The EU road safety policy

- White Paper on Transport (2001)
  - Halving the number of victims by 2010
  - A shared responsibility

The “-50%” objective

- A political & global commitment
- Individual responsibility of Member States
- Each Member State should strive to perform at least as well as the best-performing ones

“A shared responsibility”

- Numerous stakeholders
  - Public: EU level + Central Governments + Local Authorities
  - Private: Car industry + Transport companies ...
  - Everybody: all users!

  Action by ALL stakeholders is needed

The EU level acts wherever it provides an added value

“An integrated approach”

- User behaviour
  - Campaigns
  - Education
- Enforcement
- Driving licences
- Vehicle safety
  - Passive and active safety
  - Technical inspection
- Road Infrastructure safety
- European Road Safety Charter
- Observatory (incl. accident data)
The EU instruments
- Road accident data and information
- Financial support to projects
- Research and studies
- Best practice guidelines
- Legislation (only when necessary)
- The Road Safety Charter

The EU road safety policy
- Data & Statistics (help for targeting action)
- Focus on some topics
- Conclusion

Main causes of road fatalities
- Excessive speed
- Alcohol
- Non wearing of seat belt

*Improving road safety is first and foremost a matter of users’ behaviour!*

Fatalities – evolution 1990-2010

Contrasted progress by Country

Fatalities / population
Progress 2001 - 2008

Source: CARE (EU road accidents database) - National data
Each age group has a distinctive pattern

EU & national levels need more detailed data for better data-driven policies …

... Setting up Policy Priorities
- Counting crashes, fatalities and casualties
- Monitoring the progress of casualty reduction actions
- Identifying overall priorities for safety countermeasures
- Allocation of resources

... Vehicle Safety Priorities
- Effectiveness of existing regulations
- Technical development of new requirements
- New priorities in regulation
- Assessment of non-regulatory activities e.g. Euro-NCAP
- Support for Industry – new products and technologies

... Infrastructure Safety Priorities
- Highway design requirements
- System interactions e.g. vehicle and barrier
- Requirements for Intelligent Transport Systems

... Road Users Behaviour Priorities
- Effectiveness of enforcement measures
- Understanding driver decision making
- New priorities in accident prevention
More statistics & accident data analyses (both at macroscopic level & in-depth data)

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Some topics...

1. Infrastructure
2. Enforcement
3. Professional driving
4. Vehicle safety
5. Driving licence
6. Alcohol, drugs & medicines
7. the Charter
8. Road Safety day
9. Best practices
10. Campaigns

1. Road Infrastructure Safety management

Objectives
- To ensure that safety is integrated in all phases of planning, design, construction and operation of road infrastructure
- To bring about a common high level of safety of roads in all EU Member States
- To use the limited funds for more efficient construction and maintenance of roads.


2. Enforcement of road safety rules (I)

Basic facts
- A top priority for almost immediate results
- Enforcement varies considerably between Member States
- Traffic offences by non residents (a significant proportion of offences in many Countries) are rarely sanctioned, as appropriate, legal and technical instruments are lacking

2. Enforcement of road safety rules (II)

Step 1: Commission recommendation (2003)
- Best practices for enforcement of speeding, drink driving and non-use of seat belts

Step 2: Directive on cross border enforcement (proposal adopted on 19 March 2008)
- Type of offences: speeding, drink-driving, non-use of seat belts & red-light running
- Information exchange
- Notification of offences
3. Professional driving: legislation in force

- Initial qualification and periodic training (35 hours every 5 years) of truck & coach drivers (road safety is one of the topics for both qualification and training)
- Digital tachograph
- Driving (working) time and rest periods

4. Vehicle safety

- Digital tachograph

5. Driving Licence (3rd Directive)

- The most visible part of it:
  - From 110 models... to a single model

5. Driving licences: progressive access to the powered-2 wheels

- new AM (max. 50 cm³ & 45 km/h): age 16, possible 14, theoretical exam
- A1 (max. 125 cm³, 11 kW & 0.1 kW/kg), age 16
- new A2 (max. 35 kW & 0.2 kW/kg) [indicative 125-500 cm³], age 18
  - after 2 years experience A1:
    - 7 hours training or practical exam (annex VI*)
  - otherwise (direct access) theoretical & practical exam (annex II*)
- A (all other motorbikes)
  - after 2 years experience A2, age 20
    - 7 hours training or practical exam (annex VI*)
  - otherwise (direct access) age 24, theoretical & practical exam (annex II*)


5. Driving Licence: what’s new?

- Anti fraud measures: credit card size, administrative validity 10 years only (up to 15 years possible), one licence only for each driver, optional microchip
- Harmonization of the periodicity of medical checks for professional drivers (5 years)
- Minimum training requirements for driving examiners
- Further harmonization of categories


- Failure of a proposal for a directive (13 years in discussion...)
- BAC (mg / ml) - current situation
  - 0.0  Czech Rep., Hungary, Romania, Slovakia
  - 0.2  Estonia, Poland, Sweden
  - 0.4  Lithuania
  - 0.5  16 Countries
  - 0.8  Ireland, Malta, United Kingdom

In several countries, lower limits for some categories: novice / HGV drivers, bus & coach drivers

A higher BAC well enforced is better than a lower BAC with poor enforcement
6. Alcohol, Drugs & Medicines: Commission’s initiatives
- Drink-driving: Commission Recommendation (2001)
- Alcohol Interlock (alcolock) – feasibility study & pilot project
- Immortal (2002-2005): study
- Rosita 2 (2002-2005): RTD
- “DRUID” (www.druid-project.eu)

7. The European Road Safety Charter
- The extension of the “shared responsibility” concept to civil society
- 1200 signatories so far
- Signatories commit themselves to concrete and measurable actions
- Commission creates awareness and makes commitments public
  - Logo
  - Awards
  - Presentations
  - Reports and newsletters
  - http://www.erscharter.eu/

8. European Road Safety Days
- 1st European Road Safety Day
  - Coordination with the 1st global road safety week (UN)
  - Focus on Young drivers
- 2nd European Road Safety Day:
  - Focus on safety in urban transport
- 3rd European Road Safety Day:
  - Autumn 2009
  - Focus on … (not yet decided)

9. Catalogue of best / good / promising practices
- Methodology
  - List of measures collected and analysed
- Handbook for measures at the Country level
- Handbook for measures at the European level
- Review of the implementation at the Country level
- Thematic reports
  - Campaigns
  - Driver education training licensing
  - Rehabilitation and diagnostics
- Vehicles
- Infrastructure
- Enforcement
- Statistics and in-depth analysis
- Institutional organisation
- Post-accident care

10. Some EU-wide Road Safety Campaigns
- www.choosesc.eu
- (Red Cross) www.1-life.info
- www.fatoucellture.be
- www.euroncap.com
- (Helmet wearing)
- European Night without Accident
- Level Crossings (to start soon)

And also… (not campaigns, but …)
- Information of consumers (stimulating demand for safer cars)
  - towards a labelling scheme for tyres: rolling resistance, noise & grip (stimulating demand for more efficient tyres) – legislative proposal, 12 November 2008
Information on all EU-funded projects


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Conclusion

- Globally, the EU was almost on track (until 2006) towards road safety, but not all Member States
- Political willingness (highest possible level) and users’ awareness are necessary
- Integrated approach & shared responsibility:
  - Good co-operation of various Govt Deps (Justice, Transport, Police, Health) is necessary
  - More commitment from the “civil society” (Charter...)

The next EU Road Safety action Programme (2011-2020) now in preparation

All dates to be confirmed
- Conference with stakeholders (Brussels)
- Public consultation on the website of the Commission
- Technical workshops
- Final stakeholders meeting
- Adoption by Commission (2010)

Reference documents

White Paper on Transport 2001
Road Safety Action Programme 2003
Midterm review of the White Paper on Transport 2006
Midterm review of the Road Safety Action Programme 2006

Web sites

- Shortcut to the Road safety section http://ec.europa.eu/roadsafety
Thank you for your attention!

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