

**UNIVERSITY OF BELGRADE  
FACULTY OF TRANSPORT AND TRAFFIC ENGINEERING  
TO THE ACADEMIC COUNCIL**

**Subject:** Review report on the completed doctoral dissertation of the PhD candidate Milan Teđić, Master of Science in Traffic Engineering

Following the Decision No 239/8 of 23 April, 2018, taken by the Academic Council of the Faculty of Transport and Traffic Engineering of the University of Belgrade, we have been appointed members of the Committee for Examination, Assessment and Defense of the doctoral dissertation (PhD Committee) of the PhD candidate Milan Teđić, with the following title:

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**ROAD SAFETY ASSESSMENT BASED ON A ROAD SAFETY  
PERFORMANCE INDEX**

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Title of the dissertation in Serbian language:

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**ОЦЕЊИВАЊЕ БЕЗБЕДНОСТИ САОБРАЋАЈА НА ОСНОВУ  
КОМПОЗИТНОГ ИНДЕКСА БЕЗБЕДНОСТИ САОБРАЋАЈА**

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Having examined the enclosed dissertation and other accompanying materials and interviews with the PhD candidate, the PhD Committee has made the following

**R E V I E W R E P O R T**

**1. INTRODUCTION**

1.1. Chronology of approvals and writing of the dissertation

Following the submitted application of the PhD candidate Milan Teđić, Master of Science in Traffic Engineering, and decisions taken by the Faculty of Transport and Traffic Engineering of the University of Belgrade, the following is the chronology of approvals and writing of the dissertation:

- On 31 October, 2012, the PhD candidate Milan Teđić, Master of Science in Traffic Engineering, enrolled at the doctoral academic studies at the Faculty of Transport and Traffic Engineering of the University of Belgrade;
- On 5 November, 2014, the PhD candidate Milan Teđić, Master of Science in Traffic Engineering, submitted to the Academic Council of the Faculty of Transport and Traffic Engineering an application concerning the theme of the doctoral dissertation, along with a request to carry out a procedure for assessing the suitability of the PhD candidate and the proposed theme, and proposing at the same time Krsto Lipovac, PhD, full professor at the Faculty of Transport and Traffic Engineering of the University of Belgrade, for his supervisor;
- On 13 October, 2015, at the session of the Academic Council of the Faculty of Transport and Traffic Engineering, a decision was taken (decision No 901/3 of 22 October, 2015) to form a Committee to assess the suitability of the PhD candidate and the proposed theme of the doctoral dissertation;
- On 18 November, 2015, the Committee for assessing the suitability of the PhD candidate and the theme of the doctoral dissertation submitted to the Academic Council of the Faculty of Transport and Traffic Engineering a positive report on the defense of the proposed research within the application for a doctoral dissertation (report No 901/4);

- On 8 December, 2015, at the session of the Academic Council of the Faculty of Transport and Traffic Engineering, a decision was taken (decision No 901/6 of 11 December, 2015) to accept the positive evaluation made by the PhD Committee for assessing the suitability of the PhD candidate and the proposed theme, as well as the proposal for appointing Krsto Lipovac, PhD, full professor at the Faculty of Transport and Traffic Engineering of the University of Belgrade, the supervisor of this doctoral dissertation;
- On 21 December, 2015, at the session of the Professional Board of technical sciences of the University of Belgrade, a decision was taken (decision No 61206-5686/2-15) to accept the proposed theme of the doctoral dissertation of the PhD candidate, Milan Tegijl, Master of Science in Traffic Engineering;
- On 13 March, 2018, at the session of the Academic Council of the Faculty of Transport and Traffic Engineering, a decision was taken (decision No 239/2 of 13 March, 2018) to accept the positive evaluation made by the Committee for assessing the suitability of the PhD candidate and the proposed theme, as well as the proposal for appointing Krsto Lipovac, PhD, full professor at the Faculty of Transport and Traffic Engineering of the University of Belgrade, the supervisor of this doctoral dissertation, and to rescind at the same time the decision No 901/6 of 11 December taken by the Academic Council of the Faculty of Transport and Traffic Engineering;
- On 26 March, 2018, at the session of the Professional Board of technical sciences of the University of Belgrade, a decision was taken (decision No 61206-1283/2-18) to approve of the proposed theme of the doctoral dissertation of the PhD candidate, Milan Tegijl, Master of Science in Traffic Engineering, and to rescind at the same time the decision No 61206-5686/2-15 taken by the Professional Board of technical sciences of the University of Belgrade, on 21 December, 2015;
- On 10 April, 2018, the PhD candidate Milan Tegijl, Master of Science in Traffic Engineering, submitted an unbound sample of the completed doctoral dissertation along with a request addressed to the Academic Council of the Faculty of Transport and Traffic Engineering concerning the inception of the procedure for assessing and defending the doctoral dissertation;
- On 17 April, 2018, at the session of the Academic Council of the Faculty of Transport and Traffic Engineering, a decision was taken (decision No 239/8 of 23 April, 2018) to form a Committee for examining, assessing and defending the doctoral dissertation of the PhD candidate, Milan Tegijl, Master of Science in Traffic Engineering.

## 1.2. Scientific field of the dissertation

The doctoral dissertation titled **ROAD SAFETY ASSESSMENT BASED ON A ROAD SAFETY PERFORMANCE INDEX** (the title in Serbian language is: **ОЦЕЊИВАЊЕ БЕЗБЕДНОСТИ САОБРАЋАЈА НА ОСНОВУ КОМПОЗИТНОГ ИНДЕКСА БЕЗБЕДНОСТИ САОБРАЋАЈА**) belongs to the scientific field of Road Safety and the scientific sub-field Prevention and Road Safety, studied at the Faculty of Transport and Traffic Engineering of the University of Belgrade as the host faculty for this scientific field.

The Supervisor is Krsto Lipovac, PhD, Bachelor of Transport and Traffic Engineering, full professor at the Faculty of Transport and Traffic Engineering of the University of Belgrade, is dealing with the scientific work in the field of road safety- prevention and road safety. In his work done so far, Krsto Lipovac, PhD, has published, as an author or co- author 19 publications in form of student's books, workbooks and manuals. He is the author or co- author of over 120 papers, of which 22 is on the SCI list. He took part in the making of over 30 projects and studies, of which he managed around 20 of them. According to the Research Gate, the papers of the Krsto Lipovac, PhD, have been cited 212 times since 2011, with the h-index of 6. The Research Gate Score of Krsto Lipovac, PhD, is therefore 18,45.

### 1.3. PhD candidate's biography

Milan Teđiļ was born on June 21, 1987 in Brļko, Republic of Srpska, Bosnia and Herzegovina. He acquired primary and secondary education in Ćamac. He graduated from the Faculty of Transport and Traffic Engineering of the University of Istol'no Sarajevo in 2010, with an average mark of 9.34 (the lowest passing grade is 6, and the highest is 10), as the best student in the department of *road and city traffic*.

He completed his post- graduate- master studies in 2011, at the Department of Transport and Traffic Engineering, at the Faculty of Technical Sciences of the University of Novi Sad. In 2012, he graduated with an average mark of 9.57 (the lowest passing grade is 6, and the highest is 10).

He enrolled at doctoral studies in 2012, at the Faculty of Transport and Traffic Engineering of the University of Belgrade. He passed all the examinations from the curriculum with an average mark of 9.91 (the lowest passing grade is 6, and the highest is 10).

In June 2014, he started working at the Road Safety Agency of the Republic of Srpska, in the department for planning and implementation of prevention campaigns intended for road safety improvement. In September 2017, he was appointed Head of Sector for Drivers, Roads and Vehicles, and is currently the representative of this organization in the European Transport Safety Council (ETSC).

In his work so far, Milan Teđiļ has been the author or co- author of 60 scientific and professional papers, of which 4 are on the SCI list, and of several manuals intended for strengthening the road safety capacities. As a member of the project team, he took part in several international and national projects. He also participated in several international trainings in the field of safe road design, road safety audits and road safety inspections.

## **2. DESCRIPTION OF THE DISSERTATION**

### 2.1. Dissertation's contents

The doctoral dissertation of the PhD candidate Milan Teđiļ has been written in accordance with the óGuidelines for writing a doctoral dissertationô adopted by the Senate of the University of Belgrade, within the óGuidelines for creating the repository of doctoral dissertationsô. The dissertation has been written in English language, using Latin letters and Serbian language, using Cyrillic letters. It has been written on one side only, counting a total number of 237 pages, with 22 tables and 22 figures. At the beginning of the dissertation, there is a summary in English and Serbian language, including keywords, followed by the contents, the list of tables, figures and abbreviations used. The doctoral dissertation consists of seven chapters, on 180 pages, with the following titles:

1. Introduction
2. Monitoring the road safety situation
3. Review of the relevant literature
4. International cross- country comparisons
5. National cross- territory comparisons
6. Discussion
7. Concluding remarks and directions for further research

The reference list containing 111 bibliography units used for the purpose of writing the doctoral dissertation in question has been given in the text that follows. Author's biography and declaration of authorship, consistency of the printed and electronic version and the publication credits of the doctoral dissertation are given at the end of the dissertation.

According to the structure of work, applied scientific methods and results achieved, the dissertation satisfies completely the criteria and standards foreseen for this type of scientific work, while in terms of its form and contents, the work submitted satisfies all the standards applicable to the making of a doctoral dissertation at the University of Belgrade.

## 2.2. Short presentation of individual chapters

**Chapter 1** offers basic and derived concepts that have been used in this doctoral dissertation. The motives for the selection of the topic, null hypotheses, narrower and broader scope and goal of the research have been given in detail. Research-related limitations, i.e. those related to comparisons of territories at the international and national level, as well as an overview of the other chapters of the thesis, have been given at the end of the chapter.

**Chapter 2** shows a large number of global experiences in the area of road safety monitoring. The focus is on the following four segments of monitoring the road safety situation (given in a bottom-up order): 1) attitude of road users; 2) safety performance indicators; 3) road accidents, and 4) consequences of road accidents.

**Chapter 3** contains the literary review according to the 2015 PRISMA-P (*Preferred Reporting Items for Systematic Review and Meta- Analysis Protocols*) protocol for literature review and meta-analysis. The analyzed literature is systematized, and key issues are given answers:

- Which road safety indicator types are most commonly used to calculate a composite road safety performance index (abbr. RSPI)?
- Which key indicators are most commonly used to calculate a RSPI?
- Which weight allocation method is most frequently used to design a RSPI and what is its impact on the RSPI value?
- Which aggregation method is most frequently used for the RSPI design?
- Which RSPI design is the most successful in capturing a road safety situation of a territory, in the most credible and reliable way?

The answers to the questions asked in this chapter have offered guidelines for the development of a methodology to be used for the calculation of a road safety performance index with a limited number of indicators (abbr.  $RSPI_{ln}^n$ ) and for the analysis of obtained results.

**Chapter 4** deals with the international cross- country comparisons. Information on areas (21 countries) that have been subject to research, periods to which available data on safety performance indicators belong and software used for the optimization method in the selection of safety performance indicators (generating the combinations of indicators) have been given in this chapter. The results of the methodology implemented in selected countries have also been presented in this chapter. The IBM CPLEX programme has helped develop the system of combinations, optimization method and calculation of  $RSPI_{ln}^n$ , on the basis of algorithms written in advance. The correlation analysis of the variables has been done using the IBM SPSS v.20 programme, while all other analyses have been made using MS Excel.

Apart from a territorial difference, there is another, more significant difference in data analyzed in this doctoral dissertation. Data used for international comparisons represent the current snapshot in terms of six selected safety performance indicators and belong to the period from 2002 to 2008. Eight safety performance indicators, that have been chosen and analyzed at the national level (police administration units in Serbia) belong to the period from 2014 to 2016 and are the result of the periodical measuring system (time series), which enables the application of the correlation analysis for the selection of the most contributing indicators per police administration units in Serbia, as highlighted in **Chapter 5**.

Furthermore, this chapter offers a detailed method of selecting the SPIs to be included in the calculation of the road safety performance index at the national level, i.e. in the territory of Serbia. The national level includes all 27 police administration units in Serbia. The indicators concerned have been chosen on the basis of the strength of correlation with the following final road safety outcomes: 1) Public risk, on the basis of the weighted number of casualties; 2) Traffic risk, on the basis of the weighted number of casualties; 3) Public risk, according to the number of injured persons, and 4) Traffic risk, according to the number of injured persons. As shown in the analyzed three years, i.e. since the beginning of measuring the SPIs in the territory of Serbia, data have been

measured on a semi- annual basis, and therefore, the analysis has taken into account data for six time periods (spring 2014; autumn 2014; spring 2015; ě ; autumn 2016).

Discussion of results within **Chapter 6** addresses two aspects: 1) Comparison and ranking of territories at the international and national level, and 2) Identification of SPIs that are most frequently represented in the value of a road safety performance index and priority phases for monitoring of indicators at the international and national level. Furthermore, this chapter gives details on the scientific contribution of this doctoral dissertation, highlighting the application of results in the road safety management system at the international and national level, in conditions of scarce and unavailable safety performance indicators.

The conclusions and directions for future research have been summarized in **Chapter 7**. This chapter sums up the most significant results of the dissertation, limitations of this study and recommendations for future research studies.

### **3. ASSESSMENT OF THE DISSERTATION**

#### **3.1. Modernity and originality**

By analyzing the actual and relevant literature, one can notice huge efforts of authors around the world that have been put in defining the methodology for calculating a road safety performance index in a territory. The question that has not been completely solved yet concerns selection of indicators for the RSPI calculation. The RSPI obtained on the basis of a broader list of safety performance indicators enables decision- makers to more precisely define timely improvement measures. However, it is difficult to ensure databases of good quality that will include those comparable SPIs, since a small number of the same indicators are available for a larger number of territories. It practically means that there is a need for calculating the  $RSPI_{in}^n$  that will provide comparisons of as many territories as possible, of sufficiently good quality.

The methodology proposed in the dissertation ensures defining the most contributing indicators and phases of SPI monitoring, at the international and national level, which will contribute to the standardization of indicators and data collection procedures. Such a defined smaller set of the most contributing indicators can serve as a simple comparison of the road safety situation in a territory and estimate of effects of undertaken measures. Also, this approach to the RSPI calculation is applicable in cases when a broader set of indicators is analyzed, which eventually provides a more precise identification of key issues and a more reliable comparison of territories.

The originality of the doctoral dissertation is reflected in the development of the original, scientific and appropriate methodology for calculating a road safety performance index with a limited number of indicators that may be used for credible comparisons of territories at the international and national level, whose functioning has been examined in conducted researches, and results thus obtained verified in international journals.

#### **3.2. A review of the reference and used literature**

The list of literature contains 111 bibliographic units that have been used for the making of the mentioned dissertation. The literature is relevant for the research subject and objectives. The literature used for the dissertation includes to the greatest extent papers from relevant international scientific journals, reports of key international organizations, etc. A certain number of papers published in the proceedings from international and national scientific road safety events have also been analyzed.

In his dissertation, the PhD candidate has rightly referred to numerous scientific-professional papers, showing thereby the results of the numerous up- to- date research studies that are present in the reference literature from the concerned scientific field.

#### **3.3. Description and adequacy of the applied scientific methods**

In order to achieve new results and test the null hypothesis, this research study has seen the use of methods that are most frequently applied in road safety research studies, general logical methods, weight allocation methods, indicator aggregation methods, and methods of statistical analysis.

Methods that are most commonly used in road safety refer to the following: statistical and comparative method. The following general logical methods have been used in the paper: analysis, synthesis, induction and deduction. As for the weight allocation method, there has been used the Data Envelopment Analysis (DEA), while the indicator aggregation method used for the aggregation of indicators into a single value (index) include the Ordered Weighted Averaging (OWA) and linear aggregation methods. A single linear correlation has been used as a method to test the statistical relationship.

The methods applied in the dissertation responded completely to the defined subject and objective of the research, which eventually confirmed their adequacy.

#### 3.4. Applicability of the achieved results

Due to the multi- disciplinary character of road safety, decision- makers should take into account numerous contributory factors when making related decisions. A wide range of contributory factors may be reduced using the RSPI, which is more intensely used for international cross- country comparisons. Various combinations of SPIs offer various composite index values which affect the accuracy and reliability of territory comparisons.

Identification of the most significant and most contributory SPIs offers the possibility to compare the territories in a precise manner, identify the weak points in the road safety system, define timely measures for the improvement of the actual situation, as well as to recognize efficient and inefficient measures. The absence of harmonized methodologies for the calculation (creation) of an RSPI leads to differences when choosing the indicators and methods for RSPI calculation. For these reasons, the research in this doctoral dissertation has been focused on the selection of the most significant safety performance indicators that are making part of the  $RSPI_{In}^n$  calculation process in conditions of unavailable or scarce data.

Calculating a road safety performance index on the basis of the largest possible number of safety performance indicators is not at all easy, as data on indicators in international and national databases are not available and their definitions differ significantly. The compromise between the need (for as many indicators as possible) and the actual situation (availability of only a certain number of indicators for certain territories) is in identifying the smallest set of the most significant safety performance indicators. This set of indicators has the greatest effect on the RSPI and the biggest correlation with the final ranking of territories that are ranked on the basis of the RSPI value obtained using all the analyzed indicators. The problem of data availability is partly overcome in that way by reducing the number of indicators that are part of the composite index. Due to the limited availability of data on the same indicators, for the largest possible number of territories in a specified period, the number of indicators included may vary. A composite index obtained on the basis of a broader set of indicators ensures a more accurate identification of key issues and efficient measures for road safety improvement. However, the  $RSPI_{In}^n$  (obtained on the basis of a reduced set of indicators) represents a sufficient and efficient method for monitoring and understanding the issue of road safety, encouraging at the same time the development of a sustainable system of periodical measurement of indicators in (low- ranked) territories. The optimum selection of indicators enables a simpler method for monitoring the road safety situation and comparing as many territories as possible. A developed original, scientifically recognized and appropriate methodology for calculating a road safety performance index with a limited number of indicators may be used for credible comparisons of territories (countries, regions, local communities, police administration units, etc.) and identification of the most significant safety performance indicators in these territories. Comparisons of a larger number of territories have been provided for in that way, as the efforts put in collecting and monitoring the indicators are being reduced, affecting indirectly the

development and establishment of the periodical and sustainable monitoring system for safety performance indicators in the analyzed territories.

The methodology used for calculating the  $RSPI_{in}^n$  is of universal, open character, enabling the enlargement of analysis data in three directions: 1) spatial: it is possible to include a larger number of countries, regions, etc. (territories) by adding appropriate data; 2) temporal: it is possible to span more years (time series), and 3) quantitative: it is possible to include a larger number of different indicators. Given the above, this concept is significant for the development of the RSPIs. It helps strengthen the credibility, acceptability and future development of the road safety performance index with a limited number of indicators for the analyzed data set.

### 3.5. Evaluation of capabilities accomplished by the PhD candidate for individual scientific work

Based on the long- standing work with the PhD candidate, analysis of the contents of the doctoral dissertation and verified research results published in international journals and presented at international and national conferences, the PhD Committee is of opinion that the PhD candidate has undoubtedly shown his ability to work individually on scientific issues. Over the previous period, the PhD candidate has attended professional and scientific road safety events, and also appeared in the majority of them as an author or co-author of remarkable papers that have incurred from the scientific and research work of the PhD candidate.

## **4. ACHIEVED SCIENTIFIC CONTRIBUTION**

### 4.1. Presentation of the achieved scientific contribution

Having reviewed the doctoral dissertation of the PhD candidate, Milan Tegül, Master of Science in Traffic Engineering, the PhD Committee is of opinion that the following original scientific contributions have been achieved:

- Development of an original, scientifically recognized and appropriate methodology for calculating the road safety performance index with a limited number of indicators that can be used for reliable and credible international cross- country and national cross- territory comparisons;
- Selection of the most significant and relevant safety performance indicators (within the values of the road safety performance index), for a specific time series or a specific period;
- Standardization of safety performance indicators (or identification of the list of common key indicators) providing simple comparisons in conditions of limited availability of data for the largest possible number of territories, in a specific time period, or for a larger number of time periods, and
- Defining the phases of systemic introduction and monitoring of safety performance indicators in concrete territories.

### 4.2. Critical analysis of research results

The results scored in the doctoral dissertation, and based on the application of the original, scientifically recognized and appropriate methodology for calculating a road safety performance index with a limited number of indicators that can be used for credible comparisons of territories at the international and national level, indicate the fact that a significant contribution has been achieved in improving scientific knowledge from the concerned field, when compared to the results published so far. The proposed method for calculating a road safety composite index with limited number of indicators compared to the literature reviewed is of high quality. This primarily concerns a very strong correlation between the values of the RSPI and  $RSPI_{in}^n$ , as well as the strength of the correlation dependence among territory's rankings based on the values of RSPI and the territory's rankings on the basis of the  $RSPI_{in}^n$  values. They themselves witness best the quality of the conducted research and results obtained thereof.

The methodology proposed for the identification of the most significant safety performance indicators ensures the standardization of a list of indicators to be used at international and national level, including the definition and indicator collection method (as recommended by the literature concerned), which largely contributes to the comparison, monitoring and measurement of efficiency of undertaken simple and quality measures for improving the current road safety situation.

Taking into account the background assumptions, goals and objectives set and the subject of research, the Committee is of opinion that the results achieved in the doctoral dissertation offer answers to the questions asked during the research and represent an original and up- to- date approach. Such a scientific road safety research approach offers quicker, more cost- effective, comprehensive and equally reliable results when comparing the territories, defining the monitoring phases and indicator standardization, which is one of the recommendations given by the relevant literature.

#### 4.3. Verification of scientific contributions

Verification of the scientific contributions in this doctoral dissertation has been done by publishing the research results in international journals and presenting the research results at international and national conferences.

Verification of the scientific contribution of the dissertation has been accomplished by the following papers published in scientific journals:

##### Category | 21:

1. **Tešić, M.**, Hermans, E., Lipovac, K. and Peđić, D. (2018). Identifying the most significant indicators in the road safety performance indicators. Accident Analysis and Prevention, 113C, 263-278, (IF2017=2.685), <https://doi.org/10.1016/j.aap.2018.02.003>
2. Lipovac, K., **Tešić, M.**, Marić, B., and Ćerić, M. (2015). Self-reported and observed seat belt use: A case study: Bosnia and Herzegovina. Accident Analysis and Prevention, 84, 74-82, (IF2016=2.685), <https://doi.org/10.1016/j.aap.2015.08.010>

##### Category | 22:

3. Lipovac, K., Ćerić, M., **Tešić, M.**, Andrić, Z., and Marić, B. (2017). Mobile phone use while driving-literary review. Transportation research part F: Traffic psychology and behaviour, 47, 132-142, <https://doi.org/10.1016/j.trf.2017.04.015>

##### Category | 33:

4. **Tešić, M.**, Lipovac, K., Nikolić, N. and Ross, A. (2018). Road safety sustainable development goals, targets and indicators. XII International Conference "Road Safety in Local Communities", Kopaonik, Serbia, April 18-21, 2018.
5. Lipovac, K. Marić, B. and **Tešić, M.** (2018). Establishment of the methodology of measurement, monitoring and reporting on safety performance indicators in the Republic of Srpska. XII International Conference "Road Safety in Local Communities", Kopaonik, Serbia, April 18-21, 2018.
6. Vujanović, M., **Tešić, M.**, Marić, B. and Ćerić, M. (2014). Measurement road safety performance indicators (SPIs) in function of making road infrastructure rehabilitation projects. International Conference Transport Safety Performance Indicators Serbia, Belgrade, Hotel M, March 6, 2014.
7. Lipovac, K., Peđić, D. and **Tešić, M.** (2013). Safety performance indicators in the function of measurement the traffic police performance. VIII International Conference "Road Safety in Local Communities". Valjevo, 18-20, april, 2013.

8. Lipovac, K., Vujanil, M. and **Tešić, M.** (2012). Proposed road safety indicators in the local community with the metod of application. VII International Conference ~~A~~Road Safety in Local Communitiesó Donji Milanovac, 19-21, april, 2012.

## 5. CONCLUSION AND PROPOSAL

Having analyzed the doctoral dissertation, scientific contribution, significance and results of the research, the method developed and its applicability, the PhD Committee is of opinion that the doctoral dissertation of the PhD candidate, Milan Tegil, Master of Science in Traffic Engineering, satisfies all the criteria, standards and conditions foreseen by the Statutes of the University of Belgrade and the Statutes of the Faculty of Transport and Traffic Engineering. The PhD Committee is also of opinion that the doctoral dissertation of the PhD candidate, Milan Tegil, Master of Science in Traffic Engineering, is an original, modern and significant scientific work from the sub-field of óPrevention and Road Safetyó representing a scientific contribution that is applicable in practice.

The PhD Committee finds the PhD candidate, Milan Tegil, Master of Science in Traffic Engineering, capable of individual and autonomous scientific- research work, on the basis of the doctoral dissertation made and papers published in international journals.

The PhD Committee therefore proposes the following to the Academic Council of the Faculty of Transport and Traffic Engineering of the University of Belgrade: to accept the doctoral dissertation titled ~~A~~**ROAD SAFETY ASSESSMENT BASED ON A ROAD SAFETY PERFORMANCE INDEXó** (title of the dissseration in Serbian language: **ОЦЕЊИВАЊЕ БЕЗБЕДНОСТИ САОБРАЋАЈА НА ОСНОВУ КОМПОЗИТНОГ ИНДЕКСА БЕЗБЕДНОСТИ САОБРАЋАЈА**), submitted by the PhD candidate, Milan Tegil, Master of Science in Traffic Engineering, and refer it, only after being presented to the public- to the final adoption by the Professional Board of technical sciences of the University of Belgrade, and to arrange for a date of a public defense.

### MEMBERS OF THE COMMITTEE

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**Krsto LIPOVAC**, Ph.D., full professor  
University of Belgrade, Faculty of Transport and Traffic Engineering, Serbia

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**Milan VUJANIĆ**, Ph.D., full professor (retired),  
University of Belgrade, Faculty of Transport and Traffic Engineering, Serbia

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**Boris ANTIĆ**, Ph.D., associate professor,  
University of Belgrade, Faculty of Transport and Traffic Engineering, Serbia

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**Dalibor PEŠIĆ**, Ph.D., associate professor,  
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**Elke HERMANS**, Ph.D., associate professor,  
Hasselt University, Transportation Research Institute (IMOB), Belgium