

CASE IN BIH AND SERBIA

Catalyzing others to replicate and scale

THE LEVERAGE AT WORK

With an investment of **USD 340,000 from the UN Road Safety Fund (UNRSF)**, this pioneering project laid the foundation for **a national system of Multi-Disciplinary Collision Investigation (MDCI)** in Bosnia and Herzegovina and Serbia, the first project in Europe funded by the UNRSF. The project leveraged strong in-kind partnerships:



- **Swedish Transport Administration: 40 expert days** + hosting a two-day workshop in Gothenburg, with **Volvo, Autoliv, Chalmers University, and SAFER.**
- **UNECE & WHO:** over **seven staff-months of specialised** technical support.
- **Transport Canada:** invited both countries, and the project team, to join the **Global Forum for Road Traffic Safety (WP.1)** informal group on MDCI, positioning their work on the global stage.

This collaboration turned a bilateral/two-country pilot into a model now under consideration for adoption across the Western Balkans.



PROJECT OVERVIEW

Project: Better Road Safety System based on in-depth analysis of road accidents in Bosnia and Herzegovina and Serbia

Challenge:

In Bosnia and Herzegovina and the Republic of Serbia, road crashes weren't just statistics; they were a national emergency hiding in plain sight. In 2021, there were approximately 67 and 75.8 deaths per million people, respectively, far above the EU's average of 44.6 (WHO, 2023). Despite already having traffic laws, enforcement, and awareness campaigns in place.

What was missing was the ability to understand why deadly crashes kept happening. Police could document what happened at the scene, but no national system existed to analyse the deeper causes behind the numbers: Was it road design? Vehicle issues? Human behaviour? Missing signage? A combination of all four?

UNRSF Intervention:

The UNRSF enabled both countries to introduce the Multidisciplinary Crash In-depth Investigation (MDCI) method. More than 100 police officers, engineers, doctors, road authorities and NGOs were trained to analyse real crash cases using EU-aligned standards.

The project helped governments:

- develop national MDCI methodologies;
- draft legal provisions to integrate MDCI into legislation;
- test the method through live pilot investigations;
- build multi-sector teams prepared to run MDCI beyond the project.

In practical terms, the project helped countries move from reacting to crashes to preventing them, creating a national capability that endures long after the project ends.

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Results

- 20 complete MDCI pilot investigations showed how single crash can generate insights that improve road design, signage, enforcement priorities, and emergency response.
- These cases formed the basis for draft legal amendments and new bylaws now under review, giving both governments a ready-to-implement framework for full MDCI adoption.
- Serbia is already moving toward nationwide rollout, with its Road Traffic Safety Agency preparing to fund permanent MDCI teams.
- The project also created a community of trained practitioners: police, engineers, health professionals, and municipal authorities, who can now repeat the process independently. This is the real legacy: a self-sustaining national capability.



WHAT'S NEXT

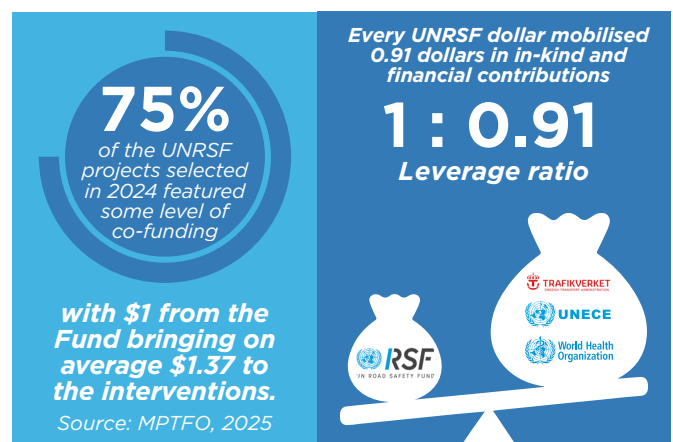
- Serbia is advancing legislative reform to institutionalize MDCI and fund the first wave of investigations covering up to 5% of fatal crashes annually.
- Authorities in both Republika Srpska and several cantons of the Federation of Bosnia and Herzegovina are reviewing how to integrate MDCI into their existing road safety systems, building on the project's training and pilot investigations.
- Regional momentum is growing: Montenegro, North Macedonia, Georgia, and Moldova expressed interest in adopting MDCI after participating in the final workshop.
- On the global stage, both countries now contribute to the UN Global Forum for Road Traffic Safety (WP.1) informal working group drafting the world's first international MDCI guidelines.



FOLLOW-ON INVESTMENT

UNRSF investment: USD 340,000

Co-funding & in-kind contributions: USD 310,000 (Swedish Transport Administration + UNECE + WHO)



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THE STORY HERE**