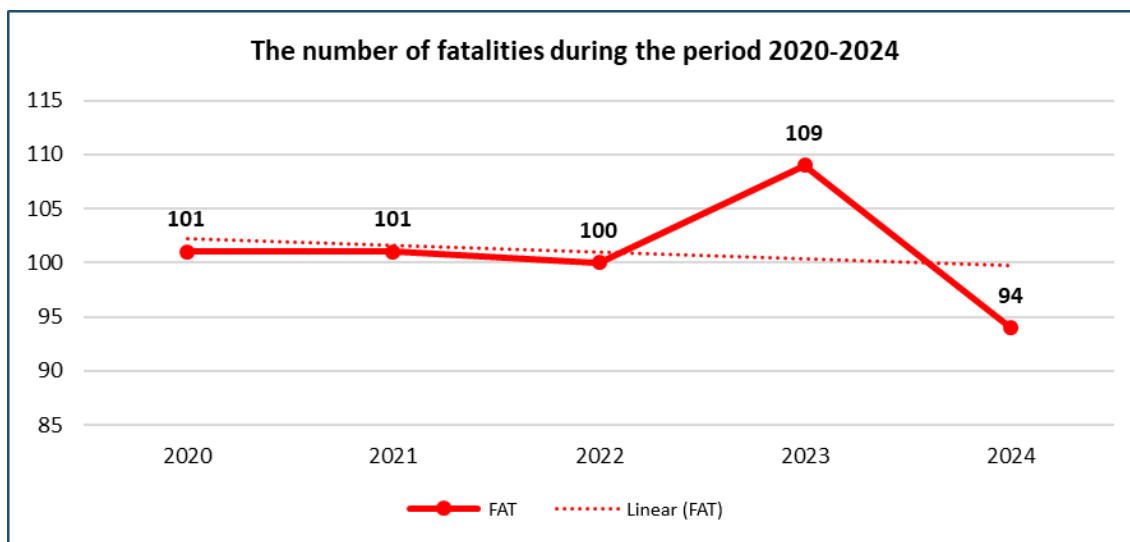


Chart 17. The number of fatalities in traffic accidents during the period 2020–2024

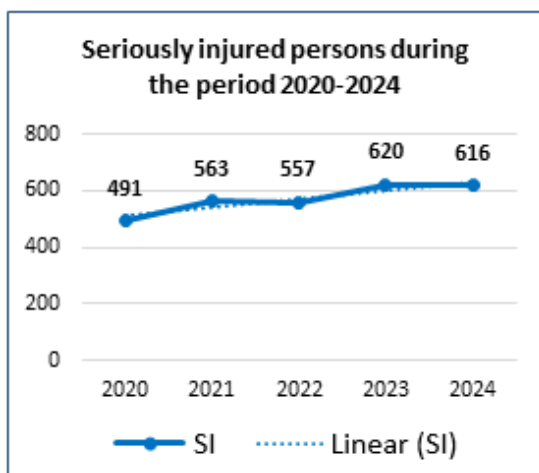


Chart 18. Seriously injured persons in traffic accidents during the period 2020–2024

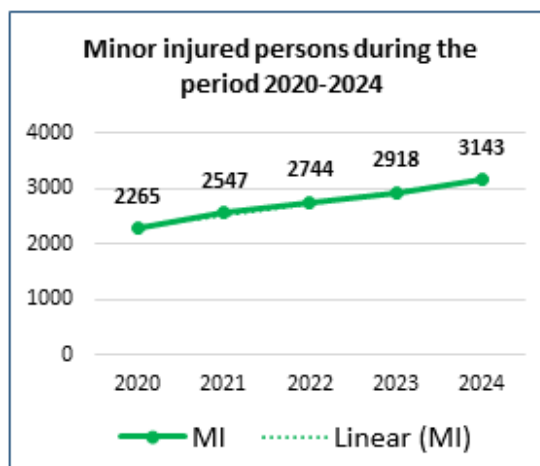


Chart 19. Minor injured persons in traffic accidents during the period 2020–2024

Chart 20. shows the distribution of the consequences of traffic accidents during the period 2020–2024. according to the category of road users. The highest number of fatalities (319) and seriously injured persons (1,700) was recorded among drivers, indicating their greatest exposure to risk. Pedestrians and front seat passengers are also significantly represented in the category of seriously injured, with 425 and 382 cases, respectively. Other categories of participants have a smaller number of casualties, but the trend is similar across all groups.

Chart 21 shows the distribution of traffic accident consequences by age groups of participants in the period 2020–2024. The highest number of severely injured persons (SPIP) was recorded in the age group 25–49 years (727), while a high number of fatalities (FAT) was also registered in the same group – 149. A significant number of severely injured persons is also noticeable in the

groups 50–64 (510) and 65+ years (385), with the number of fatalities in these categories being 75 and 97, respectively.

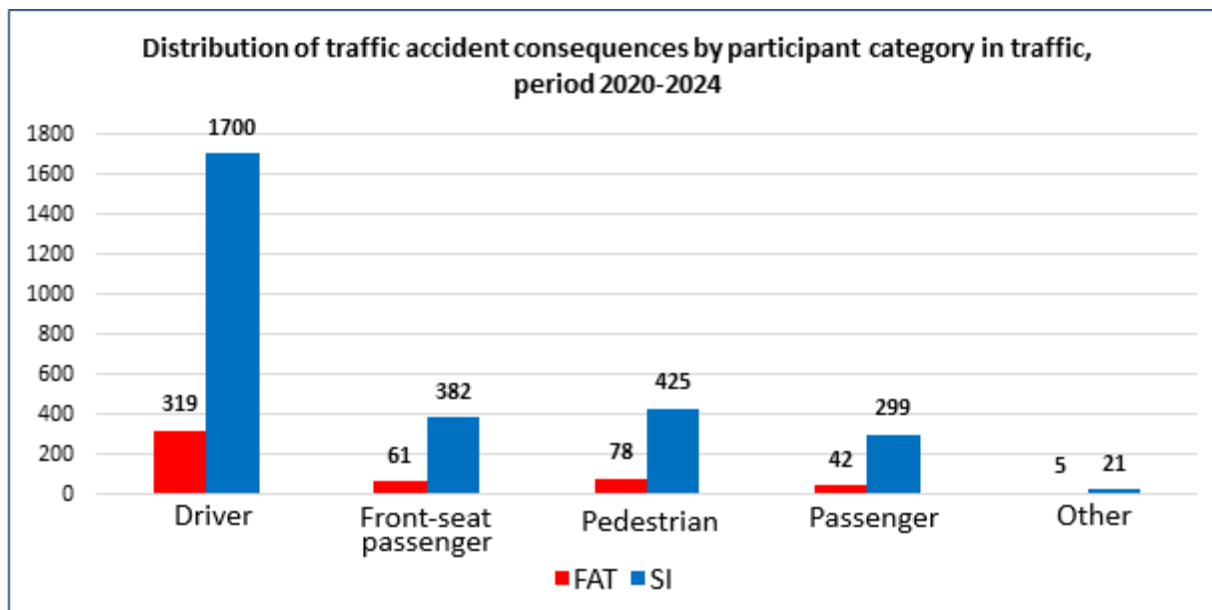


Chart 20. Distribution of traffic accident consequences by category of participants in traffic, period 2020–2024

In younger age groups, such as 0–6, 6–13, and 14–17 years, the number of both injured and fatalities is significantly lower, but still present.

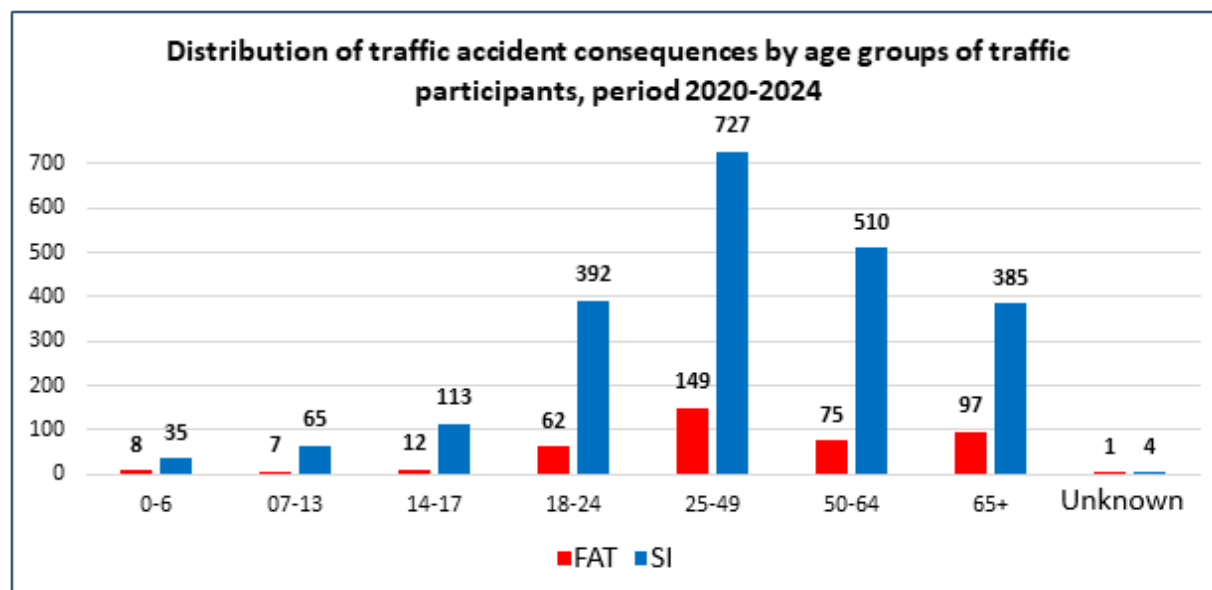


Chart 21. Distribution of traffic accident consequences by age groups of participants in traffic, period 2020–2024

The distribution of traffic accident consequences in the period from 2020 to 2024 shows that the speed inappropriate for road conditions is the most common cause, with 200 fatalities and 964

serious injuries. A significant number of accidents were the result of not adhering with the direction of vehicle movement, which led to 580 serious injuries. As shown in Chart 22, driving under the influence of alcohol, failure to respect the right of way of other vehicles, and other errors also had an impact on the number of casualties in traffic.

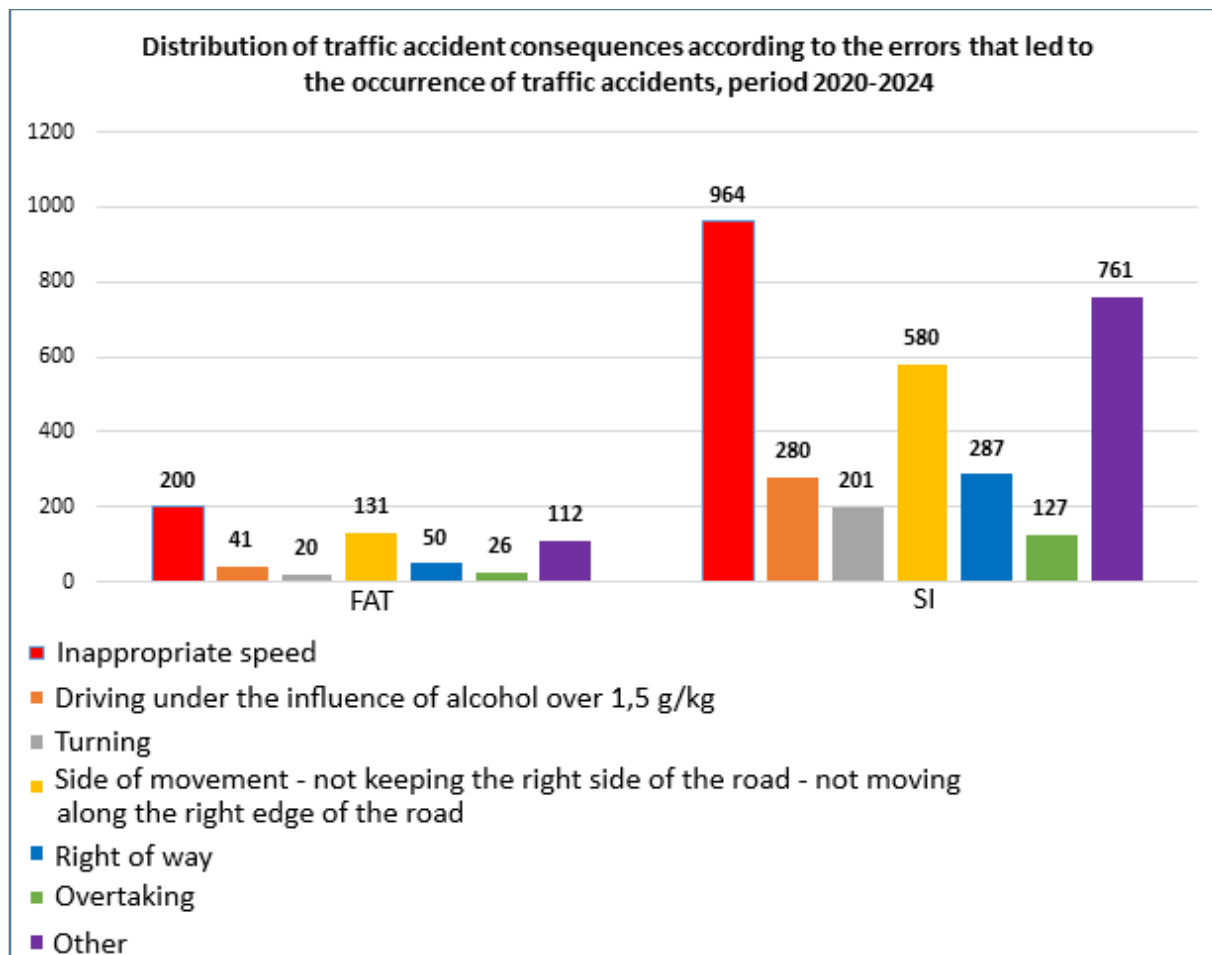


Chart 22. Distribution of traffic accident consequences according to the errors that led to the occurrence of traffic accidents, period 2020–2024

Distribution of traffic accident consequences by road category in the period 2020–2024 indicates that the trunk roads are the most dangerous, with a total of 289 fatalities and even 1,374 severely injured individuals. A significant number of injuries were also recorded on the streets in residential areas (611), regional roads (396), and local roads (350). On these roads, a notable number of fatalities were recorded: 45 in residential areas, 78 on regional roads, and 68 on local roads. For comparison, there were only 7 fatalities and 21 serious injuries recorded on the highway. The data from chart 23 complements the picture of the impact of road type on the severity of accident consequences.

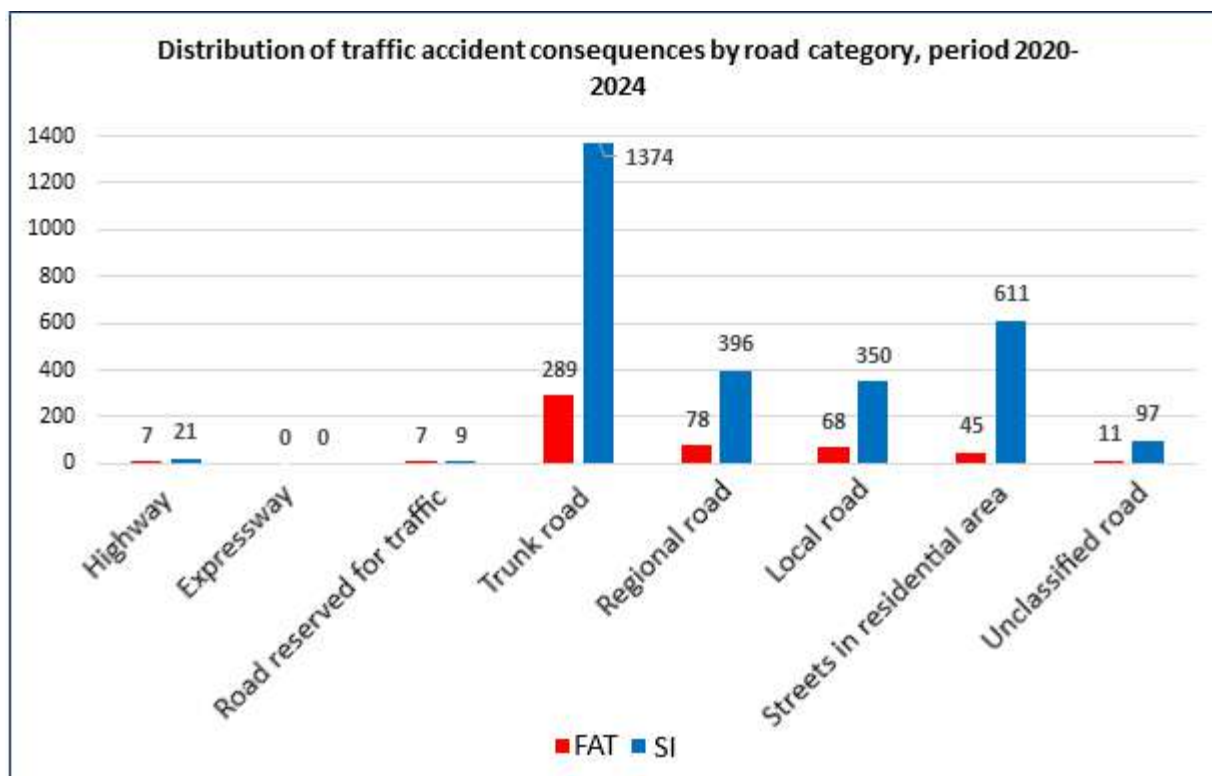


Chart 23. Distribution of traffic accident consequences by road category, period 2020–2024

2.1.5. Road safety indicators

The key to successful traffic safety management lies in quantifying every element of the system. Quantification primarily involves defining the current state and assessing the future state based on the values of certain indicators. Road safety indicators directly indicate the area of action aimed at improving road safety and therefore significantly differ from the consequences of traffic accidents, i.e., the traditional way of monitoring traffic safety conditions. In the Republic of Srpska, since 2017, in accordance with the adopted defined methodology, performance indicators of traffic safety have been measured. With this document and the Guidelines from 2019, the Republic of Srpska has joined the ranks of countries that, in addition to direct indicators, regularly, i.e., annually, conduct measurements of indirect indicators, i.e., traffic safety indicators, which allows for quality monitoring of the situation, as well as comparison with the best in this field. The Agency for Road Safety of the Republic of Srpska measures and monitors indicators related to: protective systems, mobile phones, speed, and alcohol.

The following charts present a comparative analysis of traffic safety indicators of the Republic of Srpska and selected countries of the European Union. Analyzing the results with European countries, we can see that the Republic of Srpska is not in an enviable position for most measured indicators. The level in most measured indicators. Poor conditions can be seen regarding the use of seat belts by drivers and passengers in the back seats (only 23.6%), the use of child car seats (46.5%), as well as the indicator related to speeding in populated areas, where the Republic of



Srpska ranks first. When it comes to the use of mobile phones while driving, we can see a slightly better condition (6%), unlike Greece, Spain, and Cyprus, where this value exceeds 8%.

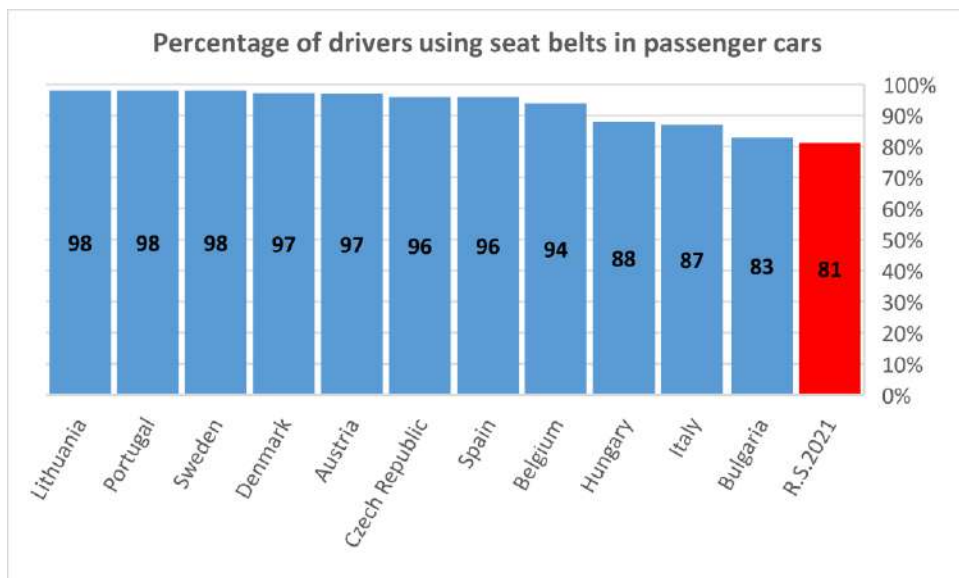


Chart 24. Percentage of drivers using seat belts in passenger cars

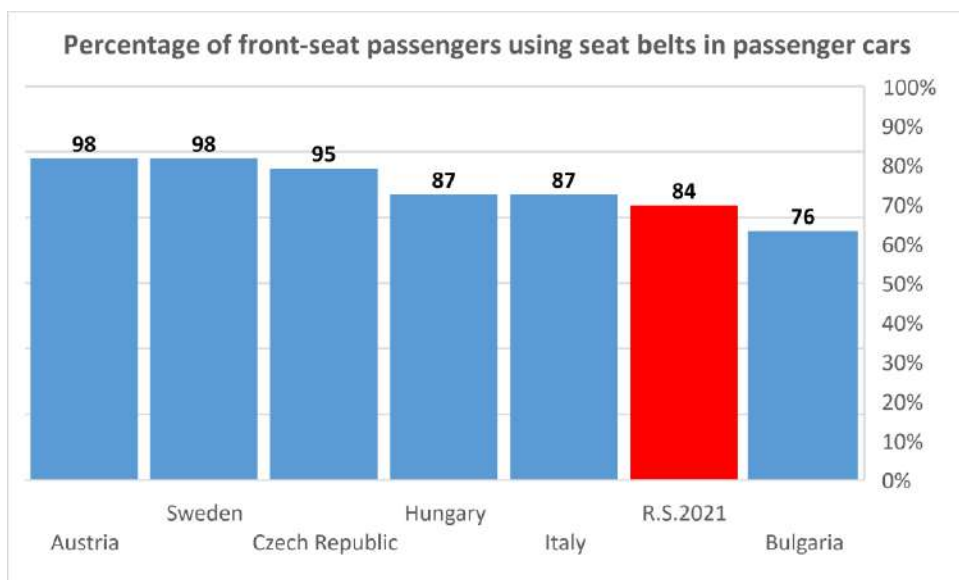


Chart 25. Percentage of front-seat passengers using seat belts in passenger cars

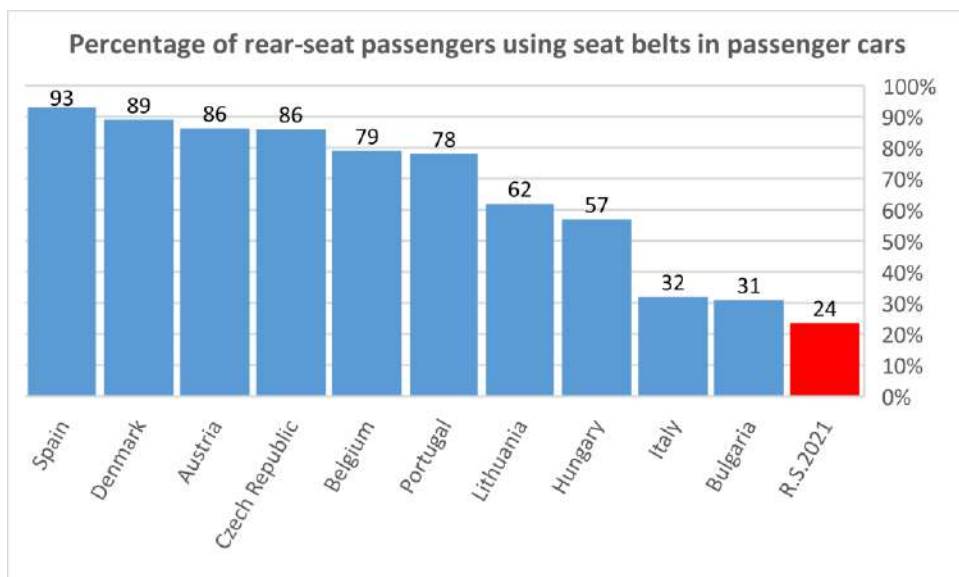


Chart 26. Percentage of rear-seat passengers using seat belts in passenger cars

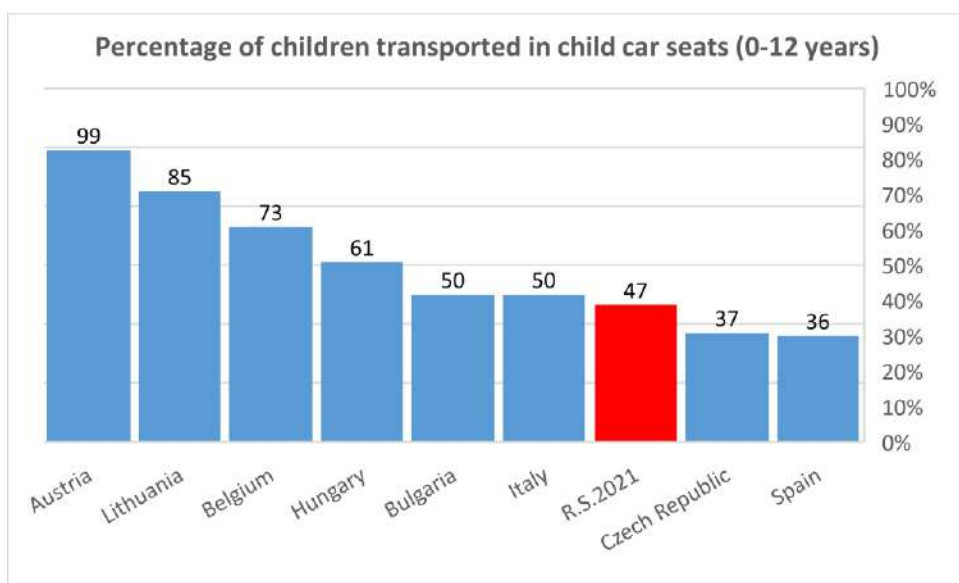


Chart 27. Percentage of children transported in child car seats (0-12 years)

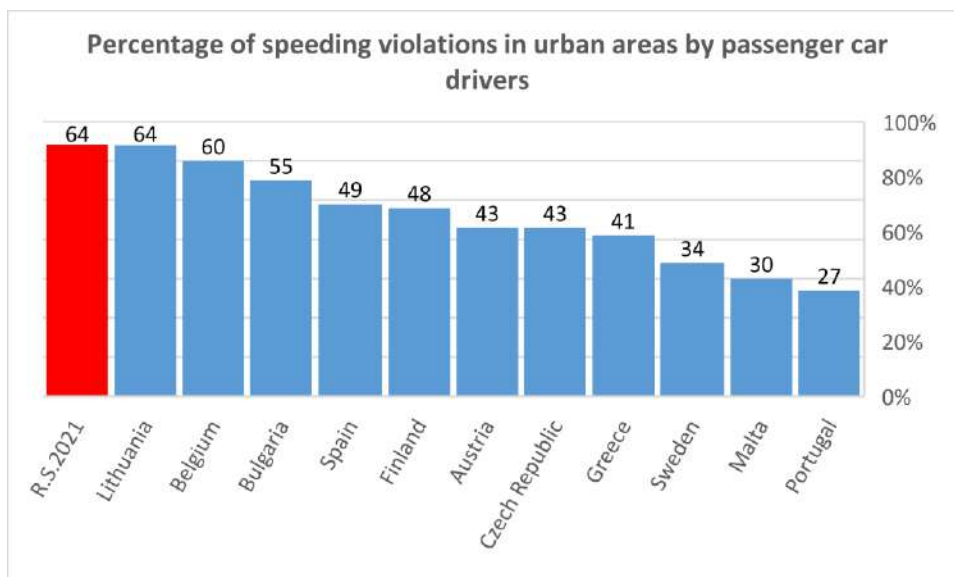


Chart 28. Percentage of speeding violations in populated areas by passenger car drivers

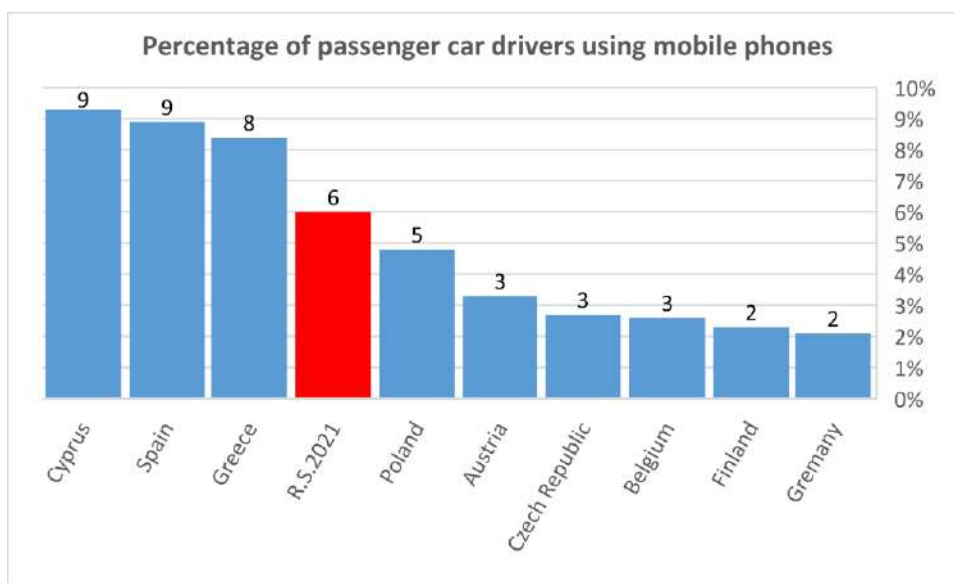


Chart 29. Percentage of passenger car drivers using mobile phones

2.1.6. Overview of the socio-economic consequences of traffic accidents

One of the final goals defined by the Road Safety Strategy on the roads of the Republic of Srpska for the period 2013–2022 was to **“Reduce the total socio-economic costs of traffic accidents over a ten-year period by about 582 million BAM.”**

By analyzing the total socio-economic consequences of traffic accidents during the monitoring period of the Strategy, and based on the national methodology for calculating the costs of traffic accidents in the Republic of Srpska from 2012, we get the data that the mentioned costs **exceeded the amount of one billion BAM** in the observed period.

According to the national methodology, the incurred losses for each victim of a traffic accident based on the severity in the Republic of Srpska amount to:

1. Deceased – 520.950 BAM (266.358 EUR),
2. Severely injured – 20.776 BAM (10.623 EUR),
3. Minor injured – 693 BAM (354 EUR),

while the incurred losses per traffic accident based on severity in the Republic of Srpska amount to:

1. Accidents with fatalities – 620.618 BAM (317.317 EUR),
2. Accidents with serious injuries – 66.683 BAM (34.094 EUR),
3. Accidents with minor injuries – 6.221 BAM (3.181 EUR),
4. Accident only with property damage – 3.258 BAM (1.666 EUR).

The total socio-economic costs of traffic accidents in Republika Srpska in 2019 amounted to 134,353,480 BAM (68.7 million EUR). Considering that the total gross domestic product (GDP) of the Republic of Srpska for 2019 was 5.8 billion euros, it can be concluded that the share of traffic accident costs in the total GDP of the Republic of Srpska is 1.2%. Comparing the Republic of Srpska with other countries in Europe, it is concluded that the Republic of Srpska has a somewhat more favorable situation regarding the total costs of traffic accidents in the total GDP, unlike the other countries presented.

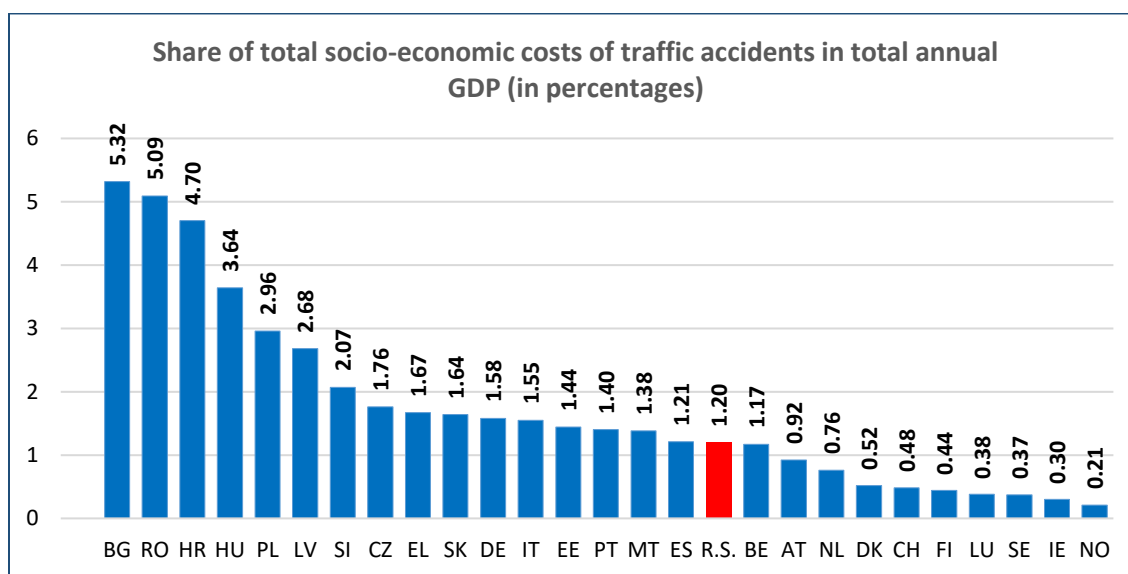


Chart 30. Share of total socio-economic costs of traffic accidents in the total annual GDP in the Republic of Srpska and in EU countries (in percentages)

2.1.7. The most important principles of work in road safety

The Road Safety Strategy on roads of the Republic of Srpska for the period from 2026 to 2035 supports, the so-called Safe System Approach, as well as the following key principles of work road safety:



1. Death and serious bodily injuries are not acceptable in traffic;
2. To err is human, and people will always make mistakes in traffic, therefore it is necessary to create a system that anticipates and "forgives" these mistakes, and in the case of failure or error of one element of the system, the other elements should prevent death and serious injury;
3. There is a limit to human tolerance to force, beyond which a person sustains serious injuries or dies, and the system should be such that this limit is never exceeded;
4. Shared responsibility must exist, as both system creators (to create a safe system) and traffic participants (to respect the prescribed rules of participation in traffic) are responsible for traffic accidents;
5. Extended responsibility, which includes not only legal but also extra-legal liability: professional, moral, and political responsibility for road safety;
6. Preventive action should be regularly and systematically implemented in continuity, following prescribed procedures for detecting and eliminating (reducing) risks in traffic, and every traffic accident with serious consequences should be used as a lesson learned and improving the system;
7. Data-driven road safety – collecting, systematizing, and automatic processing of data (on exposure, attitudes, self-reported behavior, road safety indicators, traffic accidents, and their consequences) are the basis for professional planning and implementation of optimal measures aimed at improving road safety;
8. Road safety based on science – knowledge in road safety is costly and is paid for by the victims of traffic accidents; systematic transfer of knowledge, creation of new knowledge, dissemination of knowledge in the field of road safety, especially in connection with proven and successful initiatives, will ensure the application of the best knowledge and experiences in the Republic of Srpska;
9. Communication between road safety subjects must be established and regular, due to joint actions, activities, planning, and designing road safety measures and the exchange of information between subjects;
10. Vertical and horizontal coordination (alignment) in the work of subjects and individuals – horizontal coordination implies that subjects at the same level (state level, local level) align their activities in executing common tasks and achieving road safety goals, while vertical coordination implies that relevant state institutions (ministries, etc.) ensure coordinated implementation of measures and activities at all levels;
11. Cooperation between road safety subjects implies that multiple subjects are involved in the preparation and implementation of specific measures and activities, that they cooperate and work together to achieve goals for improving traffic safety.

2.2. STRATEGIC FOCUSING

2.2.1. SWOT analysis

SWOT analysis represents one of the key analytical tools in the development and implementation of the Road Safety Strategy on the roads of the Republic of Srpska, as it allows a systematic overview of internal and external factors that affect the level of road safety. In the context of



strategic planning, this analysis serves as a basis for realistically defining goals, priorities, and measures that need to be taken to reduce the number of traffic accidents and their consequences.

STRENGTHS	WEAKNESSES
✓ Existence of a legislative framework in the field of road safety; ✓ Established institutions for managing traffic safety; ✓ Available data on traffic accidents; ✓ Cooperation with scientific and professional institutions; ✓ Experience in developing public policies, strategic documents, and action plans; ✓ Professional staff in the public sector; ✓ Legal possibility of applying preventive measures; ✓ Existence of a normative framework for analyzing and managing traffic risk; ✓ Established emergency medical services; ✓ Growing public awareness of road safety.	✗ Insufficient coordination among relevant institutions; ✗ Limited financial resources; ✗ Insufficient application of existing regulations; ✗ Insufficient education of traffic participants; ✗ Political circumstances in Republic of Srpska, or Bosnia and Herzegovina; ✗ Insufficient regular monitoring of the effects of measures; ✗ Blocking of EU funds due to failure to meet conditions from the EU integration process; ✗ Slow implementation of strategic measures; ✗ Insufficient application of strategic measures at the level of local communities.
OPPORTUNITIES	THREATS
😊 Alignment with European regulations and standards; 😊 Availability of international funds and projects;; 😊 Development of intelligent transport systems in traffic; 😊 Improvement of training and education systems; 😊 Application of modern analytical tools in the field of road safety; 😊 Investments in infrastructure modernization; 😊 Strengthening international cooperation; 😊 More significant investment in public awareness campaigns;	😞 Increase in the level of motorization and traffic intensity; 😞 Aging of the vehicle fleet; 😞 Unfavorable demographic trends; 😞 Low level of traffic culture; 😞 Increased participation of risk groups in traffic; 😞 Climate change and extreme weather conditions; 😞 Economic instability; 😞 Insufficient political support; 😞 Public resistance to restrictive measures; 😞 Inconsistent development of traffic and infrastructure;



☺ Improvement of the response system after traffic accidents; ☺ Digitalization of traffic management.	☹ Insufficient training of the workforce for future challenges.
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2.2.2. Strategic Focuses

Road safety, due to dynamic social, technological, and economic changes, is becoming one of the key elements of sustainable development of the traffic system. The increase in the level of motorization, more intense traffic flows, changes in the structure of traffic participants, as well as the accelerated development of new technologies, require that the traffic safety system operates in a rapidly changing environment, with the increasing need for a proactive and systematic approach. Improving the regulatory and institutional framework, aligning with modern European norms and standards, as well as strengthening the responsibility of all relevant actors, have led to a transformation in the approach to managing road safety. The focus is shifting from reactive actions after the occurrence of a traffic accidents to prevention, risk management, and reducing the severity of traffic accident consequences, with a special emphasis on protecting the most vulnerable traffic participants.

Managing the road safety system

- Clear definition of institutional competence, responsibilities and coordination mechanisms between all relevant stakeholders.

Safe roads

- Planning, designing, constructing and maintaining road infrastructure in accordance with the principles of a "safe system".

Safe vehicles

- Strengthening the vehicle technical inspection system and consistent implementation of regulations and standards.

Safer participants in transport

- Improving the behavior of traffic participants and traffic culture.

Action after a traffic accident

- Efficient response by emergency services, police, fire rescue units, and automobile associations.

Defining strategic focuses is a key step in developing a a strategic platform of the road safety and directing the future development of the system, reflected in the following:



Strategic focus 1: Managing the road safety system

Managing the road safety system is the foundation of an effective and sustainable strategy. This focus involves clearly defining institutional competencies, responsibilities, and coordination mechanisms among all relevant actors. Special emphasis is placed on developing decision-making system based on a data-driven and evidence. Establishing regular monitoring and evaluation allows for tracking the effects of implemented measures. In this way, continuous improvement of the traffic safety system is ensured.

Strategic focus 2: Safer Roads

Safer roads are one of the key prerequisites for reducing the number and severity of traffic accidents. This strategic focus encompasses planning, designing, constructing, and maintaining road infrastructure in accordance with the principles of a "safe system." Identifying and rehabilitation of hazardous locations play a central role in accident prevention. Special attention is given to the protection of vulnerable road users. Improvement of traffic signaling and traffic management further contribute to increasing the level of safety.

Strategic Focus 3: Safer Vehicles

This strategic focus is aimed at improving the technical correctness and safety characteristics of vehicles. It involves strengthening the system of technical inspections and consistent application of prescribed standards. Of particular importance is the encouragement of the use of vehicles equipped with modern active and passive safety systems. Enhancing fleet control contributes to reducing the risk of traffic accidents. In this way, the severity of consequences in the event of a traffic accident is also reduced.

Strategic Focus 4: Safer Road Users

The focus on safer road users is aimed at improving the behavior of participants in traffic and traffic culture. This is achieved through systematic education, information dissemination, and preventive campaigns. Consistent application of regulations and effective supervision play a significant role in changing risky behavior patterns. Special attention is given to vulnerable categories of road users, such as pedestrians, cyclists, children, and the elderly. The goal is to reduce the human factor as a cause of traffic accidents.

Strategic Focus 5: Post-crash Response

Action after a traffic accident aims to reduce mortality and the severity of injuries. This focus encompasses the effective response of emergency services, police, fire and rescue units, and automobile associations. Improving coordination and reducing response times are key factors for successful intervention. The enhancement of the health care system for injured individuals is of particular importance. Continuous analysis of traffic accidents allows for the improvement of preventive measures and future activities.



2.2.3. Development Vision

A sustainable road traffic safety system in the Republic of Srpska, which ensures high mobility for citizens and is aimed at achieving the vision of zero.

2.2.4. Strategic Goal with Indicators

Based on the defined strategic focuses and the proposed development vision, the strategic goal of the Road Safety Strategy on the roads of the Republic of Srpska for the period from 2026 to 2035 is determined:

- 1. Reduction of the number of fatalities and seriously injured individuals in traffic, with no child fatalities in traffic.**

STRATEGIC GOAL 1 Reduction of the number of fatalities and seriously injured individuals in traffic, with no child fatalities in traffic	Indicator (impact)	Initial value (2024)	Target value (2035)
	Number of fatalities in traffic	94	47
	Number of seriously injured persons in traffic	581	290
	Number of children who died in traffic	4	0

The strategic goal refers to the continuous and systematic reduction of the number of fatalities and seriously injured persons in traffic, with a special emphasis on the protection of children as the most vulnerable category of road users. This goal reflects the commitment to long-term improvement of road safety levels through the implementation of preventive, systematic, and coordinated measures at all levels of management. It is important to emphasize that traffic accidents are one of the leading causes of mortality and serious injuries, and that their consequences have significant social, economic, and health effects. Therefore, there is a constant need to monitor the state of road safety, analyze the causes and circumstances of accidents, as well as timely interventions in creating and implementing measures that will prevent the loss of human lives, especially the lives of children.

In achieving this goal, it is necessary to improve the normative and institutional framework, as well as strengthen coordination among all competent authorities and organizations involved in the road safety system. The application of the "safe system" approach, which accepts the fact that human error cannot be completely eliminated, but that its consequences can be mitigated, represents one of the key principles for reducing the number of fatalities and seriously injured persons. Special emphasis is placed on improving the safety of road infrastructure, the vehicle rtechnical status, and the behavior of road users, while simultaneously strengthening the monitoring and control systems. Protecting children in traffic requires the implementation of



targeted measures, such as safe school routes, adapting infrastructure in school and kindergarten areas, and continuous education for children, parents, and teachers. Achieving this strategic goal also involves improving the response system after a traffic accident, with the aim of reducing mortality and the severity of injuries.

The effective operation of emergency services, police, rescue services, and roadside assistance, as well as continuous analysis of traffic accidents, allows for the lessons learned to be incorporated into future preventive measures and contribute to achieving the vision of a traffic system without fatalities among children.

This strategic goal aims to reduce the number of fatalities and seriously injured individuals by 50%, with no child fatalities in traffic over a period of ten years



3. PRIORITIES AND MEASURES

VISION

A sustainable road safety system in the Republika Srpska that ensures high mobility of citizens and is aimed at achieving vision zero

Priorities represent key focuses and directions of action for achieving the defined vision and strategic goals. The following table presents priorities grouped according to the defined strategic goal.

STRATEGIC GOAL	PRIORITIES
Strategic Goal 1: Reduction of the number of fatalities and seriously injured individuals in traffic, with no child fatalities in traffic	Priority 1.1. Management of the road safety system in a way that all institutions that are part of the traffic safety system cooperate with each other and work towards achieving common goals.
	Priority 1.2. All newly constructed roads must be built respecting the highest road safety standards, with at least 10% of the length of the busiest trunk roads having to respect the highest road safety standards.
	Priority 1.3. The average age of vehicles should be under 15 years, with the adoption of high-quality standards regarding new and used motor vehicles
	Priority 1.4. Knowledge, attitudes, and behavior of road users at the level of leading countries in Europe in the field of road safety.
	Priority 1.5. Reduce the response time of emergency services by strengthening capacity, improving equipment, and professional development of emergency services, monitoring, and documenting traumatic injuries resulting from traffic accidents.

In this section, priorities for the strategic goal are presented in a tabular format and briefly described, along with the corresponding indicators. For the indicators, a baseline state has been defined, whenever possible based on available data, as well as a target state. These are outcomes in the case of priorities. Within the strategic goal, five priorities have been planned that can significantly contribute to improving road safety.



Priorities	Outcomes	Initial value (2026)	Target value (2035)
1.1. Managing the road safety system in such a way that all institutions that are part of the road safety system cooperate with each other and work towards achieving common goals	Percentage of institutions which regularly participate in the meetings of the working group for coordination of activities in road safety.	50%	100%
	Frequency of reporting on achieving common goals (e.g., annual reports).	Not measured	4 (four per year)
	The existence and functionality of a unified system for collecting and exchanging significant data on road safety.	NO	YES
1.2. All newly constructed roads must be built respecting the highest traffic safety standards, with at least 10% of the length of the busiest trunk roads first class having to respect the highest road safety standards	The percentage of newly constructed roads that meet the highest standards of road safety.	Not measured	100%
	Percentage of the length of the most busiest trunk roads first class highways improved to the highest safety standards.	< 3%	10%
	Number of identified and rehabilitated dangerous places on priority sections.	Not measured	15 in total
	Percentage reduction in the number of traffic accidents on sections covered by interventions.	Not measured	50%
1.3. Average age of vehicles under 15 years, with the adoption of high-quality standards regarding new and used motor vehicles	The age of the vehicle fleet in the Republic of Srpska.	18	12
	Percentage of vehicles excluded from traffic due to technical malfunction.	40%	65%
	Percentage of vehicles that meet the prescribed safety and ecological standard.	20%	70%
1.4. Knowledge, attitudes, and behavior of participants in traffic at the level of leading countries in Europe in the field of road safety	The percentage of traffic participants who respect basic traffic rules (such as seatbelt use, helmets, speed limits, etc.).	Not measured	60%
	The percentage of reduction of traffic violation related to risky behavior.	Not measured	30%



	Comparison of key road safety indicators with countries in region and the European Union.	NO	YES
1.5. Reduce emergency response times through capacity building, equipment improvement and professional development of emergency services, monitoring and recording traumatic injuries resulting from traffic accidents	Average response time of emergency services.	Not measured	< 15 min.
	Reduction of the mortality rate in the period after traffic accident.	Not measured	30%
	Percentage of traffic accidents in which intervention was initiated within a defined time frame.	60%	90%

3.1. REVIEW OF PRIORITIES AND MEASURES

Strategic goal 1: Reduction of the number of fatalities and seriously injured persons in traffic, with no child fatalities in traffic.
Priority 1.1. Management of the road safety system in such a way that all institutions that are part of the road safety system cooperate and work towards achieving common goals
Measures:
1.1.1. Improvement of the Strategic Framework for Road Safety
1.1.2. Improvement of the Road Safety regulatory framework
1.1.3. Improvement of Road Safety financing
1.1.4. Enhancement of institutional capacity in the field of Road Safety
1.1.5. Improvement of coordination in the field of Road Safety
1.1.6. Establishment of databases relevant for Road Safety management
Priority 1.2. All newly constructed roads must be built respecting the highest road safety standards, with at least 10% of the length of the busiest trunk roads having to respect the highest road safety standards.
Measures:
1.2.1. Improvement of planning, designing, construction, and maintenance of roads
1.2.2. Enhancement of road safety at trunk and regional roads when traversing a populated areas
1.2.3. Improving existing and introducing new technologies in the system for monitoring the state of road safety and road infrastructure safety
1.2.4. Improvement of road safety at locations with increased traffic risk on local roads
1.2.5. Improvement of road safety at road crossings over the railway line



Priority 1.3. The average age of vehicles less than 15 years, with the adoption of high-quality standards regarding new and used motor vehicles
Measures:
1.3.1. Improving incentives and other benefits for the purchase of vehicles with high road safety standards
1.3.2. Improvement of maintenance and control of vehicle technical correctness
1.3.3. Improvement of institutional capacity in the field of vehicle safety
1.3.4. Definition of conditions for micromobility vehicles
Priority 1.4. Knowledge, attitudes, and behavior of road users at the level of leading countries in Europe in the field of road safety
Measures:
1.4.1. Improvement of the traffic education and training system
1.4.2. Improvement and intensification of preventive propaganda activities
1.4.3. Improvement of the coercion system
1.4.4. Monitoring the level of knowledge, attitudes, and safe behavior of road traffic participants
Priority 1.5. Reduce the response time of emergency services by strengthening capacity, improving equipment, and professional development of emergency services, monitoring, and documenting traumatic injuries resulting from traffic accidents
Measures:
1.5.1. Adoption of new and improvement of existing procedures for all emergency services after traffic accidents
1.5.2. Equipping emergency services with vehicles and equipment for quick and quality action after a traffic accident
1.5.3. Establishing a modern quality communication system
1.5.4. Improving the expertise, competence and training of emergency service personnel in responding to traffic accidents



4. 4. INTER-MUTUAL AND INTERNAL COHERENCE OF THE STRATEGIC DOCUMENT

The traffic road strategy on the roads of the Republic of Srpska is based on the principle of mutual and internal compliance of all its elements, in order to ensure a clear logical connection between the vision, strategic goals, priorities, measures, and performance indicators. The internal compliance of the document is reflected in the fact that the defined strategic goal directly derives from the analysis of the road safety condition and identified challenges, and that the priorities and measures are directed towards their achievement.

The vision and strategic goal represent the framework within which strategic focuses are defined, covering all key components of the road safety system, including managing the system, road infrastructure, vehicles, road users, and actions after a traffic accident. This ensures a comprehensive approach that enables the synergistic action of all measures and activities, with no overlapping responsibilities and duplication of interventions.

Priorities and performance indicators are mutually aligned to enable measurable monitoring of progress in achieving strategic goals. For each priority, clear indicators, baseline, and target values are defined, ensuring transparency, objectivity, and the possibility of regular evaluation of strategy implementation. This structure enables timely detection of deviations and adjustment of measures in accordance with the achieved results.

The mutual alignment of the strategic document is also reflected in its compliance with relevant policies, strategic documents, and regulations at the state and local levels, as well as with international obligations and good practices in the field of road safety. The strategy is aligned with modern European and international approaches, including the principles of a "safe system," ensuring its relevance and applicability in the long term.

The text of the Strategy is prepared in accordance with the Law on Strategic Planning and Management in the Republic of Srpska ("Official Gazette of the Republic of Srpska," number 63/21), the Regulation on Strategic Documents in the Republic of Srpska ("Official Gazette of the Republic of Srpska," number 94/21), and the Regulation on Implemented Documents in the Republic of Srpska ("Official Gazette of the Republic of Srpska," number 8/22).

The internal and mutual compliance of the strategic document defined in this way creates a solid basis for efficient implementation, coordinated action of all competent institutions and the achievement of set goals in the field of traffic safety.



5. FRAMEWORK FINANCIAL PLAN

FRAMEWORK FINANCIAL PLAN FOR THE VALIDITY PERIOD OF THE STRATEGIC DOCUMENT					
Designation of strategic goal, priority and measure	Financing structure (in %)*	Total (BAM)	Institutional budget (BAM)	Other sources of funding	
				(BAM)	Name of the potential source of funding
1. Strategic goal: Reduction of the number of fatalities and serious injuries in traffic, with no child fatalities in traffic	100%	249.160.000	147.795.000	101.365.000	Local Government Unit Budget, Own funds, Donations, EBRD, EIB, WB, WHO, UNECE, WBIF, IPA, CEF, HE
1.1. Priority: Managing the road safety system in a way that all stakeholders cooperate with each other and act towards achieving common goals	20,9%	51.990.000	41.395.000	10.595.000	Local Government Unit Budget, EIB, WB, WHO, WBIF, IPA, CEF
1.1.1. Measure: Improvement of the strategic framework of the road safety		640.000	640.000	0	-
1.1.2. Measure: Improvement of the regulatory framework of the road safety		0	0	0	-



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1.1.3. Measure: Improvement of funding of the road safety		2.000.000	2.000.000	0	-
1.1.4. Measure: Improvement of institutional capacity in the field of road safety		42.100.000	33.680.000	8.420.000	Local Government Unit Budget, EIB, WB
1.1.5. Measure: Improvement of Coordination in the field of road safety		0	0	0	-
1.1.6. Measure: Establishing databases relevant for road safety management		7.250.000	5.075.000	2.175.000	WHO, EIB, WBIF, IPA, CEF
1.2. Priority: All newly constructed roads must be built respecting the highest road safety standards, with at least 10% of the length of the busiest trunk roads having to respect the highest road safety standards	67,3%	167.600.000	86.400.000	81.200.000	Own funds, Local Government Unit Budget, Donation, WB, EIB, EBRD, WBIF, IPA, CEF, UNECE
1.2.1. Measure: Improvement of planning, designing, construction, and maintenance of roads		113.600.000	56.800.000	56.800.000	Own funds, Local Government Unit Budget, WB, EIB, EBRD, WBIF
1.2.2. Measure: Enhancement of road safety at trunk and regional roads when traversing a populated areas		26.000.000	10.400.000	15.600.000	Own funds, Local Government Unit Budget, WB, EIB, EBRD, WBIF
1.2.3. Measure:		21.000.000	14.700.000	6.300.000	Local Government Unit Budget, WB,



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Improving existing and introducing new technologies in the system for monitoring the state of road safety and road infrastructure safety					EIB, EBRD, WBIF, IPA, CEF
1.2.4. Measure: Improvement of road safety at locations with increased traffic risk on local roads		1.500.000	1.200.000	300.000	Donation, IPA, CEF, UNECE
1.2.5. Measure: Improvement of road safety at road crossings over the railway line		5.500.000	3.300.000	2.200.000	Own funds, WB, EIB, EBRD, WBIF
1.3. Priority: The average age of vehicles less than 15 years, with the adoption of high-quality standards regarding new and used motor vehicles	0,2%	570.000	420.000	150.000	Donation, Own funds, CEF, UNECE
1.3.1. Measure: Improving incentives and other benefits for the purchase of vehicles with high traffic safety standards		70.000	70.000	0	-
1.3.2. Measure: Improvement of maintenance and control of vehicle technical correctness		500.000	350.000	150.000	Donation, Own funds, CEF, UNECE
1.3.3. Measure: Improvement of institutional capacity in the field of vehicle safety		0	0	0	-
1.3.4. Measure:		0	0	0	-



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Definition of conditions for micromobility vehicles					
1.4. Priority: Knowledge, attitudes, and behavior of road users at the level of leading countries in Europe in the field of road safety	6,9%	17.100.000	12.420.000	4.680.000	Local Government Unit Budget, Donation, WB, EIB, WBIF, IPA, WHO, UNECE, HE
1.4.1. Measure: Improvement of the traffic education and training system		3.100.000	2.170.000	930.000	WB, EIB, WBIF, IPA
1.4.2. Measure: Improvement and intensification of preventive propaganda activities		8.500.000	5.950.000	2.550.000	Local Government Unit Budget, Donation, WHO, UNECE, IPA
1.4.3. Measure: Improvement of the coercion system		4.500.000	3.600.000	900.000	EIB, WB, IPA
1.4.4. Measure Monitoring the level of knowledge, attitudes, and safe behavior of road traffic participants		1.000.000	700.000	300.000	HE, UNECE, EIB
1.5. Priority: Reduce the response time of emergency services by strengthening capacity, improving equipment, and professional development of emergency services, monitoring, and documenting traumatic injuries resulting from traffic accidents	4,7%	11.900.000	7.160.000	4.740.000	Local Government Unit Budget, Donation, WHO, UNECE, WB, EIB, WBIF, IPA, CEF
1.5.1. Measure: Adoption of new and improvement of existing procedures for all emergency services after		200.000	140.000	60.000	Local Government Unit Budget, WHO, UNECE



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traffic accidents					
1.5.2. Measure: Equipping emergency services with vehicles and equipment for quick and quality action after a traffic accident		5.800.000	3.480.000	2.320.000	Local Government Unit Budget, Own funds, WHO
1.5.3. Measure: Establishing a modern quality communication system		3.000.000	1.800.000	1.200.000	WB, EIB, WBIF, CEF
1.5.4. Measure: . Improving the expertise, competence and training of emergency service personnel in responding to traffic accidents		2.900.000	1.740.000	1.160.000	Local Government Unit Budget, WHO, UNECE, IPA
Total from the strategic document**	100%	249.160.000	147.795.000	101.365.000	-
OVERVIEW BY SOURCES OF FINANCING (amounts in BAM and percentages)					
Budget of the Republic of Srpska / local self-government units	Funds secured based on PPP¹		EU pre-accession and other funds		
147.795.000 BAM	0 BAM		25.341.250 BAM		
59,3%	0%		10,2%		
Non-repayable funds from other international donations	Loans from international and development institutions		Other sources		
15.204.750 BAM	50.682.500 BAM		10.136.500 BAM		
6,1%	20,3%		4,1%		



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¹Public private partnership funds.

* Structure of the share of funding (in %) of priorities and strategic objectives in the total amount of funding of the strategic document.

** Financing structure by funding sources.



5. FRAMEWORK FOR IMPLEMENTATION, MONITORING, REPORTING AND EVALUATION

Professional implementation, monitoring, reporting, and evaluation represent key procedures that are necessary to be established for the professional and scientifically justified monitoring of road safety conditions, i.e., the monitoring of the implementation of measures and activities foreseen by the Strategy. This includes the analysis of achieved interim and final results (goals) on an annual basis and the permanent publication of indicators on the condition of road safety at the national and local levels. It is particularly important to underline the role of relevant institutions, professionals, and the broader public in the reporting process based on professional and scientific facts, which arise from the processes of collecting, systematizing, and analyzing data.

For quality and relevant monitoring of road safety conditions, it is necessary to establish regular monitoring of the following most important road safety characteristics: traffic accidents and consequences; road safety indicators; attitudes of participants in traffic; exposure of participants in traffic; indicators about roads and road infrastructure; indicators about vehicles and the vehicle fleet; indicators about actions after a traffic accident; institutional capacity for road 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, a report on the results of the implementation of the action plan must be prepared. As part of regular monitoring, reporting, and evaluation, an analysis before–after will be conducted after the completion of each action plan period. Accompanying work programs will provide support for organizing scientific and professional meetings and conferences (RSLC) that will be held at least once a year and will discuss the road safety conditions and the implementation of measures and activities defined by the Strategy and the Road Safety Program. Additionally, the topics to be discussed at these meetings will include thematic units related to the effects of implemented preventive measures and the achievement of previously set goals, as well as potential reasons why they were not realized and proposals for measures to overcome specific problems, e.g. intensification of implementation, correction of planned or addition of measures and activities.

Traffic safety councils (state and local level) should analyze at each meeting: the most important road safety indicators, the implementation of measures and activities, and at least once a year, they should discuss professional analyses of achieving the goals of the Strategy. Analyses of the road safety conditions will be considered by the Government of the Republic of Srpska, the National Assembly of the Republic of Srpska, and the Republic Council for Road Safety

Considering that it is necessary to ensure permanent reporting and informing the wider public about the road safety conditions, this can be conducted through electronic media and other



communication channels. It is necessary reports on the road safety conditions to make available for review to professionals and the wider public. In television and radio broadcasts, it is necessary to address topics about risks in traffic, as well as measures and activities for improving road safety.

The evaluation of this strategic document will be conducted by external experts to ensure coverage and a greater degree of objectivity. The funds for the implementation will be secured from the budget of the Road Safety Agency or from other sources.



7. APPENDIX TO THE STRATEGIC DOCUMENT

7.1. Summary overview of strategic goals, priorities, and measures in the strategic document

Ordinal number and Code	TITLE	Indicators and Financial Sources		
		Indicators of the Strategic Goal	Initial values of Indicators	Target values of Indicators
1. Strategic Goal	Reduction of the number of fatalities and seriously injured persons in traffic, with no child fatalities in traffic	The number of fatalities in traffic accidents	94	47
		Number of seriously injured people in traffic	581	290
		Number of children killed in traffic	4	0
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		147.795.000	101.365.000	250.160.000
1.1. Priority	Road safety system management in a way that all stakeholders cooperate and act towards achieving common goals	Priority indicators	Initial values of Indicators	Target values of Indicators
		Percentage of institutions that regularly participate in the working group meetings for coordinating activities road safety	50%	100%
		Frequency of reporting on the achievement of common objectives (e.g. annual reports)	not measured	40 (four per year)
		The existence and functionality of a unified system for collecting and	no	yes



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		exchanging significant road safety data		
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		51.990.000	41.395.000	52.990.000
1.1.1. Measure	Improvement Strategic Road Safety Framework	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Percentage of Local Government Units (LGUs) that have adopted a strategy and action plan in accordance with the national road safety strategy	30%	100%
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		640.000	0	640.000
1.1.2. Measure	Improvement Normative Road Safety Framework	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Percentage of compliance and application of regulations in accordance with science and best practices	30%	70%
		Percentage of improved laws with corresponding subordinate acts regarding the safety	not measured	70%



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		of road infrastructure		
		Percentage of improved laws with corresponding subordinate acts regarding vehicle safety	not measured	70%
		Normatively regulated conditions and rules regarding the use of vehicles, i.e., means of transport micromobility	partially	yes
		Regulated conditions and rules regarding the mandatory use of protective helmets for all two-wheelers	partially	yes
		Regulated conditions and rules regarding the improvement of measures for drivers whose driving licenses have been revoked	yes	yes
		Regulated conditions and rules, as well as consistent implementation regarding special conditions for determining the health capacity for operating a motor vehicle for drivers whose driving licenses have been revoked	yes	yes
		Normative regulated organization and (joint)	no	yes



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		operation of emergency services after a traffic accident		
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		0	0	0
1.1.3. Measure	Improvement of road safety funding	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Percentage of utilized funds in relation to the total funds allocated for the improvement of road safety (road safety stakeholders defined by law)	not measured	100%
		Успостављени додатни извори финансирања безбједности саобраћаја	no	yes
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		2.000.000	0	2.000.000
1.1.4. Measure	Improvement of institutional capacity in the field of road safety	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		The percentage of traffic safety entities at the	30%	80%



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		national level that have the necessary institutional capacity		
		The percentage of local government units that have the necessary institutional capacity	20%	50%
		The percentage of local government units that send their employees and members of local road safety councils for professional training in the field of road safety every year	50%	80%
		The percentage of increasing of traffic police officers involved in direct traffic control	0% (400)	25% (500)
		The percentage of increasing of traffic police officers technical equipment - vehicles with police markings	0% (150)	66% (250)
		The percentage of increasing of traffic police officers technical equipment – increase in the number of motorcycles	0% (7)	330% (30)
		The percentage of increasing of traffic police officers technical	0% (12)	83% (22)



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		equipment - number of vehicles (interceptors)		
		The percentage of increasing of traffic police officers technical equipment - devices and equipment for immediate traffic control, traffic accident investigations, etc.	not measured	30%
		The percentage of increasing of traffic police officers technical equipment -	0% (26)	23% (32)
		The increase in the number of mobile devices for speed control	0% 109	102% 220
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		33.680.000	8.420.000	42.100.000
1.1.5. Measure	Improvement of coordination in the field of Road Safety	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		coordination of traffic safety entities (on a scale from 0 to 10, where 0 is the lowest score, and 10 is the highest score)	not measured	10
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)



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		0	0	0
1.1.6. Measure	Establishment of databases relevant for Road Safety management	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Traffic accidents database, registered vehicles database, database of vehicle technical inspection stations, database of traffic intensity and structure, roads database, database of drivers, driving schools database, database of traffic sanctions imposed, database of injuries resulting from traffic accidents, and database of mandatory insurance for motor vehicles	no	yes
		Traffic accident database related to the operation and response of emergency medical services	no	yes
		Database of individuals whose driving license has been revoked for health reasons	no	yes
		Introduction of the MAIS 3 scale (referring to the assessment of the severity	no	yes



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		of injuries within the classification system known as MAIS – Maximum Abbreviated Injury Scale)		
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		5.075.000	2.175.000	7.250.000
1.2. Priority	All newly constructed roads must be built respecting the highest road safety standards, with at least 10% of the length of the busiest trunk roads having to respect the highest road safety standards	Priority indicators	Initial values of Indicators	Target values of Indicators
		Percentage newly constructed roads that meet the highest standards of road safety	not measured	100%
		The percentage of the length of the most busiest trunk roads first class improved in accordance with the highest standards of road safety	< 3%	10%
		Number of identified and rehabilitated dangerous locations on priority sections	not measured	15 in total
		The percentage reduction in the number of traffic accidents on sections covered by interventions	not measured	50%



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		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		86.400.000	81.200.000	167.600.000
1.2.1. Measure	Improvement of planning, designing, construction and maintenance of roads	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		The percentage of traffic accidents with fatalities, in which the road had an impact on the occurrence and consequences of traffic accidents	not measured	< 20%
		The percentage of traffic accidents with fatalities for which a report on the independent assessment of the road's impact on the occurrence and consequences of those accidents has been prepared, i.e., a report on the detailed analysis of traffic accidents	0%	50%
		The number of annual trainings / professional educations conducted for identifying the road as an influencing factor and cause of traffic accidents (investigation	0	10 in total (once a year)



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		teams, auditors and traffic road safety inspectors, road inspectors)		
		The percentage of the application of tools for improving road safety	not measured	50%
		The percentage of the accepted and mplemented recommendations from the road safety improvement tool report	0%	75%
		The percentage of implemented procedures for assessing road safety (iRAP)	4,8%	50%
		Percentage of implementation accepted and realized recommendations from the road safety assessment report (iRAP)	0%	15%
		Annual supervision of the implementation of safety improvement tools conducted of road infrastructure safety	no	yes
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		56.800.000	56.800.000	113.600.000



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1.2.2. Measure	Enhancement of road safety at trunk and regional roads when traversing a populated areas	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Number of studies conducted – Identification of unsafe crossings of trunk and regional roads through populated areas	0	10 in total (once a year)
		Percentage of prepared and implemented projects for improving road safety at crossings of trunk and regional roads through populated areas in relation to the number of identified unsafe crossings	not measured	75%
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		10.400.000	15.600.000	26.000.000
1.2.3. Measure	Improving existing and introducing new technologies in the system for monitoring the state of road safety and road infrastructure safety	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Introduction of modern methods for determining and monitoring the road safety conditions on the road network, and informing participants on traffic about relevant information on traffic flows and road safety	not measured	50%



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		Introducing and improving functional intelligent transport systems into daily use	1%	10%
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		14.700.000	6.300.000	21.000.000
1.2.4. Measure	Improvement of road safety at locations with increased traffic risk on local roads	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Number of conducted studies of identification high-risk locations on local roads with special emphasis on school zones	not measured	3 in total
		Number of prepared and implemented projects of improving road safety for locations of increased vulnerability of traffic participants, with emphasis on school zones	not measured	30 in total
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		1.200.000	300.000	1.500.000
1.2.5. Measure	Improvement of road safety at road crossings over the railway line	Indicators of Measurement	Initial values of Indicators	Target values of Indicators



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		Annual number of traffic accidents at road crossings over the railway line	13	6
		Percentage of drivers who stop and safely cross the railway line	89,1%	99%
		Number of implemented projects improving road safety at high risk road crossings over the railway line	1	10 in total (once a year)
		Number of conducted activities on improving the behavior of traffic participants on road crossings over the railway line	1	10 in total (once a year)
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		3.300.000	2.200.000	5.500.000
1.3. Priority	The average age of vehicles less than 15 years, with the adoption of high-quality standards regarding new and used motor vehicles	Priority indicators	Initial values of Indicators	Target values of Indicators
		The age of the vehicle fleet in the Republic of Srpska	18	12
		The percentage of vehicles excluded from traffic	40%	65%



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		due to technical failure		
		The percentage of vehicles that meet prescribed safety and environmental standards	20%	70%
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		420.000	150.000	570.000
1.3.1. Measure	Improving incentives and other benefits for the purchase of vehicles with high road safety standards	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Established system for purchasing vehicles with at least 4 Euroncap stars and at least Euro 6 emission standard	not measured	65%
		Established simulation system for upgrading of active and passive safety systems in vehicles	not measured	70%
		Percentage of vehicles under three years old	3%	10%
		Percentage of vehicles under twenty years old	64%	75%
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		70.000	0	70.000



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1.3.2. Measure	Improvement of maintenance and control of vehicle technical correctness	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Number of conducted activities (free of charge actions of preventive checks of the technical correctness of components and devices on the vehicle) for improvement of vehicle maintenance	two per year	at least two per year
		Number of conducted activities for improvement of control of technical inspections of vehicles (supervision of the operation of technical inspection stations)	two per year	at least two per year
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		350.000	150.000	500.000
1.3.3. Measure	Improvement of institutional capacity in the area of vehicle safety	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Number of conducted professional training of managers and controllers of technical inspections	4	at least six per year
		Percentage of scientific educational institutions that conduct training and	0%	95%



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		professional development in the area of vehicle safety that have improved plans and programs in the area of vehicle safety		
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		0	0	0
1.3.4. Measure	Definition of conditions for micromobility vehicles	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Defined and prescribed technical conditions that micromobility vehicles should meet	partially	yes
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		0	0	0
1.4. Priority	Knowledge, attitudes, and behavior of participants in traffic at the level of leading countries in Europe in the area of road safety	Priority indicators	Initial values of Indicators	Target values of Indicators
		The percentage of traffic participants who respect the basic rules of traffic (use of seat belts, helmets, speed limits, etc.)	not measured	60%
		Percentage of reduction	not measured	30%



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		of violation related to risky behavior		
		Comparison of key safety indicators of traffic with countries in the region and the European Union countries	no	yes
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		12.420.000	4.680.000	17.100.000
1.4.1. Measure	Improvement of the traffic education and training system	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Quality system assessment at the level of preschool institution (0–10)	3	7
		Quality system assessment at the level of primary school institution (0–10)	3	7
		Quality system assessment at the level of high school institution (0–10)	2	6
		Quality system assessment at the level of driving schools (with special emphasis on the knowledge and skills of motorcycle drivers and professional drivers of commercial vehicles) (0–10)	not measured	5



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		Quality system assessment at the level of existing drivers, with special emphasis on vulnerable categories of traffic participants (0–10)	not measured	6
		Assessment of the supervision of driving schools and the work of examination board (0–10)	not measured	6
		Assessment of the application of new information technologies in the training of candidates and during the driving test process (0–10)	2	8
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		2.170.000	930.000	3.100.000
1.4.2. Measure	Improvement and intensification of preventive propaganda activities	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Number of implemented preventive campaigns (with a set of coordinated activities) aimed at improving the knowledge, attitudes, and behaviors of passenger car drivers	three	at least five per year



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		Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of pedestrians	one	at least six two per year
		Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of cyclists	one	at least two per year
		Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of users of transportation means of micromobility	one	at least two per year
		Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of motorized two-wheelers	one	at least two per year
		Number of implemented preventive campaigns (with a set of coordinated activities) on improving	one	at least two per year



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		knowledge, attitudes, and behavior of tractor drivers		
		Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of commercial drivers	no	at least two per year
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		5.950.000	2.550.000	8.500.000
1.4.3. Measure	Improvement of the coercion system	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Assessment the coercion system quality (on a scale from 0 to 10, where 0 is the lowest rating and 10 is the highest rating)	6	10
		Percentage reduction in the number of detected violations by automatic violation	0% (500.000)	30%
		Percentage reduction in the total number of detected violations	0% (342.053)	30% (220.000)
		Number of drivers tested for alcohol presence	0% (212.961)	30% (140.000)



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		(reduction in number of excluded drivers)		
		Number of controlled participants related to the use of protective systems (reduction)	0% (212.961)	30% (140.000)
		Number of controlled participants related to the use of mobile phones while driving (reduction)	0% (212.961)	30% (140.000)
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		3.600.000	900.000	4.500.000
1.4.4. Measure	Monitoring the level of knowledge, attitudes, and safe behavior of road traffic participants	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Number of projects related to measuring the behavior indicators of traffic participants	one	at least two per year
		Number of projects related to measuring the attitude indicators of traffic participants	not measured	at least one per year
		Number of projects related to assessing the level of knowledge of traffic participants	not measured	at least one per year



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		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		700.000	300.000	1.000.000
1.5. Priority	Reduce emergency response times through capacity building, equipment improvement and professional development of emergency services, monitoring and recording traumatic injuries resulting from traffic accidents	Priority indicators	Initial values of Indicators	Target values of Indicators
		Average response time of emergency services	not measured	< 15 min
		Reduce the mortality rate in the period after a traffic accident	not measured	30%
		Percentage of traffic accidents in which intervention was initiated within a defined time frame	60%	90%
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		7.160.000	4.740.000	11.900.000
1.5.1. Measure	Adoption of new and improvement of existing procedures for all emergency services after traffic accidents	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Improving the efficiency and coordination of all emergency services – police, emergency medical assistance, fire units, and road assistance service (AMO RS) in the moments immediately after	no	yes



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		a traffic accident by adopting new and improving existing operational procedures		
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		140.000	60.000	200.000
1.5.2. Measure	Equipping emergency services with vehicles and equipment for quick and quality action after a traffic accident	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		Percentage of emergency medical service units equipped with vehicles and equipment for quick and high-quality response after a traffic accident	not measured	25%
		Percentage of firefight units equipped with vehicles and equipment for quick and high-quality response after a traffic accident	not measured	85%
		Percentage of traffic police units equipped with vehicles and equipment for quick and high-quality response after a traffic accident	not measured	85%
		Percentage of road assistance service units	85%	100%



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		(AMO RS) equipped with vehicles and equipment for quick and high-quality response after a traffic accident		
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		3.480.000	2.320.000	5.800.000
1.5.3. Measure	Establishing a modern quality communication system	Indicators of Measurement	Initial values of Indicators	Target values of Indicators
		A communication system established that enables simultaneous voice communication among all emergency service units and allows quality audio and video connection, as well as quick sending and receiving of data between emergency services	NO	YES
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		1.800.000	1.200.000	3.000.000
1.5.4. Measure		Indicators of Measurement	Initial values of Indicators	Target values of Indicators



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	Improving the expertise, competence and training of emergency service personnel in responding to traffic accidents	Innovative educational, teaching, and professional plans and programs for response after a traffic accident	no	yes
		Annual number of implemented educational, teaching, and professional plans and programs of emergency services for response after a traffic accident	not measured	at least two per year
		Annual number of joint exercises of emergency services for action after a traffic accident	not measured	at least two per year
		Budget (BAM)	Remaining sources (BAM)	Total (BAM)
		1.740.000	1.160.000	2.900.000



7.2. Detailed overview of measures

Measure title	1.1.1. Improvement of the strategic framework for road safety		
Short description of the measure	International documents and EU documents on road safety will be monitored, and best practices will be applied in national and local strategic documents on road safety in the Republic of Srpska. Organized monitoring and application of international documents includes: monitoring, selection, translation, and promotion of international documents, exchange of experiences, and establishment of sustainable cooperation with the most important international and foreign institutions and organizations, scientific institutes, and other entities engaged in road safety at the international level, professional visits, and participation in conferences significant for monitoring trends in road safety, etc. In addition, regular professional analysis of the compliance of strategic documents in the Republic of Srpska with international documents and best practices will be conducted, monitoring the compliance of local road safety strategies with national ones, as well as successful practices worldwide that have effected improvements in road safety, and also organizing an annual conference on the implementation of road safety strategies and achieving goals.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target Values (2035)
	Percentage of local governments unit that have adopted the strategy and action plan in accordance with the national road safety strategy	30%	100%
Assessment of resources	Amount: 640.000 KM Source: budget of local government units		
Implementation period	2026–2035		
In charge of measures	RSA RS		

Measure title	1.1.2. Improvement of the regulatory framework for road safety
Short description of the measure	In accordance with science, profession, and needs, laws and subordinate acts significant for road safety will be adopted, improved, and implemented, especially the Law on Road Traffic Safety, the Law on Spatial Planning and Construction, the Law on Public Roads, the Law on Mandatory Insurance, the Law on Railways, the Law on the Execution of the Budget of the Republic of Srpska, the Law on Local Government Units of the Republic of Srpska, etc. Special attention will be given to



	analyzing the regulations related to traffic participants, means of transport micromobility, mandatory use of protective helmets for two-wheelers, measures for drivers who have had their driving licenses revoked, etc. Relevant laws will prescribe the financing of the road safety, as follows: sources of funds, distribution of funds between the state and local government units, purpose of funds, method of use, and reporting. Other sources of financing for road safety will also be prescribed: monetary fines from violation, a part of the gross premium of mandatory vehicle insurance, a part of excise taxes for tolls, fuel, etc. Legal and sub-legal acts related to health care will be aligned with the latest EU practice, especially in the segment of organization and action in the case of road accidents. In order to improve the process of planning, designing, constructing, and maintaining roads, in accordance with high road safety standards, and to eliminate certain inconsistencies in regulations, it is necessary to implement improvements to regulations that are directly related to the safety of road infrastructure. It is especially necessary to align regulations with accepted international regulations and directives in the area of road infrastructure safety. When introducing new tools, such as in-depth analyses of traffic accidents, it is essential to implement them into national regulations and sub-legal acts. It is necessary to align and improve regulations at all levels related to vehicles and the ratification of agreements concerning vehicles. When amending legal and sub-legal acts, EU directives related to the area of vehicles will be used, especially new EU directives that are not recognized by national norms, but significantly contribute to the improvement of vehicle safety within the EU framework. Regulatory frameworks for autonomous vehicles will be defined.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Percentage of compliance and application of regulations in accordance with science and best practices	30%	70%
	Percentage of improved laws and related sub-legal acts, in terms of road infrastructure safety	not measured	70%
	The percentage of adopted laws with corresponding subordinate acts, in terms of vehicle safety	not measured	70%
	Regulatory conditions and rules regarding the use of vehicles, namely means of micromobility transport	partially	yes
	Regulatory conditions and rules regarding the mandatory use of safety helmets for all two-wheelers	partially	yes



	Regulatory conditions and rules regarding the improvement of measures for drivers who have had their driving licenses revoked	yes	yes
	Regulatory conditions and rules, as well as consistent implementation regarding special conditions for determining the health capacity for operating motor vehicles for drivers who have had their driving licenses revoked	yes	yes
	Regulatory conditions and organization and (joint) action of emergency services after a traffic accident	no	yes
Assessment of resources	Amount: No financial resources needed Source: -		
Implementation period	2026–2035		
In charge of measures	MTC RS, MIA RS, MHSW RS, MEC RS, AMO RS and MSPCE RS		

Measure title	1.1.3. Improvement of Traffic Safety Financing		
Short description of the measure	It is necessary to secure funding sources for road safety in Republic of Srpska. This will be achieved by reinstating the special fund (Fund 02) that operated previously or by financing in some other way (funds from fines for violations, funds from tolls, etc.). If funds for road safety financing are secured, it is important that they be permanent, rather than for a limited period as was the case before. In this way, funds can be directed to local communities, institutions, and projects (project financing of road safety), and in that way significantly improving the road safety condition on our roads. Additionally, supervision will be conducted of the use of funds, the public will be informed, and procedures will be initiated for the misuse of funds, all with the aim of optimal use of available resources.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	The percentage of utilized funds in relation to the total funds allocated for the improvement of road safety (subjects of road safety defined by law)	not measured	100%
	Established additional sources of road safety funding	no	yes



Assessment of resources	Amount: 2.000.000 BAM Source: Budget of the Republic of Srpska
Implementation period	2026–2035
In charge of measures	RSA RS

Measure title	1.1.4. Improvement of institutional capacity in the field of safety		
Short description of the measure	The capacity, integrity, and operation of road safety entities will be enhanced. The capacities of institutions responsible for road infrastructure will be strengthened through professional development of personnel and through the establishment or strengthening of appropriate organizational units, sectors, and departments for road infrastructure safety. In order to improve compliance of regulations among traffic participants, the capacities of institutions that make up the enforcement system, especially the traffic police, will be strengthened by increasing the number of officers, particularly those engaged in direct traffic control. Within the capacity enhancement, it is necessary to continuously improve the technical equipment and education of traffic police officers. Furthermore, in order to conduct misdemeanor proceedings more effectively and to increase the certainty of imposing and executing sanctions, it is necessary to increase the capacities of misdemeanor courts.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	The percentage of road safety entities at the national level that have the necessary institutional capacity	30%	80%
	The percentage of local government units that have the necessary institutional capacity	20%	50%
	The percentage of local government units that annually send employees and members of local road safety councils for professional training in the area of road safety	50%	80%
	Percentage of increasing traffic police officers in direct traffic control duties	0% (400)	25% (500)
	Percentage of increasing of technical equipment of traffic police - vehicles with police markings	0% (150)	66% (250)



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	Percentage of increasing of technical equipment of traffic police - increase in the number of motorcycles	0% (7)	330% (30)
	Percentage of increasing of technical equipment of traffic police - number of vehicles (interceptors)	0% (12)	83% (22)
	Percentage of increasing of technical equipment of traffic police — devices and equipment for direct traffic control, traffic accident investigation, etc.	not measured	30%
	Percentage of increasing of technical equipment of traffic police	0% (26)	23% (32)
	Increase in the number of mobile devices for speed control	0% 109	102% 220
Assessment of resources	Amount: 42.100.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, EIB and WB		
Implementation period	2026–2035		
In charge of measures	MIA RS, RSA RS and Local Government Units		

Measure title	1.1.5. Improvement of coordination in the area of Road Safety		
Short description of the measure	Cooperation among all road safety entities will be improved. It implies regular communication and reporting among all road safety entities, holding regular meetings of the Road Safety Council of the Republic of Srpska and the Working Group for coordinating activities, preparation and implementation of the action plan, enhancing cooperation among traffic safety entities through joint implementation of activities, improving vertical and horizontal coordination between national and local entities, and more active involvement of local government units through joint implementation of national preventive and other activities. Improving knowledge, attitudes and behavior of traffic participants, i.e., achieving the set goals is not possible without achieving inter-institutional coordination.		
Indicators for monitoring the results	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Rating of level of coordination of road safety entities on a scale from 0 to 10,	not measured	10



of the measure	where 0 is the lowest score, and 10 is the highest score)		
Assessment of resources	Amount: No financial resources needed Source: -		
Implementation period	2026–2035		
In charge of measures	RSA RS		

Measure title	1.1.6. Establishment of databases relevant for Road Safety management		
Short description of the measure	It is necessary to establish databases that are significant for managing road safety. The databases that need to be established, as defined by Article 22 of the Law on Road Safety on the Roads of the Republic of Srpska, include: a database of traffic accidents, a database of registered vehicles, a database of vehicle technical inspection stations, a database of traffic intensity and structure, a database of roads, a database of drivers, a database of driving schools, a database of imposed sanctions in traffic, a database of injuries resulting from traffic accidents, and a database of mandatory motor vehicle insurance at the Road Safety Agency, a database of traffic accidents managed by local government units, a database of traffic accidents related to the operation and response of emergency medical services, a database of individuals whose driving licenses have been revoked for health reasons, the introduction of the MAIS 3 scale (referring to the assessment of injury severity within the classification system known as MAIS – Maximum Abbreviated Injury Scale), etc., as well as the improvement of existing databases.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Traffic accidents database, registered vehicles database, database of vehicle technical inspection stations, database of traffic intensity and structure, roads database, database of drivers, driving schools database, database of traffic sanctions imposed, database of injuries resulting from traffic accidents, and database of mandatory insurance for motor vehicles	no	yes
	Traffic accident database related to the operation and response of emergency medical services	no	yes



	Database of individuals whose driving license has been revoked for health reasons	no	yes
	Introduction of the MAIS 3 scale (referring to the assessment of the severity of injuries within the classification system known as MAIS – Maximum Abbreviated Injury Scale)	no	yes
Assessment of resources	Amount: 7.250.000 BAM Source: Budget of the Republic of Srpska, WHO, EIB, WBIF, IPA and CEF		
Implementation period	2026–2035		
In charge of measures	MIA RS, MHSW RS and RSA RS		

Measure title	1.2.1. Improvement of planning, designing, construction, and maintenance of roads
Short description of the measure	Within this measure, it is necessary to continue developing the capacity for safe management of road infrastructure, especially during the developing of terms of references, designing future traffic routes or reconstructing of existing roads, as well as maintaining and protecting roads, particularly through the application of tools for identifying influential factors and causes of road onto traffic accidents, and introducing and continuously improving safe planning and design solutions, as well as insisting on their applying, especially during designing of new or reconstruction of existing roads. Additionally, regular and periodic training will be conducted for relevant entities for identifying roads as influential factors and causes of road traffic accidents (road management staff, traffic police investigation teams, road safety auditors and inspectors, road inspectors). A system of in-depth analyses of traffic accidents with the most severe consequences will be established, which will allow for more precise identification of circumstances leading to the occurrence of traffic accidents, primarily with the aim of cataloging risky infrastructure solutions and situations and systemic measures for their removal. All new roads will be planned, designed, and constructed with the application of tools for improving road infrastructure safety. As a result of the literal application of the mentioned tools, by the target year, at least 10% of existing first-class trunk roads with the most intense traffic load will be reconstructed and then maintained so that a high standard of road safety is ensured on them. A high standard of road infrastructure safety will be further ensured through regular supervision, the application of proposed measures, and the implementation of the concept of shared responsibility. Through this measure, it is also necessary to continuously improve existing (RSA, RSC, MDL) and introduce missing (RSIA, NSM, iRAP1) modern tools for managing road infrastructure with the aim of improving conditions for safe traffic flow in accordance with EU directives and best international practices, with a special



	emphasis on the implementation of already conducted procedures. Special emphasis should be placed on: • establishing a system of efficient and reliable management of speeds while respecting and considering the interests of the economy of the Republic of Srpska and the road safety system as a fundamental and most risky influencing factor on the state of road safety; • establishing a reliable overtaking system as the fundamental and most critical maneuver during traffic flow; • establishing the principles of safe road intersection, taking into account the high degree of risk that access roads emit and the literal implementations of it. It is also necessary to encourage contractors to use high-quality materials and traffic participant protection systems when carrying out work on road infrastructure, regardless of the type of work.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	The percentage of traffic accidents with fatalities, in which the road had an impact on the occurrence and consequences of traffic accidents	not measured	< 20%
	The percentage of traffic accidents with fatalities for which a report on the independent assessment of the road's impact on the occurrence and consequences of those accidents has been prepared, i.e., a report on the detailed analysis of traffic accidents	0%	50%
	The number of annual trainings / professional educations conducted for identifying the road as an influencing factor and cause of traffic accidents (investigation teams, auditors and traffic road safety inspectors, road inspectors)	0	10 in total (once a year)
	The percentage of the application of tools for improving road safety	not measured	50%
	The percentage of the accepted and implemented recommendations from the road safety improvement tool report	0%	75%
	The percentage of implemented procedures for assessing road safety (iRAP)	4,8%	50%
	Percentage of implementation accepted and realized recommendations from the road safety assessment report (iRAP)	0%	15%



	Annual supervision of the implementation of safety improvement tools conducted of road infrastructure safety	no	yes
Assessment of resources	Amount: 113.600.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, own funds, WB, EBRD, EIB and WBIF		
Implementation period	2026–2035		
In charge of measures	MIA RS, RSA RS, Public Company Republic of Srpska Roads, Public Company Republic of Srpska Motorways and Local Government Units		

Measure title	1.2.2. Enhancement of road safety at trunk and regional roads when traversing a populated areas		
Short description of the measure	Given that the passages of trunk and regional roads through settlements are places where local and transit traffic "intertwine," with a distinct mixed function and typically the presence of all traffic participants, these sections of roads are considered highly risky. In this regard, it is necessary to identify all such sections, and for these identified locations and sections of trunk and regional roads, detailed analyses to be conducted. For the detected high-risk passages of trunk and regional roads through settlements, projects to improve road safety will be prepared. Particularly on these sections of the roads, but also off them, special attention will be paid to the needs of vulnerable road users (pedestrians, cyclists), constantly emphasizing the monitoring of the risk levels at dangerous locations. (junctions, intersections, dangerous curves, road crossings over railway tracks, etc.). Special attention must be paid to the identification of all primary education schools on the routes of trunk and regional roads through settlements, as well as outside settlements, and procedures will be initiated to arrange the school zones located on these sections of the roads.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Number of studies conducted, identification of unsafe crossings of trunk and regional roads through populated areas	0	10 in total (once a year)
	Percentage of prepared and implemented projects for improving road safety at crossings of trunk and regional roads through populated areas in relation to the number of identified unsafe crossings	not measured	75%
Assessment of resources	Amount: 26.000.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, own funds, WB, EBRD, EIB and WBIF		



Implementa- tion period	2026–2035
In charge of measures	Public Company Republic of Srpska Roads and Local Government Units

Measure title	1.2.3. Improving existing and introducing new technologies in the system for monitoring the state of road safety and road infrastructure safety		
Short description of the measure	By improving existing and introducing new technologies, it is necessary to start the application of modern methods for determining and monitoring the state of road safety on the road network, especially on highways, fast and trunk roads. Special attention should be directed towards the development of systems that enable continuous monitoring of traffic flows and timely response to risky situations, as well as informing traffic participants about the aforementioned in real time. Besides that, in larger local government units, the introduction of "smart traffic lights," aimed at timely response to the formation of traffic flow in real time, where the application of these systems contributes to more efficient traffic management and greater safety for traffic participants. As part of the overall system, it is necessary to focus on the continuation of the introduction and improvement of functional intelligent transport systems (ITS) into daily use, in accordance with EU directives and best international practices. The application of these systems contributes to more efficient traffic management, greater safety, and better information for traffic participants		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Introduction of modern methods for determining and monitoring the road safety conditions on the road network, and informing participants on traffic about relevant information on traffic flows and road safety	not measured	50%
	Introducing and improving functional intelligent transport systems into daily use	1%	10%
Assessment of resources	Amount: 21.000.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, WB, EIB, EBRD, WBIF, IPA and CEF		
Implementa- tion period	2026–2035		
In charge of measures	MIA RS, RSA RS, Public Company Republic of Srpska Roads, Public Company Republic of Srpska Motorways, Public Company Republic of Srpska Roads and Local Government Units		



Measure title	1.2.4. Improvement of existing and introduction of new technologies in the system for monitoring road safety and the safety of road infrastructure		
Short description of the measure	A detailed endangered analysis will be conducted – the risk of suffering on local roads, especially for vulnerable road users and for all high-risk locations (zones, sections) and school zones, and projects to improve traffic safety will be prepared. For locations for which traffic safety improvement projects are prepared, the proposed improvement measures will be implemented.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Number of conducted studies of identification high-risk locations on local roads with special emphasis on school zones	not measured	3 in total
	Number of prepared and implemented projects of improving road safety for locations of increased vulnerability of traffic participants, with emphasis on school zones	not measured	30 in total
Assessment of resources	Amount: 1.500.000 BAM Source: Budget of the Republic of Srpska, donation, IPA, CEF and UNECE		
Implementation period	2026–2035		
In charge of measures	RSA RS		

Measure title	1.2.5. Improvement of road safety at road crossings over the railway line		
Short description of the measure	Based on a comprehensive analysis of the state of road safety at road crossings over railway lines, measures and activities will be proposed and then implemented to enhance road safety at these crossings, including both technical measures and educational, preventive-promotional activities, changes in legislation, and similar measures. Special attention will be given to studying the behaviors of traffic participants in relation to various methods of securing road crossings over railway lines, followed by measures and activities aimed at reducing their unsafe behavior.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Annual number of traffic accidents at road crossings over the railway line	13	6
	Percentage of drivers who stop and safely cross the railway line	89,1%	99%



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	Number of implemented projects improving road safety at high risk road crossings over the railway line	one	10 in total (once a year)
	Number of conducted activities on improving the behavior of traffic participants on road crossings over the railway line	one	10 in total (once a year)
Assessment of resources	Amount: 5.500.000 BAM Source: Budget of the Republic of Srpska, own funds, WB, EIB, EBRD and WBIF		
Implementation period	2026–2035		
In charge of measures	RSA RS, Public Company Republic of Srpska Roads, Company Republic of Srpska Railways and AMO RS		

Measure title	1.3.1. Improving incentives and other benefits for the purchase of vehicles with high road safety standards		
Short description of the measure	Methods for stimulating the purchasing / procurement of (new) vehicles with high road safety standards (vehicles rated with at least 4 EURONCAP stars) will be defined and introduced, as well as high emission standards (at least EURO 5 norm), for both individuals and legal entities. Special methods for stimulating the vehicle fleet renewal of public (state) enterprises, municipal enterprises, carriers, etc. will be specifically defined. In addition, the method of stimulating the enhancement of active and passive safety systems on commercial vehicles and tractors will be particularly considered and defined.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Established system for purchasing vehicles with at least 4 EURONCAP stars and at least Euro 6 emission standard	not measured	65%
	Established simulation system for pgrading of active and passive safety systems in vehicles	not measured	70%
	Percentage of vehicles under three years old	3%	10%
	Percentage of vehicles under twenty years old	64%	75%
Assessment of resources	Amount: 70.000 BAM Source: Budget of the Republic of Srpska		



Implementa- tion period	2026–2035
In charge of measures	MIA RS and MTC RS

Measure title	1.3.2. Improvement of maintenance and control of vehicle technical correctness		
Short description of the measure	The 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. Therefore, these vehicles and that part of the vehicle fleet must be maintained in such a way that the condition is kept at a safety-acceptable level under real operating conditions. The system of mandatory, periodic technical inspections of vehicle correctness will be improved in accordance with international regulations, best international practices, and analysis of the condition of vehicle correctness based on available data and research. The system of extraordinary technical inspections will be enhanced, especially regarding commercial vehicles.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Number of conducted activities (free of charge actions of preventive checks of the technical correctness of components and devices on the vehicle) for improvement of vehicle maintenance	two per year	at least two per year
	Number of conducted activities for improvement of control of technical inspections of vehicles (supervision of the operation of technical inspection stations)	two per year	at least two per year
Assessment of resources	Amount: 500.000 BAM Source: Budget of the Republic of Srpska, own funds, donation, CEF and UNECE		
Implementa- tion period	2026–2035		
In charge of measures	MTC RS, MIA RS and AMO RS		

Measure title	1.3.3. Improvement of institutional capacity in the area of vehicle safety
Short description of the measure	Institutional capacity and the work of entities in the area of vehicle safety will be periodically monitored, especially the institutions, individuals, and holders of public authorizations in the field of vehicle safety (laboratories, technical inspections). In accordance with needs, capacity will be strengthened with new personnel, and



	existing staff will receive professional training in the area of vehicle safety. Within the scientific and educational system, especially within professional organizations that conduct training and professional development, curricula and programs will be adapted to modern requirements for vehicle safety management and the market.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Number of conducted professional training of managers and controllers of technical inspections	four	at least six per year
	Percentage of scientific educational institutions that conduct training and professional development in the area of vehicle safety that have improved plans and programs in the area of vehicle safety	0%	95%
Assessment of resources	Amount: : No financial resources needed Source: -		
Implementation period	2026–2035		
In charge of measures	MCB PC		

Measure title	1.3.4. Definition of conditions for micromobility vehicles		
Short description of the measure	Considering that today's traffic conditions require increased use of micromobility vehicles in public transport, regulations will be defined to govern the area of micromobility vehicles, from technical characteristics to conditions for access to public transport.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Defined and prescribed technical conditions that micromobility vehicles should meet	partially	yes
Assessment of resources	Amount: No financial resources needed Source: -		
Implementation period	2026–2035		



In charge of measures	MIA RS and MTC RS
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Measure title	1.4.1. Improvement of the traffic education and training system		
Short description of the measure	In order to establish a functional and sustainable system of traffic education and upbringing, it is necessary to implement measures and activities that will enable every individual, according to their age and role in traffic (whether as a pedestrian, driver, or passenger), to acquire the necessary knowledge, skills, and develop awareness of the importance of safe behavior before they actively start participating in traffic. Education and upbringing play a key role in this process, as a high level of knowledge, practical skills, and adopted positive attitudes are directly related to responsible and safe behavior in traffic. Research and practice show that individuals who have gone through systematic education, starting from children at the earliest age, through parents, teachers, educators, and up to the drivers themselves, significantly less frequently participate in traffic accidents. Given the above, it is of utmost importance to improve the existing system of traffic education and upbringing at all levels. This process should begin in preschool institutions through the adoption of basic concepts and habits, continue in primary and secondary schools where knowledge is deepened and upgrade, and then move on to formal training in driving schools, where specific driving skills are acquired. In addition to initial education, special attention should also be paid to the continuous professional development of existing drivers. The development of technology, changes in traffic infrastructure, and new challenges on the roads require drivers to regularly "refresh" their knowledge and adapt to modern safety standards. A comprehensive and well-organized system of traffic education and upbringing is not only a preventive measure but also the foundation for building a society in which safety in traffic is a matter of shared responsibility and a lasting culture of behavior.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Quality system assessment at the level of preschool institution (0–10)	3	7
	Quality system assessment at the level of primary school institution (0–10)	3	7
	Quality system assessment at the level of high school institution (0–10)	2	6
	Quality system assessment at the level of driving schools (with special emphasis on the knowledge and skills of motorcycle	not measured	5



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	drivers and professional drivers of commercial vehicles) (0–10)		
	Quality system assessment at the level of existing drivers, with special emphasis on vulnerable categories of traffic participants (0–10)	not measured	6
	Assessment of the supervision of driving schools and the work of examination board (0–10)	not measured	6
	Assessment of the application of new information technologies in the training of candidates and during the driving test process (0–10)	2	8
Assessment of resources	Amount: 3.100.000 BAM Source: Budget of the Republic of Srpska, WB, EIB, WBIF, and IPA		
Implementation period	2026–2035		
In charge of measures	MEC RS and IfAE RS		
Measure title	1.4.2. Improvement and intensification of preventive propaganda activities		
Short description of the measure	Improving the safety of all participants in traffic and achieving the set strategic goals require a significant strengthening of preventive- propaganda activities, with a key role played by continuous and consistent application of social marketing principles, which would encompass at least 70-80% of the school-age children generation, when it comes to campaigns whose target group is school-age children. When discussing activities of this type, it involves a systematic approach that allows public interest messages aimed at changing risky behaviors in traffic to be effectively communicated to target groups, relying on modern communication methods and media strategies. Socially responsible campaigns based on scientific knowledge and professionally grounded approaches have proven to be extremely effective in promoting positive changes in knowledge, attitudes, and behaviors of traffic participants. Their effectiveness is further enhanced if there is strong support from relevant stakeholders, primarily institutions, the educational and health systems, the media, and especially the police. This intersectoral approach enables the creation of an environment in which road safety is recognized as a social value, rather than just an individual responsibility. Campaigns designed in the spirit of social marketing not only inform and warn but also shape the culture of behavior in traffic, fostering responsibility, solidarity, and respect for regulations.		
	Indicators (output result)	Initial Values (2026)	Target values (2035)



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Indicators for monitoring the results of the measure	Number of implemented preventive campaigns (with a set of coordinated activities) aimed at improving the knowledge, attitudes, and behaviors of passenger car drivers	3	at least five per year
	Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of pedestrians	1	at least two per year
	Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of cyclists	1	at least two per year
	Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of users of transportation means of micromobility	1	at least two per year
	Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of motorized two-wheelers	1	at least two per year
	Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of tractor drivers	1	at least two per year
	Number of implemented preventive campaigns (with a set of coordinated activities) on improving knowledge, attitudes, and behavior of commercial drivers	no	at least two per year
Assessment of resources	Amount: 8.500.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, donation, WHO, UNECE and IPA		
Implementation period	2026–2035		
In charge of measures	MTC RS, MIA RS, RSA RS and Local Government Units		



Measure title	1.4.3. Improvement of the coercion system		
Short description of the measure	To ensure that all road users consistently adhere to the principles of safe behavior, which are based on knowledge, skills, and positively developed attitudes, it is necessary to achieve a balance between educational measures and enforcement measures. Only through such an integrated approach can behavior be shaped in the long term towards a greater degree of responsibility and respect for rules. On one hand, education provides the foundation for developing traffic culture through the acquisition of knowledge, skill development, and the adoption of correct attitudes. On the other hand, enforcement measures play an irreplaceable role in controlling and correcting the behavior of individuals who persistently violate regulations and endanger the safety of others. Such measures should not be understood exclusively as repressive, as their true scope lies in preventive and educational action. The goal is not only punishment but also creating awareness among every participant that the risk of detection and sanctioning of violations is real and high. This sense of certainty regarding sanctions is a key factor in preventing the recurrence of traffic offenses. To achieve this, it is necessary to enhance the technical capacities of the control system and ensure their constant application. This includes the modernization and regular maintenance of existing automatic violation detection systems (such as speed cameras, running red lights, using mobile phones while driving, etc.), as well as the installation of new ones in high-risk areas. Through a combination of increased subjective risk of sanctions and continuous education, it can be achieved that behavior in traffic becomes a matter of personal responsibility rather than fear of punishment, which is an essential change needed for a stable and safe traffic system.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Assessment the coercion system quality (on a scale from 0 to 10, where 0 is the lowest rating and 10 is the highest rating)	6	10
	Percentage reduction in the number of detected violations by automatic violation	0% (500.000)	30%
	Percentage reduction in the total number of detected violations	0% (342.053)	30% (220.000)
	Number of drivers tested for alcohol presence (reduction in number of excluded drivers)	0% (212.961)	30% (140.000)
	Number of controlled participants related to the use of protective systems (reduction)	0% (212.961)	30% (140.000)
	Number of controlled participants related to the use of mobile phones while driving (reduction)	0% (212.961)	30% (140.000)



Assessment of resources	Amount: 4.500.000 BAM Source: Budget of the Republic of Srpska, IPA, EIB and WB
Implementation period	2026–2035
In charge of measures	MIA RS

Measure title	1.4.4. Monitoring the level of knowledge, attitudes, and safe behavior of road traffic participants		
Short description of the measure	In order to successfully achieve the set goals defined by the SBS, it is necessary to establish a system of continuous monitoring of results and assessment of the situation. This means regular, at least once a year, systematic determination of the current level of traffic safety and evaluation of the effects of undertaken measures. For this purpose, specialized projects and research aimed at measuring key safety indicators play a crucial role. It is particularly important to monitor the use of protective equipment – seat belts, child car seats, and other passive safety systems. In addition, it is necessary to record compliance with speed limits, the frequency of driving under the influence of alcohol, as well as the behavior patterns of vulnerable groups of traffic participants – pedestrians, cyclists, moped, and motorcycle riders. One of the important steps in this direction is the identification of indicators that have the greatest impact on safety, requiring analyzes by territorial units to enable targeted and localized action. Namely, some municipalities or regions may have specific risks that require tailored interventions. In addition to measuring behavior, it is extremely important to research the attitudes of participants in traffic, as attitudes often condition behavior. Such research allows for a better understanding of motivations and barriers in complying with rules, serving as a starting point for creating more effective educational and preventive campaigns. Additionally, periodic assessments of the level of knowledge of traffic participants through surveying representative samples can indicate specific areas where there are deficiencies in knowledge or misconceptions, opening up space for directing activities towards the most critical topics and groups. This comprehensive and data-supported monitoring allows the SBS to be implemented not formally, but as a dynamic and adaptive process that adjusts to real needs and challenges on this field.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Number of projects related to measuring the behavior indicators of traffic participants	1	at least two per year
	Number of projects related to measuring the attitude indicators of traffic participants	not measured	at least one per year
	Number of projects related to assessing the level of knowledge of traffic participants	not measured	at least one per year



Assessment of resources	Amount: 1.000.000 BAM Source: Budget of the Republic of Srpska, UNECE, EIB and HE
Implementation period	2026–2035
In charge of measures	RSA RS

Measure title	1.5.1. Adoption of new and improvement of existing procedures for all emergency services after traffic accidents		
Short description of the measure	This measure aims to improve the efficiency and coordination of all emergency services – police, emergency medical assistance, fire units, and roadside assistance services (AMO RS) in the moments immediately following a traffic accident. By introducing new and improving existing operational procedures, it will enable a faster response on-site and better communication between different services. Special emphasis is placed on the standardization of procedures, the use of modern technologies in informing and managing information, as well as on continuous training and simulations for all participants. Improved procedures will reduce response time, increase the chances of survival for victims, and enhance overall management of post-accident situations. The Emergency Medical Service (EMS) of Banja Luka has been intensively working for almost four years on educating advanced care for polytraumatized patients – ITLS education (International Trauma Life Support) for healthcare workers, as well as for the non-health sector (e.g., MIA RS, MRS (Mountain Rescue Service) Banja Luka. The employees of EMS Banja Luka are the only licensed providers for the territory of Bosnia and Herzegovina to conduct this trauma education. The educational center of EMS Banja Luka serves as a scientific-educational base for the Medical Faculty and has been continuously conducting BLS and ALS educations for basic and advanced resuscitation for 20 years. Additionally, the goal of emergency medical assistance (EMA) is to follow the concept of the so-called "golden hour" in rescuing injured persons.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Improving the efficiency and coordination of all emergency services – police, emergency medical assistance, fire units, and road assistance service (AMO RS) in the moments immediately after a traffic accident by adopting new and improving existing operational procedures	no	yes
Assessment of resources	Amount: 200.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, WHO and UNECE		
Implementation period	2026–2035		



In charge of measures	MTC RS, MHSW RS, MIA RS, AMO RS and Local Government Units
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Measure title	1.5.2. Equipping emergency services with vehicles and equipment for quick and quality action after a traffic accident		
Short description of the measure	The measure plans to conduct an analysis and equip emergency services for action after a traffic accident with equipment that enables quick arrival at the scene, rapid transport of the injured, quality rescue and care, securing the scene at the necessary level, conducting quality investigations, and the personal safety of emergency service members, which includes special vehicles, personal equipment, medical equipment, technical equipment, and equipment for collecting evidence of the traffic accident.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Percentage of emergency medical service units equipped with vehicles and equipment for quick and high-quality response after a traffic accident	not measured	25%
	Percentage of firefight units equipped with vehicles and equipment for quick and high-quality response after a traffic accident	not measured	85%
	Percentage of traffic police units equipped with vehicles and equipment for quick and high-quality response after a traffic accident	not measured	85%
	Percentage of road assistance service units (AMO RS) equipped with vehicles and equipment for quick and high-quality response after a traffic accident	85%	100%
Assessment of resources	Amount: 5.800.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, own funds and WHO		
Implementation period	2026–2035		
In charge of measures	MIA RS, MHSW RS, AMO RS and Local Government Units		

Measure title	1.5.3. Establishing a modern quality communication system
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Short description of the measure	A communication system that enables quality simultaneous voice communication among all emergency services and emergency service units will be established, allowing for quality audio and video connections, and rapid sending and receiving of data between emergency services, which will enable a significantly greater speed and quality of action for all emergency services. The repeater at UKC RS has no field coverage, while the repeater on Kozara is adequate for this coverage and establishing communication between services.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	A communication system established that enables simultaneous voice communication among all emergency service units and allows quality audio and video connection, as well as quick sending and receiving of data between emergency services	no	yes
Assessment of resources	Amount: 3.000.000 BAM Source: Budget of the Republic of Srpska, WB, EIB, WBIF and CEF		
Implementation period	2026–2035		
In charge of measures	MIA RS, MHSW RS, AMO RS and Local Government Units		

Measure title	1.5.4. Improving the expertise, competence and training of emergency service personnel in responding to traffic accidents		
Short description of the measure	The measure implies continuous improvement of knowledge, skills, and practical readiness of emergency service members (police, medical teams, firefighters, and roadside assistance services (AMO RS) in interventions after traffic accidents. Training includes specialized training (standardization of ITLS education covering all these services), simulations of realistic scenarios, and regular exercises that enhance individual and team capacities. Special attention is given to training in providing first aid, technical extraction of injured persons from vehicles, and communication on the scene. By improving expertise and training, it directly contributes to faster, safer, and more efficient intervention, thereby reducing the consequences for the life and health of traffic accident victims.		
Indicators for monitoring the results of the measure	Indicators (output result)	Initial Values (2026)	Target values (2035)
	Innovative educational, teaching, and professional plans and programs for response after a traffic accident	no	yes
	Annual number of implemented educational, teaching, and professional	not measured	at least two per year



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	plans and programs of emergency services for response after a traffic accident		
	Annual number of joint exercises of emergency services for action after a traffic accident	not measured	at least two per year
Assessment of resources	Amount: 2.900.000 BAM Source: Budget of the Republic of Srpska, Budget of Local Government Units, WHO, UNECE, IPA		
Implementation period	2026–2035		
In charge of measures	MIA RS, MHSW RS, AMO RS and Local Government Units		

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