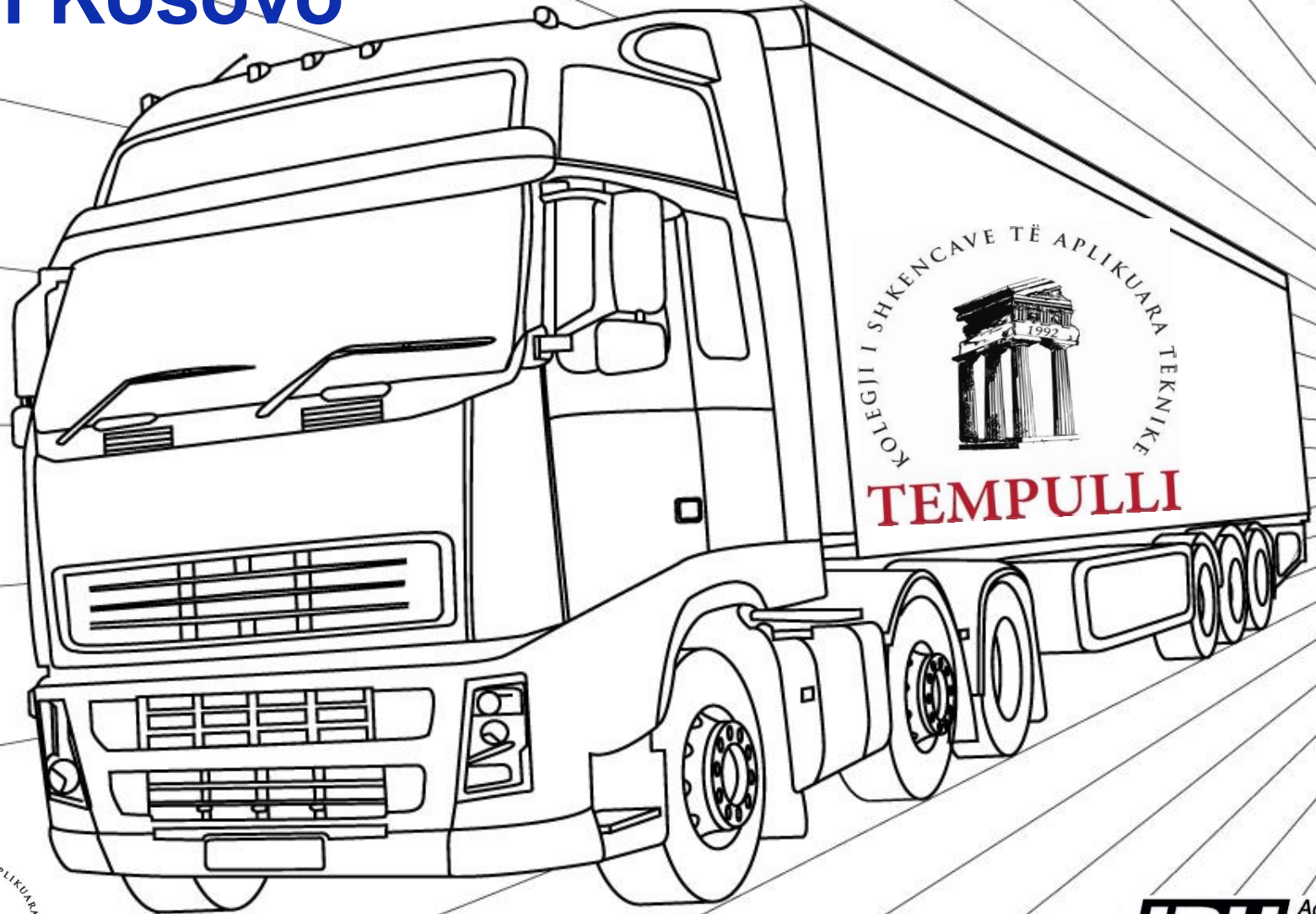# BRIEF *OVERVIEW* - Road transport in Kosovo

Overview topics

Legjislation improvement

EDUCATION - Material, teaching and technical resources, work environment

Controls and enforcement by competent authorities

Economic environment, road transport legislation environment

Stakeholders' needs and expectations

Introduction

OVERVIEW information

Current legislation.

Cooperation and discussions with the ATI instructors and officials of the Ministry of Infrastructure

Present situation and experienced challenges during the trainings as an ATI.

Legislation improvement

YEAR 2015

EU – KOSOVO Agreement for Stabilisation and Association

Legjislation amendments undergoing to be in line with the EU legistation

Several administrative directions regarding road transport have been changed and improved during 2015

Professional programs - TEMPULLI

- ✓ Driving School
- ✓ Driving Instructor Program
- ✓ Driving Program Examiner
- ✓ CPC Driver Programs (freight and passenger)
- ✓ CPC Manager Programs (freight and passengers)
- ✓ ADR Program
- ✓ Tachograph Program
- ✓ Eco Drive Program
- ✓ DGR - Air Transport
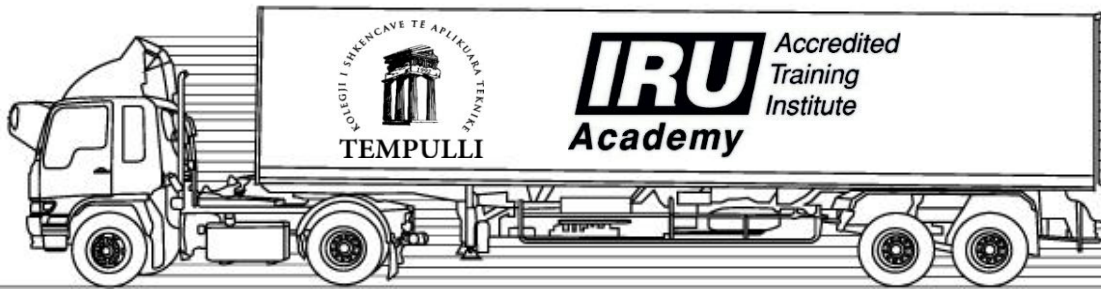
IRU Training figures TEMPULLI

Program	CPC Manager (Passenger)	CPC Manager (Freight)	CPC Driver (Passenger)	CPC Driver (Freight)	ADR
TOTAL	/	32	59	282	23
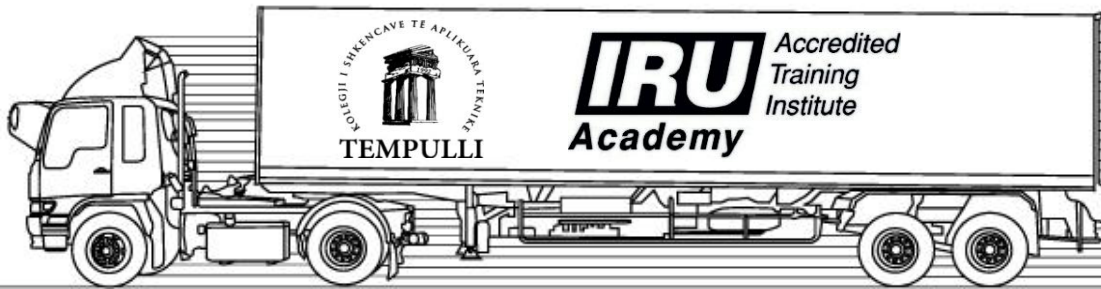
Education environment

Teaching material, teaching and technical resources considered to be sufficient.

Tempulli - SEED Project

The South East Europe harmonized qualification of professional Drivers (SEED) aimed at raising training and technical skill levels of instructors delivering initial and periodic training to professional drivers, thus improving the qualification standards for the road transport personnel in the region.

SEED project, will promote innovative and interactive pedagogical approaches for life-long education, whilst exploring new training and learning strategies in road transport professional qualification.

Education environment

Nine partners involved in road transport professional training based in Belgium, Bosnia and Herzegovina, Serbia, Croatia, France, FYR of Macedonia and Kosovo.
Integration of best practices into one harmonized and sustained cooperation network that will produce training materials, reference handbooks, checklists and learning aids meant for professional drivers in the region, in line with EU Directive 2003/59/EC.

SEED

This project is co-funded by
the European Union

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Education environment

Major identified problem!

Basic education of the drivers of the transport companies.
Lack of knowledge of the drivers regarding the basic law on traffic, general traffic signage and regulations.
Instructors often must give explanations on subjects not in the CPC program, often this is not efficient.
Lack of knowledge is reflected during the lessons and the examination.

Controls and law enforcement

Controls by the authorities, police, customs, and transport inspectors

Limited and sometime useless.

Law enforcement authorities

Not trained for CPC, ADR, Tachograph, Safe Loading and Cargo Securing, etc.

Law enforcement structures must be trained for an efficient control and to impose properly the law enforcement in the road transport.

Economic environment, road transport legislation environment

Kosovo has a disfavored economic environment due to its political status

- Transport companies have problems for transporting and operating in the EU states, and with limitations in the regional countries as well.

- No vehicle green card, registration plates have limitations especialy for Serbia, no digital tachograph code for Kosova, etc.

- Legislation generally is considered to be well established; but there is always place for improvement.

- No Tachograph code, no access to the tachograph database.

Stakeholders' needs and expectations

- Kosovo must as soon as possible to finalize the agreement for the green card.

- Transport companies need better familiarization with the legislation and the benefits from the trainings. They see the training programs only as a legislative requirement to operate and not beneficiary for their operations in general..

- The implementation of the digital tachograph must be well planned and coordinated with all the stakeholders. The implementation must include the training of all the involved parties.

- Police, customs, inspectors must be adequately trained for all programs (CPC, ADR, Tacho, Safe Loading and Cargo Securing).

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Thank you

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