



Workshop: RSPR MD policy dialogue and how to  
move forward road safety system  
Chisinau, 14 December 2023

# EU Strategic Action Plan on Road Safety

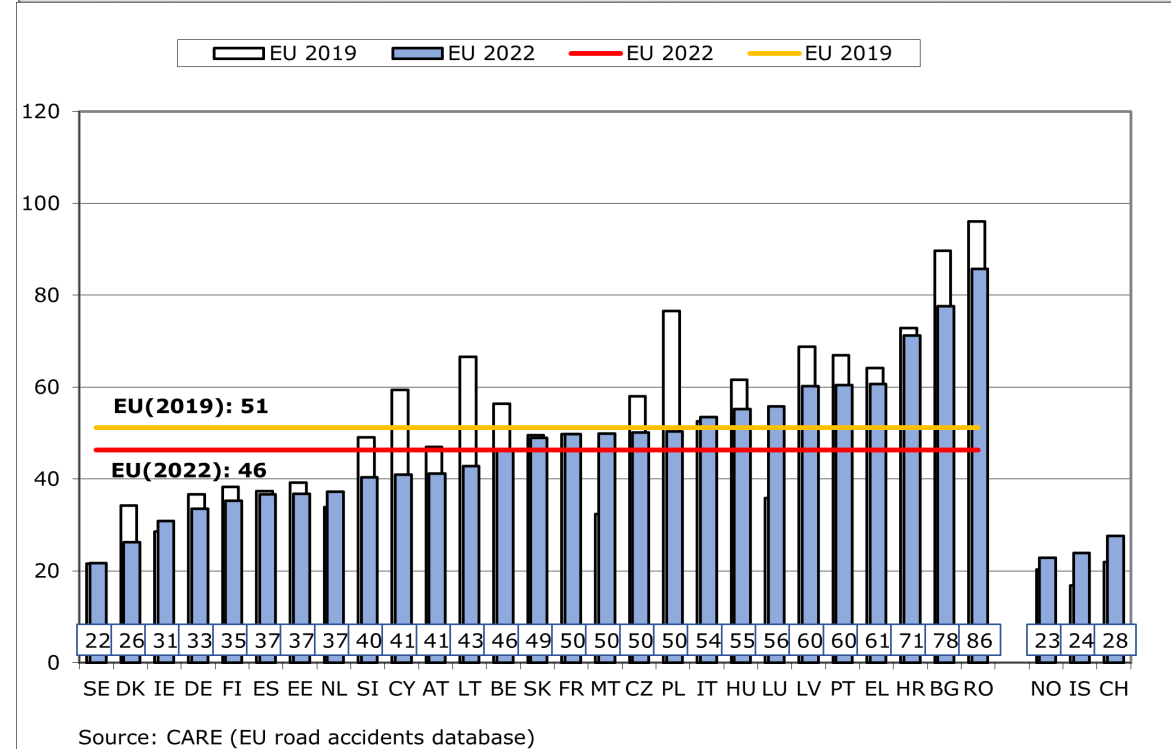
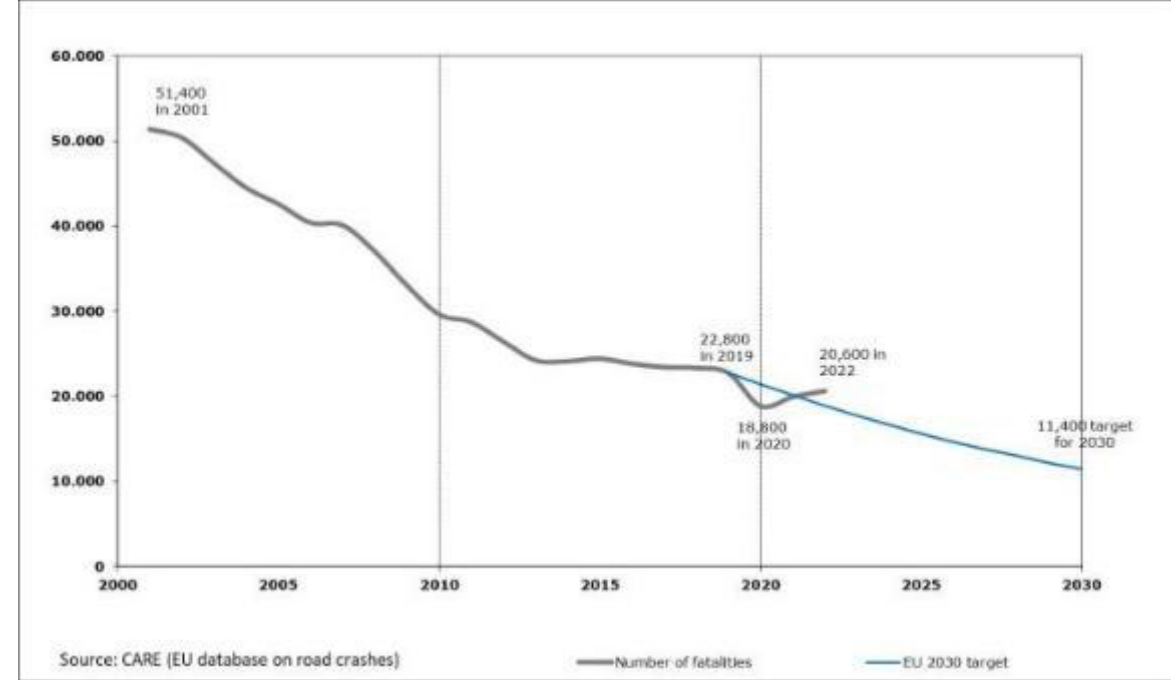
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# Road Safety in the European Union

- The European Union has made **enormous progress** in improving road safety.
- In recent years, **progress has stagnated**, with more 20,000 road crash fatalities and 135,000 serious injuries every year.
- The target of halving road crash fatalities between 2010 and 2020 was **not achieved**.
- Great **discrepancies** in road safety performance exist among the EU countries.
- More **coordinated efforts** are required at all levels in order to achieve the targets set.



# European Road Safety Policy (1986-2020)

- **The first steps (1986-1993)**  
Year of European Road Safety 1986, the Gerondeau Report
- **The First Action Plan on Road Safety (1993-1996)**  
Qualitative objectives and setting of specific priorities
- **The Second Action Plan on Road Safety (1997-2001)**  
Target: reduction of fatalities by at least 18,000 up to 2010
- **The Third Action Plan on Road Safety (2003-2010)**  
Target: reduction of fatalities by 50% in 2010, monitoring progress
- **Action Plan on Road Safety (2011-2020)**  
Target: reduction of fatalities by 50% in 2020, actions and strategic targets



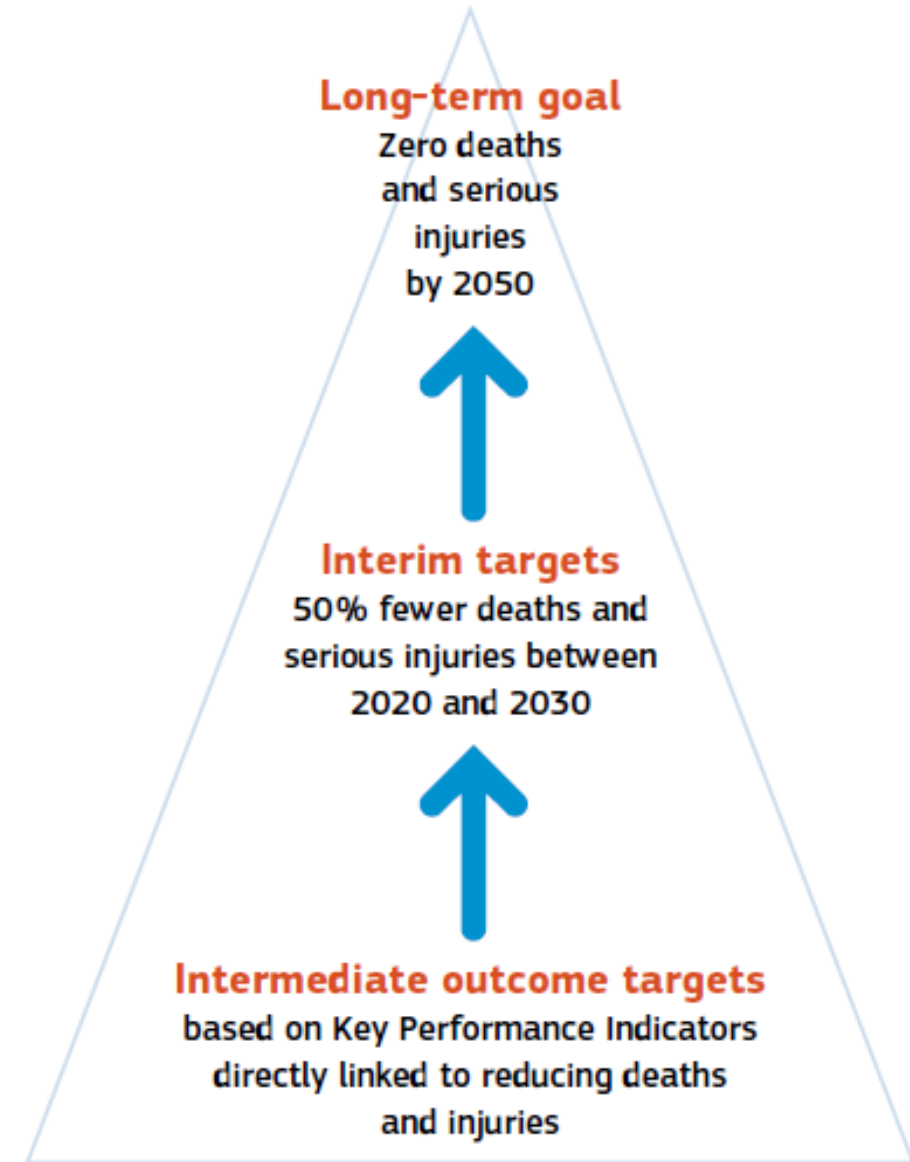
# EU Strategic Action Plan for Road Safety (2020-2030)

- In May 2018, the European Commission adopted its **EU Strategic Action Plan for Road Safety** for the 2021-2030 period.
- The EU Strategic Action Plan was published as part of the **3rd mobility package**, which also includes a revision of the directive on road infrastructure safety management and a strategy for connected and automated mobility.
- The road safety policy framework for the decade 2021-2030 is based on the **Safe System Approach**.



# Targets and Performance Tracking

- All Safe System work is based on a performance framework with a **hierarchy of targets**.
- The EU has reaffirmed its ambitious long-term goal, to move close to **zero deaths by 2050**.
- The Framework sets new interim targets to **halve the number of fatalities** and – for the first time – also the number of **serious injuries** on European roads by 2030.
- A first set of **key performance indicators** is set to measure road safety progress.



Safe System results hierarchy at EU level

Source: EU Road Safety Policy Framework 2021 - 2030

Next steps towards 'Vision Zero'

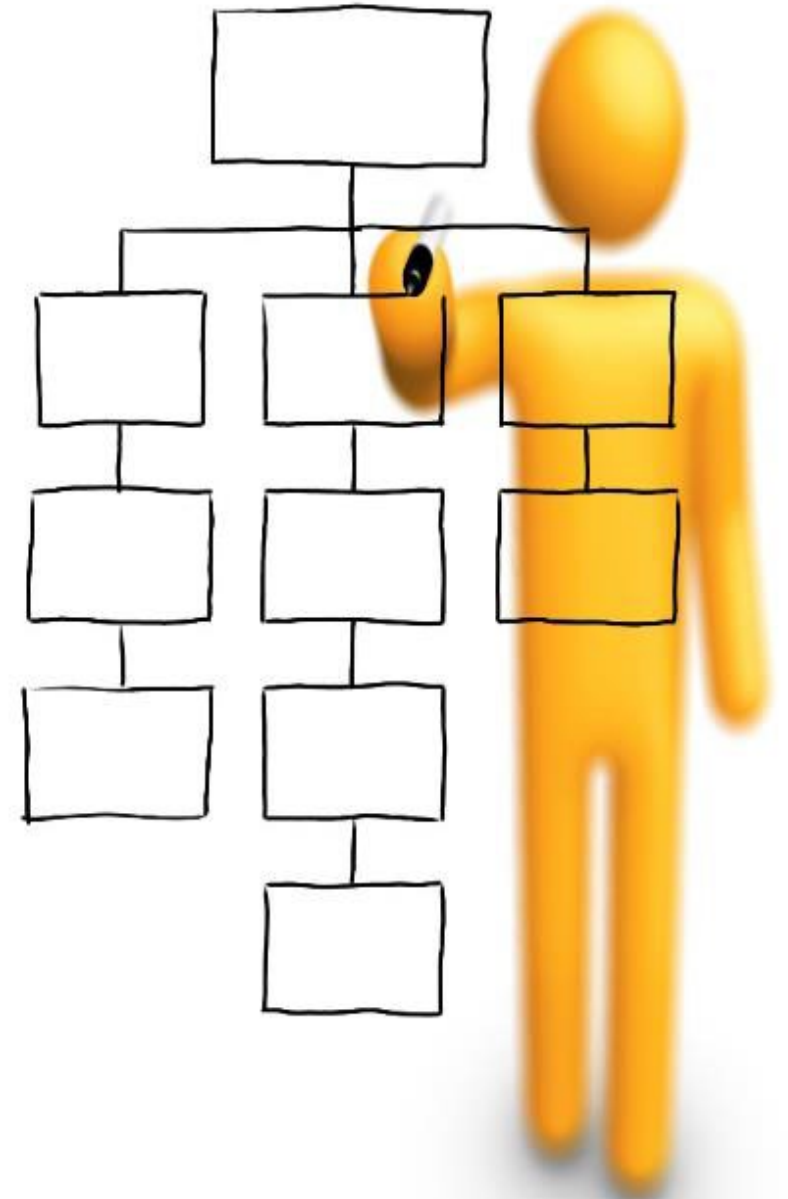


# Shared Responsibility

- The coordinated action of all sectors and for all road users under an **enhanced governance structure** is required.

## Key Actions

- The implementation of the framework is being overseen by the **High Level Group on Road Safety**
- A **European Coordinator** for road safety and related aspects of sustainable mobility has been nominated.
- The Commission called for **voluntary commitments from all sectors** to match the EU's level of ambition.



# EU Funding

Provide **stability and coherence** in funding solutions for infrastructure upgrades and other road safety actions

## Key Actions

- new measures to **support capacity building** at Member State level have been elaborated
- use of EU financial support from the European Structural and Investment Funds for **road safety upgrades of infrastructure**
- the **“Safer Transport Platform”** has been established in cooperation with the European Investment Bank
- streamlining and strengthening funding support for road safety actions in the next **Multiannual Financial Framework**
- strengthening **Research and Innovation** needed for the development and implementation of Safe System strategies



# Main intervention areas

The Strategic Action Plan put forward a set of themes to tackle the biggest road safety challenges:

- Infrastructure Safety
- Vehicle Safety
- Safe road use
  - Safe speed
  - Sober driving (alcohol and drugs)
  - Preventing driving whilst distracted
  - Use of protective equipment
  - Fast and effective emergency response



SAFETY  
FIRST





# Safe Roads and Roadsides

## Revision of the Road Infrastructure Safety Management Directive

- introducing a **network-wide road assessment**
  - **more transparency** and follow-up of road safety management procedures
  - **extending the scope of the Directive** beyond the trans-European transport network (TEN-T) to cover all motorways and primary roads
  - setting general performance requirements for road markings and road signs to make it easier to roll out **cooperative, connected and automated mobility systems**
  - mandatory to systematically take VRUs into account in all road safety management procedures
- 
- Results of the **network-wide safety assessment** (safety ratings) to be carried out by MS by end 2024 will be published.



# Safe Vehicles

- Revision of the Vehicle General Safety Regulation and the Pedestrian Safety Regulation to make some **important safety features mandatory** (e.g. Intelligent Speed Assistance, Autonomous Emergency Braking etc.).

## Key Actions

- assess whether **retrofitting the existing fleet with ADAS** is feasible and cost-effective
- **consider national incentives to fast-track proven technologies** (e.g. procurement, safe travel policies, tax and insurance incentives)



# Safe Road Use

## Key Actions

- improve the effectiveness of the directive on **cross-border enforcement** of traffic offences.
- examine a possible legislative initiative on the **mutual recognition of driving disqualifications**
- make **seatbelt reminders mandatory** for all seats
- enable the functioning of **Intelligent Speed Assistance**, including the availability of speed limits in a digital format.
- strengthen the EU recommendation on permitted **blood alcohol content**.



# Fast and Effective Emergency Response

## Key Actions

- assess the **effect of eCall** and evaluate the possible extension to other categories of vehicles.
- facilitate **closer contacts between road safety authorities and the health sector** to assess further practical and research needs



# The EU's Global Role: Exporting Road Safety

## Key Actions

- further develop **road safety cooperation with the EU's neighbours**, in particular the Western Balkans and the Eastern Partnership by sharing best practice and supporting capacity building
- evaluate how to strengthen the coordination of traffic rules (UN Geneva and Vienna Conventions), so that **traffic rules can be adapted to cooperative, connected and autonomous mobility** in a harmonised way
- cooperate with **international financing initiatives**, such as the UN Road Safety Trust Fund



# Monitoring and Review

- **8 KPIs** together with the results indicators on **deaths and serious injuries** form the basis for monitoring progress at EU, MS, regional and local level.
- **KPIs** were collected under a common framework in 2021-2022.
- Existing and **new experimental KPIs** will be collected in 2024-2025.
- The Commission organises **results conferences** open to all public and private stakeholders every two years.

Indicator		Definition
1	Speed	Percentage of vehicles travelling within the speed limit
2	Safety belt	Percentage of vehicle occupants using the safety belt or child restraint system correctly
3	Protective equipment	Percentage of riders of powered two wheelers and bicycles wearing a protective helmet
4	Alcohol	Percentage of drivers driving within the legal limit for blood alcohol content (BAC)
5	Distraction	Percentage of drivers NOT using a handheld mobile device
6	Vehicle safety	Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold*
7	Infrastructure	Percentage of distance driven over roads with a safety rating above an agreed threshold*
8	Post-crash care	Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the scene of the collision of the emergency services



# European Road Safety Observatory


- The **ERSO** is the information system of the European Commission with harmonised specialist information on road safety practices and policy in European countries.
- Developed within the **SafetyNet project** (2004-2008) and further expanded within the **DaCoTA project** (2010-2012).
- **Road safety related data and knowledge** at European level are gathered and made available to road safety professionals and decision makers, contributing to:
  - **monitoring** road safety trends
  - **understanding** underlying road safety risk factors in combination with a more detailed analysis
  - **benchmarking** road safety performances
  - identification of **best practices**



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## European Road Safety Observatory

The European Road Safety Observatory (ERSO) provides reliable and comparable data on road crashes, in-depth analysis and information on road safety trends, practices and policies in the EU. An evidence base composed of statistical reports, country profiles, thematic analysis and key performance indicators is essential to i) measure progress towards reducing deaths and serious injuries on EU roads, ii) identify and quantify road safety problems, iii) develop and evaluate the effectiveness of road safety measures at EU and national level, iv) to facilitate the exchange of experience between countries.

[https://road-safety.transport.ec.europa.eu/european-road-safety-observatory\\_en](https://road-safety.transport.ec.europa.eu/european-road-safety-observatory_en)





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