



SERBIAN ASSOCIATION  
FOR CRIMINAL LAW  
THEORY AND PRACTICE



INSTITUTE OF  
CRIMINOLOGICAL AND  
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BELGRADE, 2020

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## **ANALYSIS OF TRAFFIC ACCIDENTS IN THE REPUBLIC OF NORTH MACEDONIA IN THE PERIOD FROM 2010 TO 2019**

*Road safety in the Republic of North Macedonia is the primary social responsibility of all organizations and individuals whose ultimate goal is to achieve optimal traffic safety. The increased number of vehicles, the traffic intensity on all roads, as well as the degree of traffic indiscipline among certain traffic participants, are the main factors that affect the safety situation both in terms of the volume of accidents and the consequences arising from them.*

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*The subject of the research are the traffic accidents that occurred in the period from 2010 to 2019 on the territory of the Republic of North Macedonia, the factors that influence their occurrence and the criminal acts against the safety of the public traffic in the mentioned period. The purpose of this paper is to research the statistical indicators for the number of traffic accidents and those accused of crimes against public traffic safety in the period from 2010 to 2019 and on their basis to determine the reasons for their occurrence and propose measures and activities that will affect their reduction in the near future according to world trends.*

**Key words: safety, traffic accidents, traffic violations, crime, multisectoral approach**

*„Prevention is the first imperative of justice”*  
(United Nations document S/2004/616, para. 4).

## **1. Introduction**

Traffic is an integral part of people's daily lives. It is considered that there is no person who at least once in his life will not become the cause, victim or witness of a car accident. Danger and endangerment in road traffic are an integral part of it, and the causal link for a traffic accident is the subjective factor.

Crimes against public traffic safety are a specific group of crimes incriminated in the Macedonian Criminal Code whose criminal protection starts, and is focused on the final result of the action of traffic participants (Камбовски, Тупанчески, 2011: 395). These are acts that by their nature are acts against the safety of people and property, they are acts of specific endangerment committed in a specific area of traffic. These acts are characterized by great material damage, injuries or death of people involved in traffic. There are differing opinions of many scientists about the causes of accidents, but according to (Moodley, Allopi, 2008), accidents are associated with a number of shortcomings related to the human factor, road infrastructure, vehicle defects and environmental factors.

According to the World Health Organization, about 1.35 million people worldwide are killed in road accidents each year, and between 20 and 50 million are injured or become permanently physically disabled. More than half of all fatalities and injuries in traffic accidents involve vulnerable road users, such as pedestrians, cyclists, bikers and their passengers (WHO, 2018: 94).

Young people are particularly vulnerable on the world's roads and traffic injuries are the leading cause of death for children and young people aged 5 to

29. Young men under the age of 25 are more likely to be involved in a car accident than women. Of all traffic deaths, 73% occurred in young men of that age. Emerging economies have higher rates of road traffic injuries and 93% of deaths are from low- and middle-income countries (WHO, 2018: 152). The mortality rate is three times higher in low-income countries than in high-income countries (WHO, 2018: 21). Data on the costs of traffic accidents are rare, especially for low- and middle-income countries, it is obvious that the economic impact of these injuries on individuals, families, communities and It is huge and costs countries 1 to 2% of their gross domestic product (WHO, 2004: 181) .The heavy and tragic burden of those directly affected, both physically and psychologically, is not negligible. Health facilities with their meager budgets are heavily involved in road accident survivors, and although significant progress has been made in recent years in reducing the number of injuries and deaths, their numbers are still high on world roads.

## **2. Characteristics of criminal offenses against the safety of public traffic**

According to the Criminal Code of the Republic of Macedonia<sup>1</sup>, criminal offenses against public traffic safety are presented in Chapter 27, with Articles 297 to 304 and according to the division in the chapter they cover two groups of offenses: criminal offenses against the safety of people and property in traffic (Articles 297-301) and criminal offenses against air traffic safety (Articles 302-304). For the, purpose of this paper we will review and elaborate only the articles that refer to the criminal acts against the safety of people and property in traffic.

1. Endangering traffic safety (Article 297). This is an act of concrete endangerment, with two forms. The first form is an act of endangering road traffic, whereas the second form is an act of endangering bus, rail, air and sea traffic, cable car traffic or other means of public transport. In both forms, the endangerment of safety consists of non-compliance with traffic regulations, resulting in danger to the life or body of people or property of significant size. This article sets as a condition for incrimination: the bodily injury of a person or the occurrence of significant property damage. The law criminalizes, in terms of the subjective nature of the act, both deliberate and negligent execution. The objective condition of incrimination is outside the legal nature of the crime and it does not have to be covered by the intent of the perpetrator (Камбовски, Тупанчески, 2011: 405-407).

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1 For more details see Chapter 27, in articles 297 to 304 of the Criminal Code of the Republic of Macedonia (*Кривичен закон, пречистен текст*), available at: <https://www.pravdiko.mk/wp-content/uploads/2013/11/Krivichen-zakonik-integralen-prechisten-tekst.pdf>, accessed on 22.09.2020.



2. Endangering the traffic safety with a dangerous action or means (Article 298). This criminal offense covers actions that cannot be covered by violation of traffic regulations, and which are generally dangerous in nature. According to this article, no objective condition of incrimination is provided, and both forms of guilt are punished: intent and negligence (Камбовски, Тупанчески, 2011: 399-402).

3. Unconscientious performance of traffic supervision (Article 299). This act is an act of concrete endangerment because the perpetrator can only be a person whose duty is to take care of the safe flow of traffic. Incrimination covers two basic forms, the first of which is performed by the person in charge of supervising the traffic and its facilities, who performs such a duty recklessly, causing a specific danger to the life or body of people or property of significant size, while the second form is performed the responsible person who issues the driving license and allows it even though that the driver for certain reasons cannot drive the vehicle safely or that the vehicle is defective and the like. In terms of the subjective being, deliberate execution of the act is punished (Камбовски, Тупанчески, 2011: 405-407).

4. Serious acts against the safety of people and property in traffic Article 300. This article covers the severe forms of acts from articles 298, 297 and 299 where serious bodily injuries, death or large-scale property damage have occurred. Given that some of the basic works already provide an objective condition of incrimination, some authors call these criminal offenses, criminal offenses qualified with a more severe condition of incrimination (Камбовски, Тупанчески, 2011: 407).

5. Failure to provide assistance to a person injured in a traffic accident (Article 301). This incrimination is specific in many respects. First, it is one of the rare acts of failure to act incriminated in the Macedonian Criminal Code. Second, this act is a special act of danger. Third, the perpetrator of this crime has a specific capacity, and that is the person (persons) whose vehicle / vehicles injured the person to be assisted. The subjective side of the crime is imaginary, and the incrimination contains a more severe form that includes the occurrence of severe bodily injury or death of the injured as a result of failure to provide assistance. Regarding the more serious consequence, it is necessary for the perpetrator to act out of negligence, otherwise it would be an act of grievous bodily harm or murder (Камбовски, Тупанчески, 2011: 408-409).

Guilt in this category of criminal offenses is a rather complex issue. By definition, guilt or criminal responsibility is an individual and subjective responsibility of the perpetrator for his action that meets the legal characteristics of the crime (Камбовски, 2011: 246). Guilt appears in two basic forms: intent and negligence, where intent is predominantly punished, unlike negligence, which is punished by exception, only when the law explicitly prescribes it. In the case of traffic offenses, negligent guilt is provided in almost all cases.

According to the available literature, theorists and practitioners point out the difficulties they encounter, which is especially in the case of distinguishing possible intent from conscious negligence, which is criminally relevant to both the correct legal qualification and, consequently, the type/amount of punishment (Камбовски, Тупанчески, 2011: 398). Intention exists in the case when the perpetrator was aware that due to his act or omission a harmful consequence might have appeared, but he agreed with its occurrence (Каневчев, 2010: 16). Conscious negligence, according to Article 14 of the Criminal Code<sup>2</sup>, exists when the perpetrator was aware that due to his act or omission a harmful consequence could occur, but he thought lightly that he could prevent it or that it would not occur. There are two elements in its structure: awareness of the crime and a frivolous attitude towards the consequence<sup>3</sup>.

In these acts, too, the criterion of recklessness is used to distinguish one form of guilt from another. There will be a possible intention if the perpetrator extremely recklessly thinks that there will be no harmful property. He does not base his desire on something certain. This group includes the cases when the perpetrator was driving a vehicle in an alcoholic state. (Камбовски, Тупанчески, 2011: 398).

Criminologists observe these acts through the prism of negligent execution, noting that "in this phenomenon, the criminal is not as noticeable as in other types of crime" (Арнаудовски, 2007: 401).

### **3. The trends regarding traffic accidents and criminal acts against public traffic safety in the period from 2010 to 2019**

Traffic accidents are most often the consequence of an action that is prohibited and is a violation of a material regulation that regulates either traffic in general or a particular segment or form of traffic (Арнаудовски, 2007: 401). In the police statistics and the statistics of the State Statistical Office, traffic accidents are most often referred to as traffic accidents, so in this paper, in the part of statistical processing, we will use the same terminology.

Traffic accidents that include victims represent traffic offenses, because the fact that a person was injured or lost his life meets the objective condition of

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2 For more information see article 14 of the Criminal Code of the Republic of Macedonia (*Кривичен закон, пречистен текст*), available at: <https://www.pravdiko.mk/wp-content/uploads/2013/11/Krivichen-zakonik-integralen-prechisten-tekst.pdf>, accessed on 22.09.2020.

3 You can find more details in Камбовски, В. (2011) *Казнено право-опит дел*. Скопје: Универзитет "Св. Кирил и Методиј", pp. 574-579.

incrimination. According to the available literature and statistical data, their number in the world and in our country is declining, and is due primarily to frequent controls, built-in modern systems in vehicles, etc., but traffic disorganization and non-compliance with traffic rules and regulations have a negative impact on the efforts to achieve a greater reduction in traffic accidents.

The presented data represent the trend regarding traffic accidents for the period from 2010 to 2019, and are retrieved from the Ministry of Interior of the Republic of North Macedonia and the State Statistical Office.

### 3.1. The number of traffic accidents in the period from 2010 to 2019

**Table No. 1.** Traffic accident by types of consequences in the period from 2010 to 2019

TYPES OF TRAFFIC ACCIDENTS	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
TRAFFIC ACCIDENTS WITH KILLED PERSONS	134	148	124	170	115	135	150	137	118	109
TRAFFIC ACCIDENTS WITH INJURED PERSONS	4.089	4.314	3.984	4.060	3.737	3.719	3.752	3.882	3.622	3.124
TRAFFIC ACCIDENTS WITH GREAT MATERIAL DAMAGE	3	1	3	6	1	/	2	/	/	/
TOTAL	4.226	4.463	4.111	4.236	3.853	3.854	3.904	4.019	3.740	3.233
PEOPLE KILLED	162	172	132	198	130	148	165	155	133	132*
INJURED PERSONS	6.375	6.853	6.149	6.484	6.056	5.913	5.971	6.224	5.860	5.164

Source: Ministry of Interior

As can be seen from Table No.1<sup>4</sup>, the total number of traffic accidents in the period from 2010 to 2019 has a downward trend. Namely, in 2019 we have a significant reduction in the total number of traffic accidents by 27.6% compared to 2011, when the largest number of traffic accidents was recorded in the analyzed period. Also, the number of dead and injured persons in traffic accidents has a declining trend.

The Ministry of Interior is organizationally divided into 8 sectors that cover the territory of the Republic of North Macedonia. To see what are the key factors that affect traffic accidents, we will analyze the available statistical data published on the website of the Ministry, relating to 2017 and 2018.

4 During 2019, on the highway Skopje-Tetovo (near the village Laskarci), a traffic accident occurred in which 15 people died (passengers in a bus).

**Table No. 2.** *Traffic accidents with more serious consequences by interior departments for 2017/2018*

Police Departments	traffic accidents with severe consequences			traffic accidents with fatalities			traffic accidents with injured persons		
	2017 year	2018 year	decrease/increase%	2017 year	2018 year	decrease/increase%	2017 year	2018 year	decrease/increase%
SKOPJE	1.652	1.452	-12,1	35	32	-8,6	1.617	1.420	-12,2
BITOLA	398	371	-6,8	27	18	-33,3	371	353	-4,9
VELES	280	288	2,9	11	4	-63,6	269	284	5,6
KUMANOVO	337	306	-9,2	5	7	40	332	299	-9,9
OHRID	330	314	-4,8	10	12	20	320	302	-5,6
STRUMICA	228	211	-7,5	18	11	-38,9	210	200	-4,8
TETOVO	473	451	-4,7	9	15	66,7	464	436	-6
SHIP	321	347	8,1	22	19	-13,6	299	328	9,7
<b>TOTAL</b>	<b>4.019</b>	<b>3.740</b>	<b>-6,9</b>	<b>137</b>	<b>118</b>	<b>-13,9</b>	<b>3.882</b>	<b>3.622</b>	<b>-6,7</b>

Source: Ministry of Interior

According to the data shown in the Table No. 2, it is concluded that we have a reduction of traffic accidents with severe consequences in 2018 by 6.9%, the number of dead has decreased by 13.9%, and the number of injured has decreased by 6.7%. Most of the traffic accidents with more serious consequences occurred on the territory of the Sector for Internal Affairs-Skopje<sup>5</sup>, as follows: 41.1% in 2017 and 38.8% in 2018 of the total number of accidents which shows a decreasing trend.

According to the statistics of the Ministry of Interior of the Republic of North Macedonia, the most common causes of traffic accidents include: speeding, non-compliance with the rules of right of way, not keeping to the side and direction of movement, driving under the influence of alcohol, illegal movement and turning, mistakes of pedestrians etc. (see Table No. 3)<sup>6</sup>.

**Table No. 3.** *The most common factors for traffic accidents in the period from 2010 to 2019*

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fast driving	1.219	1.260	863	929	830	788	820	759	638	590
Non-compliance with the rules of the right of way	745	738	602	652	671	608	572	574	515	430
Non-holding side and direction of movement	492	551	649	682	577	539	441	462	390	340
Irregular movement and turning	511	432	435	480	474	447	391	462	356	293
Driving under intoxication	132	160	138	144	86	123	332	300	361	344

Source: Ministry of Interior

5 The large number of accidents on the territory of P.D. Skopje in relation to other sectors is due to the density of the population covered by the sector.

6 For more details at: <https://mvr.gov.mk/analiza/soobrakjaj/56>

**Graph No. 1.** *The most common mistakes of drivers to cause accidents with severe injuries*



Source: Original Graph from Ministry of Interior, 2019

If we look at the Graph No.1 in more detail, we will notice that every sixth traffic accident occurs due to speeding and every tenth happens driving under the influence of alcohol<sup>7</sup>, i.e. these two parameters account for 27% of traffic accidents committed in 2018.

It is estimated that between 5 and 35% of all deaths in road accidents are related to alcohol abuse (Visser, Houwing, Wegman, 2018: 8)<sup>8</sup>. Driving after consuming alcohol significantly increases the risk of an accident and the severity of the accident. Any amount of alcohol has an impact on driving behavior, and there is a rapid and exponential increase in risk for levels exceeding 0.05 g / dl for the general driving population. Reducing blood alcohol levels from 0.1 g / dl to 0.05 g / dl may contribute to a 6 to 18% reduction in alcohol-related fatalities (Fell, Voas, 2006: 233).

7 On day 11.10.2020 year the news where a vehicle BMW driven by a 72 year old male in an alcoholic state with blood alcohol content of 1,78 ‰ per mile and alcohol content in the urine of 2,43 ‰ per mile. The driver went of the road, killed a biker, continued to move, hit a bus stop and a 9 year old kid witch at the time being was at the bus stop, who later succumbed to his injuries, the driver continued to move off the road, hit a traffic light and a traffic sign and the vehicle just stopped. The perpetrator was charged with serious acts against the safety of people and property in traffic under Article 300 paragraph 2 in conjunction with article 297 paragraph 1 in the Criminal Code. See more details at: <http://jorm.gov.mk/povedena-istraga-za-teshkata-soobrakajna-nezgoda-vo-trubarevo/>.

8 According to this study, official data from the countries surveyed shows an average of 21.8 % of deaths in road accidents related to alcohol.

**Table No. 4.** *Traffic accidents caused by alcohol management by sectors*

	2010	2011	2012	2013	2014	2015	2016	2017	2018
P.D. SKOPJE	40	47	31	30	27	29	97	107	95
P.D. BITOLA	13	12	12	9	4	15	47	43	64
P.D. VELES	9	20	21	30	8	13	29	30	43
P.D. KUMANOVO	16	15	19	23	5	19	29	7	33
P.D. OHRID	6	11	8	9	13	7	32	22	29
P.D. STRUMICA	20	30	27	27	23	24	39	33	33
P.D. TETOVO	7	5	3	3	3	6	15	13	8
P.D. ŠTIP	21	20	17	13	3	10	44	45	56
TOTAL	132	160	138	144	86	123	332	300	361

*Source:* Ministry of Interior

Although we notice a decreasing trend in the total number of traffic accidents, the data given in Table No. 4 show that the number of traffic accidents caused by driving under the influence of alcohol in the period from 2010 to 2018 increased by 2.7 times, i.e. from 132 accidents in 2010 to 361 accidents in 2019. The increase in the number of traffic accidents caused by driving under the influence of alcohol is evident for all sectors except the Sector for Internal Affairs Tetovo.

### *3.2. Statistical presentation of crimes against public traffic safety in the period from 2010 to 2019*

According to the data presented in Table No. 5, we can conclude that the number of reported, charged and convicted adults according to the basic courts in the Republic of North Macedonia, crime and crimes against public traffic safety tend to decline significantly in the analyzed period. Namely, there is a stagnation in the period from 2010 to 2013 with certain variations from year to year, then an increase in 2014, and from 2015 to 2019 the numbers are constantly declining. In 2019, the number of reported crimes compared to 2010 decreased by 20%, the number of accused persons decreased by 52.2%, and the number of convicted persons decreased by 48.6%. If we analyze the data on the reported adults for crimes against public traffic safety, we will notice that there is a stagnation in the number with small variations from year to year and the decrease in the number of reported persons in 2019 compared to 2010 by 7.6%. The number of persons accused of crimes against public traffic safety in 2019 compared to 2010 decreased by 56.6%, and the number of convicted persons decreased by 56.8% in

**Table No. 5.** *Number of reported, charged and convicted adults according to the basic courts in the Republic of North Macedonia for the total number of crimes and for crimes against public traffic safety*

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total reported	15.383	14.627	15.480	15.012	16.113	15.408	11.866	10.603	11.609	12.255
Total defendants	11.239	12.219	11.311	12.297	13.669	11.951	9.320	7.423	6.829	5.370
Total convicted persons according to the basic courts	9.169	9.810	9.042	9.539	11.683	10.312	8.172	6.273	5.857	4.712
Reported to KD against public traffic safety	2.687	2.706	2.665	2.723	2.707	2.626	2.595	2.505	2.400	2.482
Defendants	1.878	1.901	1.724	1.839	1.858	1.538	1.373	1.215	1.009	815
Guilty	1.764	1.770	1.595	1.670	1.708	1.432	1.322	1.165	975	762
They have not been found guilty	114	131	129	165	150	105	51	50	34	16
Security measures	/	/	/	4	/	1	/	/	/	37
Prohibition of management with a vehicle	89	70	102	95	97	104	72	65	41	37

Source: State Statistical Office

the observed period. The percentage of convicted persons in the adult population for crimes against public traffic safety in relation to the total number of convicted persons participates with 19.2% in 2010, 14.7% in 2014 and 16.2% in 2019. We can conclude that traffic offenses participate with less than 20% in the total number of offenses in the period from 2010 to 2019 and there is a tendency of slight decrease in their participation in the total number of convicted persons.

**Table No. 6.** *Reported children in conflict with the law for the crime against public traffic safety according to the type of decision*

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total reported after all crimes	1244	1163	1001	1005	972	772	587	578	554	525
CD against public traffic safety	61	43	50	28	29	33	25	38	38	45
Submitted a proposal for imposing a penalty-measure	54	42	40	23	22	17	19	28	21	26
The procedure has not been initiated	6	1	10	4	7	14	5	6	15	18
The preparatory procedure has been stopped	1	/	/	1	/	/	1	4	2	1

Source: Data from State Statistical Office

According to the data given in Table No. 6, it is noted that the number of reported children for all crimes is constantly declining by 57.8% from 2010 to 2019. The share of reported children for crimes against public traffic safety in the total statistics of reported crimes is 5% in 2010, and 8.4% in 2019 and there is an

increase in their share. But what is evident is that the number of cases for which no procedure has been initiated is growing.

**Table No. 7. Juveniles<sup>9</sup> convicted for crimes against public traffic safety and imposed criminal sanctions**

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Smaller minors	Disciplinary measures	2	1	3	3	/	2	/	2	4	1
	Intensified surveillance measures	5	5	6	1	3	3	/	9	4	4
	Institutional measures	/	/	/	/	/	/	/	/	/	/
	Total	7	6	9	4	3	5	/	11	8	5
Older minors	Juvenile prison	/	/	/	/	/	/	/	/	/	1
	Disciplinary measures	5	6	1	6	5	11	/	7	8	18
	Intensified surveillance measures	23	24	16	14	5	12	2	14	9	5
	Institutional measures	/	3	/	/	1	/	/	/	/	/
	Total	28	33	17	20	11	23	2	21	17	24
Juveniles convicted under CD against public traffic safety		35	39	26	24	14	28	2	32	25	29
Total convicted juveniles		547	722	556	473	461	348	468	368	330	304

Source: Data from State Statistical Office

From Table No. 7, it can be concluded that the number of convicted juveniles is quite constant and their share in traffic offenses is up to about 2.2% in the period from 2010 to 2015, with 0.15% in 2016. Since 2017 there is tendency to increase and the share is up to about 3.8% in 2019. Also, the number of convicted juveniles for crimes against public traffic safety in relation to the total number of convicted juveniles tends to increase from 6.4% in 2010 to 9.5 in 2019. In 2019, an older juvenile was sentenced to up to 2 years in prison. In the period from 2010 to 2019, disciplinary measures, measures of intensified supervision, and institutional measures were imposed.

## 4. Conclusion

In the period from 2010 to 2019, over 103000 traffic accidents or about 10.3 thousand accidents per year occurred on the territory of the Republic of North Macedonia. The highest percentage of accidents occurred during 2010 – 12% of

9 Minor juvenile is a juvenile who at the time of committing the action defined by law as a criminal offense or a misdemeanor was 14 years old and had not been 16 years old. An older juvenile is a juvenile who by the time of committing the action defined by law as a criminal offense or misdemeanor, has reached 16 years of age and has not reached 18 years of age. For more details look at Article 12 of the Juvenile Justice Act (*Закон за малолетничка правда*), available at: <https://www.pravdiko.mk/wp-content/uploads/2013/11/Zakon-za-maloletnichka-pravda-04-07-2007.pdf>, accessed on 25.09.2020.



the total number of 12,253 accidents, after which their number decreased from 2012 to 2017 to an average of about 10400 accidents, and from 2018, traffic accidents have decreased significantly by about 20%. In the same period, almost 27 thousand (26976) crimes related to public traffic safety were registered, committed by 28860 traffic participants.

In order to alleviate the traffic situation and the consequences of the traffic accidents, the Ministry of Interior, in cooperation with the Republic Council for Road Traffic Safety, has implemented / is conducting several preventive campaigns<sup>10</sup>, the primary goal of which is to raise the awareness of traffic participants for about the need to comply with regulations and at the same time to point out the consequences of unwanted traffic accidents. Conducted campaigns have a specific target group to which they are targeted. For example, the „You’re not a dude if you die at prom“ campaign calls upon young drivers not to drive a motorcycle during prom parties because of the cheerful atmosphere, the abundance of alcohol and the desire to prove themselves, because the risk of causing a traffic accident is extremely high.

To improve the traffic situation, cooperation is needed that arises from the different nature of the problem of road traffic injuries. The problem has multiple determinants, affects many people and sectors, and requires action from different sectors. Many sectors need to be involved in road safety: government, legislators, police, the media, citizens, industry, non-governmental organizations, the private sector and stakeholders. It is important for them to work together to try and influence the likely success of road safety and the initiatives taken nationally, regionally and internationally.

The multi-sectoral approach in the Republic of North Macedonia would enable the use of the strengths of different partners, sharing knowledge and technologies, better balanced project design, increased access to resources and their more efficient use, innovation development, accountability improvement, expanded awareness, lasting relationships, etc. It would also enable capacity building for sustainable safety management and leadership, coordination and funding, which would support better performance and goal adoption following the example of **Vision Zero**<sup>11</sup> – a new long-term goal and strategic road safety framework. The purpose of this vision would be to create a shared responsibility for better

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10 Other campaigns that we would single out are: „Let’s protect the children in traffic” and the Summer campaign by distributing propagandas, flyers to drivers under the motto „Driving fast kills”, the project “watch out radars”, etc.

11 Vision Zero is a traffic safety policy developed in Sweden aimed at preventing casualties and more serious injuries in road accidents. It is based on four elements: ethics, responsibility, security philosophy and creating mechanisms for change. It was adopted in 1997 and several countries have followed since then.

management of all parts of the road traffic system in order to highlight common mistakes and human vulnerabilities, thus avoiding serious accident consequences. Further improvement of the situation requires institutional management with a multi-sectoral approach, which should provide:

1. access to a safe, accessible and sustainable transport system for all, improving road safety, especially by expanding public transport, with special attention to the needs of those in vulnerable categories (women, children, people with disabilities and the elderly);
2. establishment of a comprehensive multi-sectoral national road safety plan with time-limited objectives;
3. lowering the number of accidents in half, injuries and deaths related to drivers who drive under the influence of alcohol and reducing the number of those who use psychotropic substances;
4. establishing and achieving national goals in order to minimize the time interval from the moment of the traffic accident to the provision of professional emergency assistance to the injured;
5. setting and implementing a speed limit appropriate to the function of certain roads;
6. enacting and enforcing laws requiring cyclists and two-wheeled motorists to wear helmets;
7. setting and enforcing blood alcohol concentration limits for drivers by testing sobriety checkpoints;
8. improving law enforcement programs with public information and education campaigns (For example, on the dangers of speeding or driving under the influence of alcohol and the social and legal consequences of such behaviour. law restricting or banning the use of mobile phones while driving a motor vehicle, etc.

Road safety is the right and responsibility of every participant in traffic, which means that if we take care of ourselves we take care of other participants. Only then can we say that we are moving forward together, towards the achievement of the ultimate goal, and that is traffic without accidents (zero traffic accidents and zero severely injured).

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## About the Journal

The Journal of Criminology and Criminal Law is triannual, peer reviewed scientific journal with a 58-year long tradition, co-published by the Institute of Criminological and Sociological Research and the Serbian Association for Criminal Law Theory and Practice. The Journal includes articles in the field of criminal law, criminology, penology, victimology, juvenile delinquency and other sciences that study etiology, phenomenology, prevention and repression of crime.

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2.2 The abstract should include a clearly stated subject, research goals and the main topics which will be covered in the paper.

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1 Dr Jovan Jovanović is assistant professor at the University in Belgrade. E-mail: jovan@primer.net

Captions should be written above the images or charts.

Example: **Chart 1.** Gender structure of victimisation

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