

Road Safety: the European Union policy

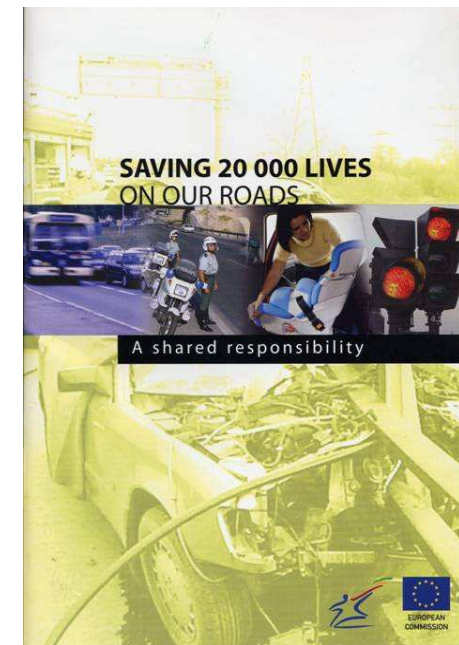


- European Commission
- Directorate General Energy & Transport
- «Road Safety» Unit
- Mário Vilar (DGT / EC Representation in Athens)
- Χαλκίδα, 25.6.2009

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

The EU road safety policy

- **White Paper on Transport (2001)**
- **European Road Safety Action Programme (2003)**
 - ***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

Enforcement

Education

Driving licences

- **Vehicle safety**

Passive and active safety

Technical inspection

- **Road Infrastructure safety**

- **European Road Safety Charter**

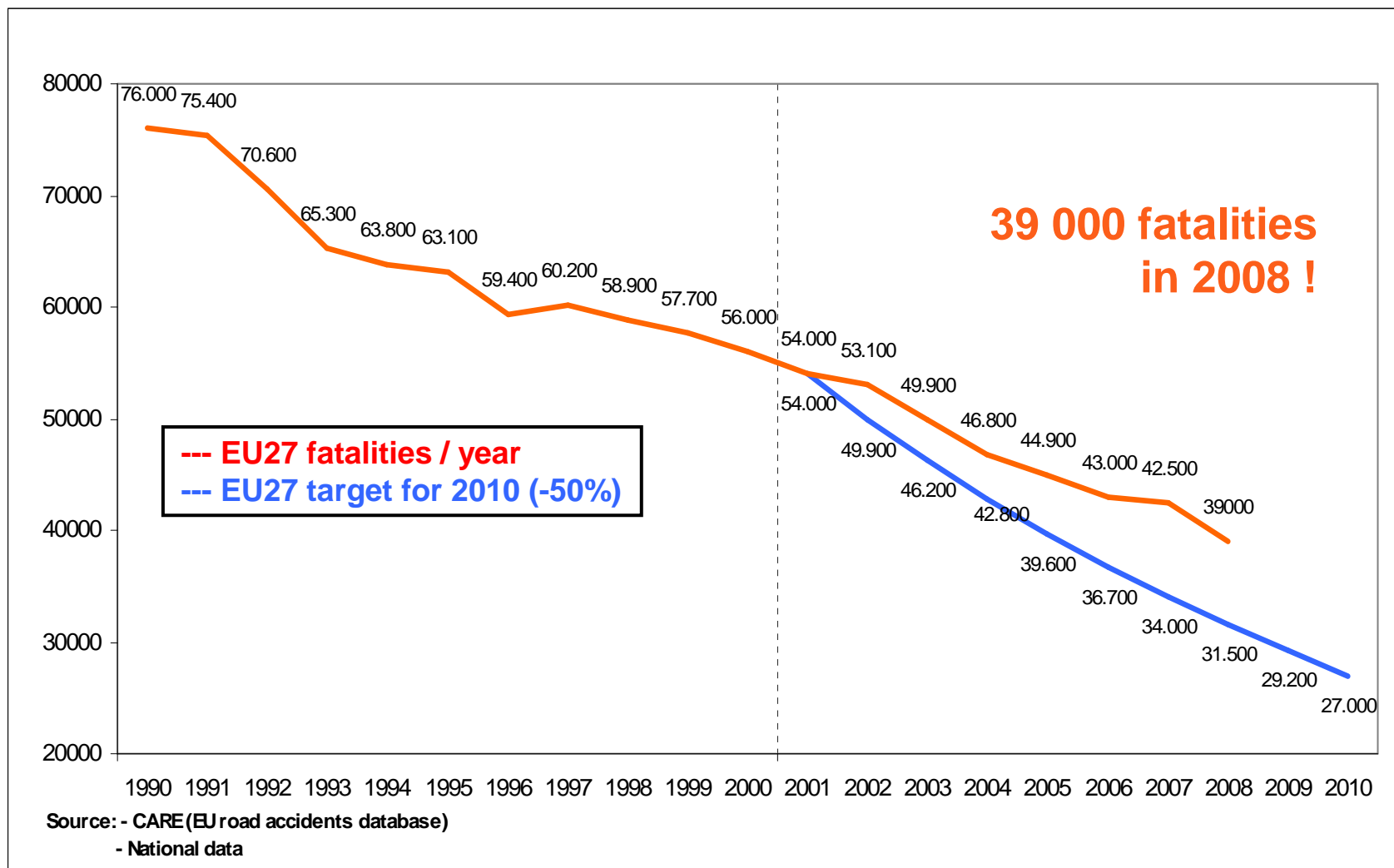
- **Observatory (incl. accident data)**

The EU instruments

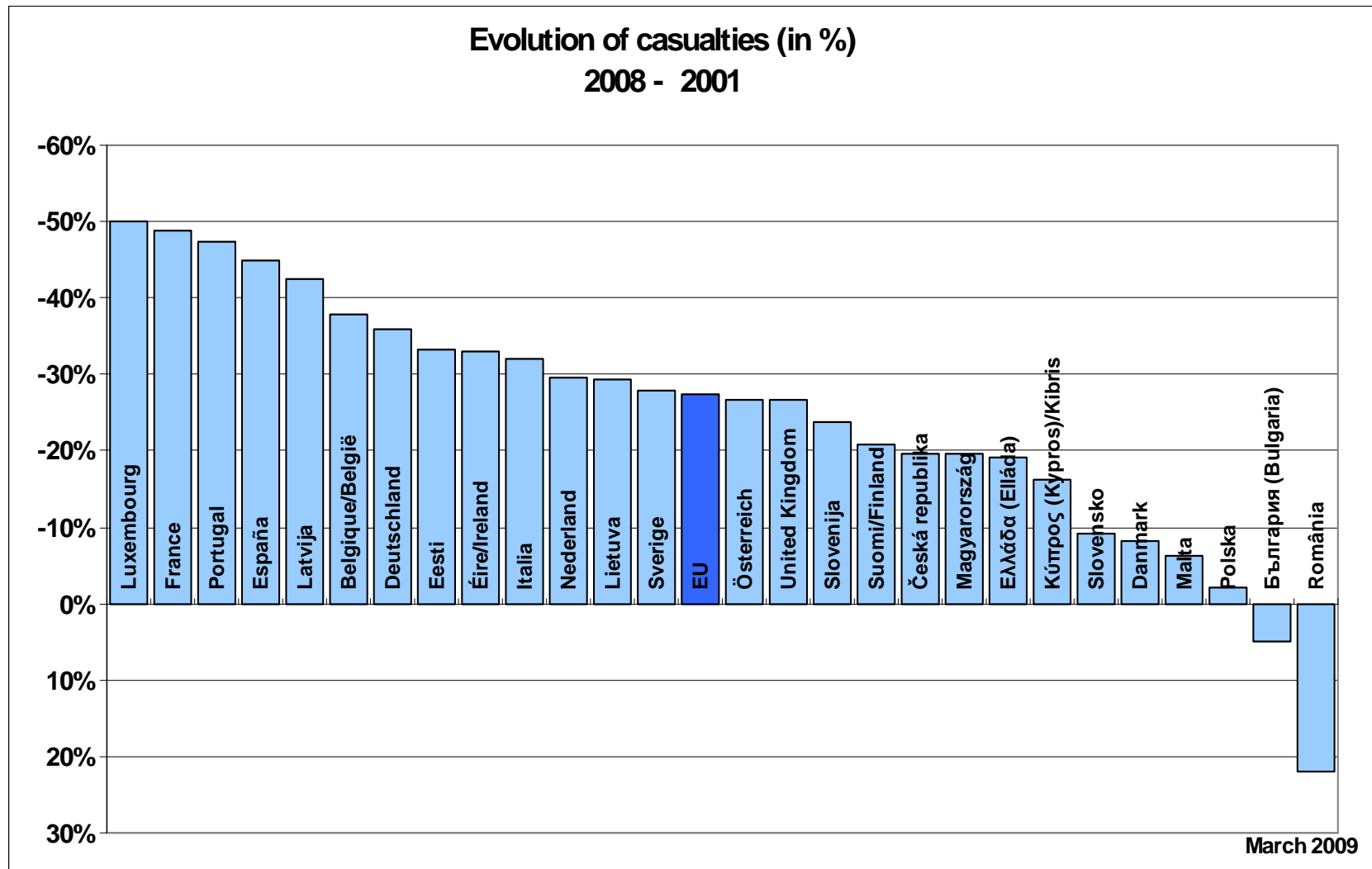
- Road accident data and information
- Financial support to projects
- Research and studies
- Best practice guidelines
- Legislation (only when necessary)
- The Road Safety Charter

- The EU road safety policy
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Fatalities – evolution 1990-2010

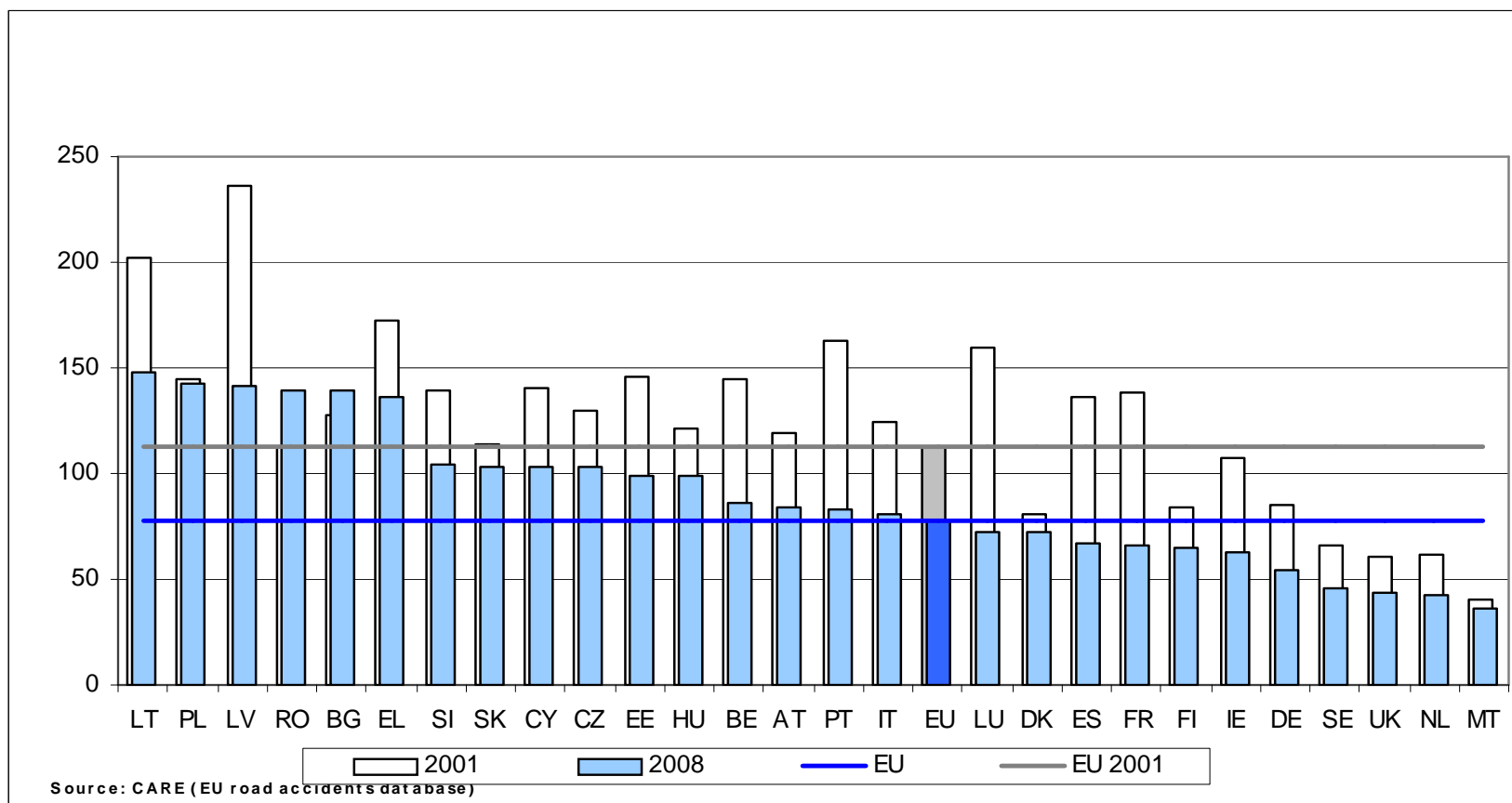


Contrasted progress by Country



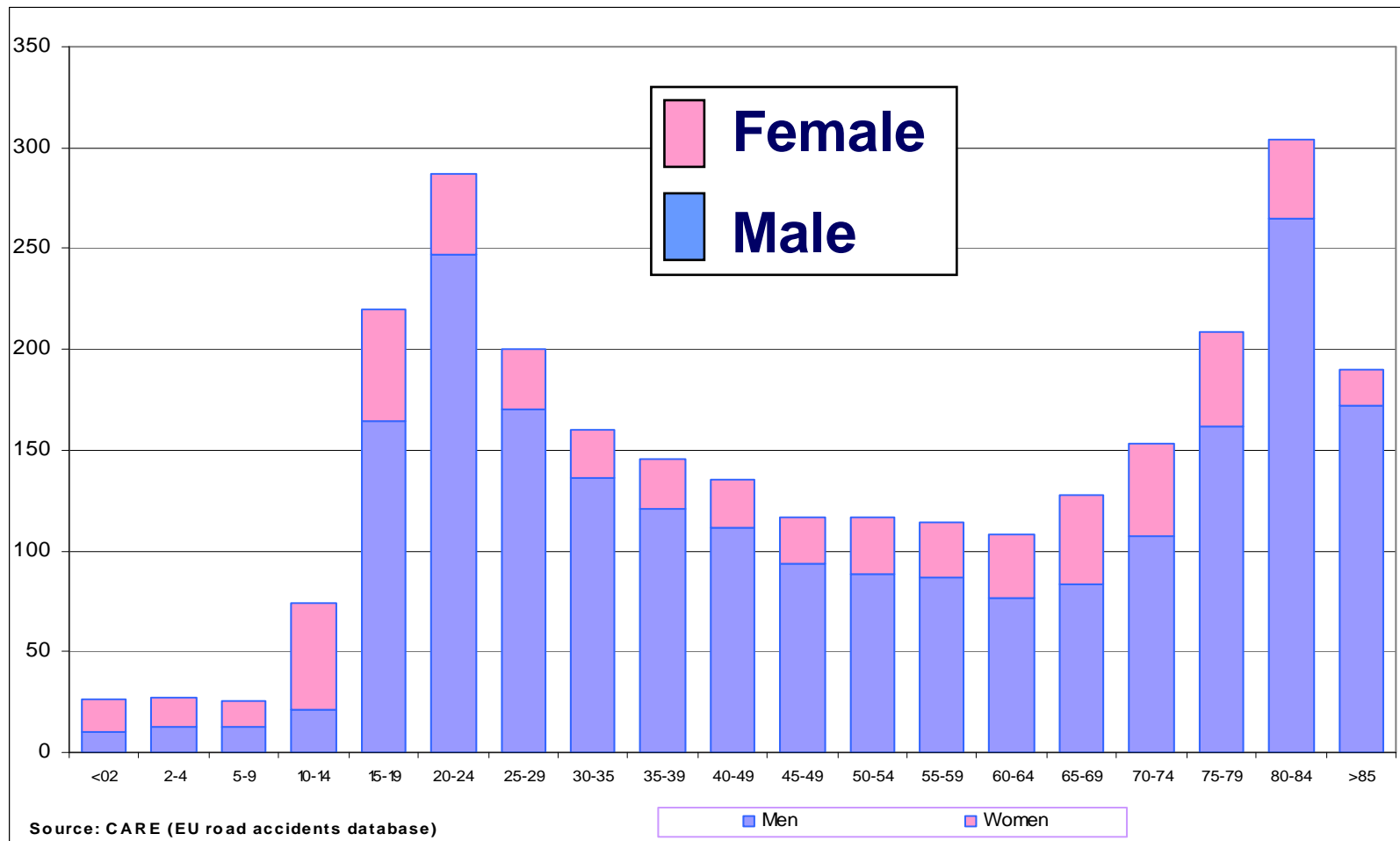
Fatalities / population

Progress 2001 - 2008



Fatalities: young males and elderly people

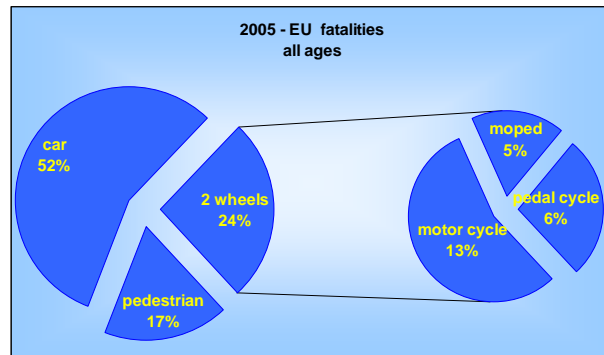
Number of fatalities / population in each age group



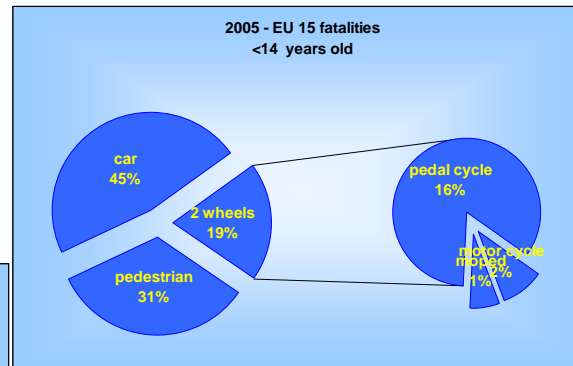
Each age group has a distinctive pattern

Fatalities by transport mode (EU15)

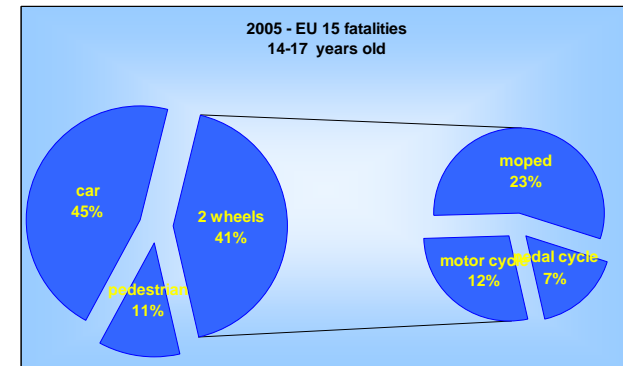
All population



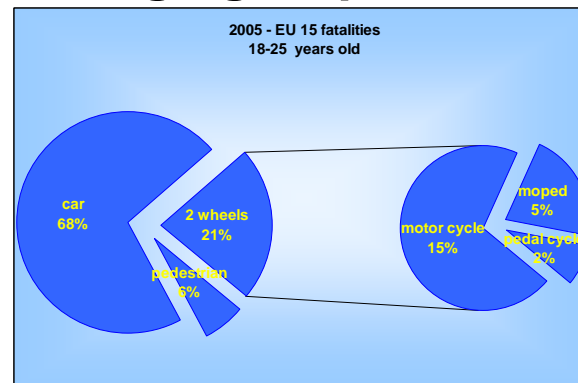
Age group <14



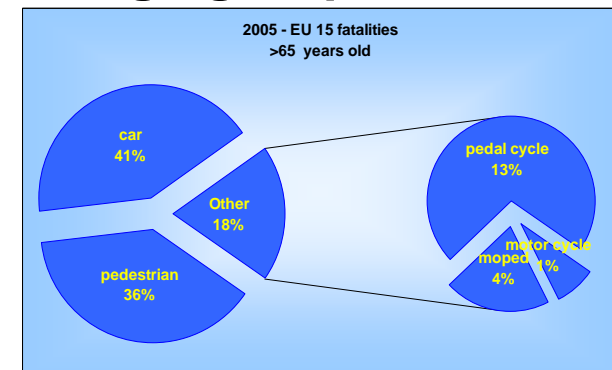
Age group 14-17



Age group 18-25

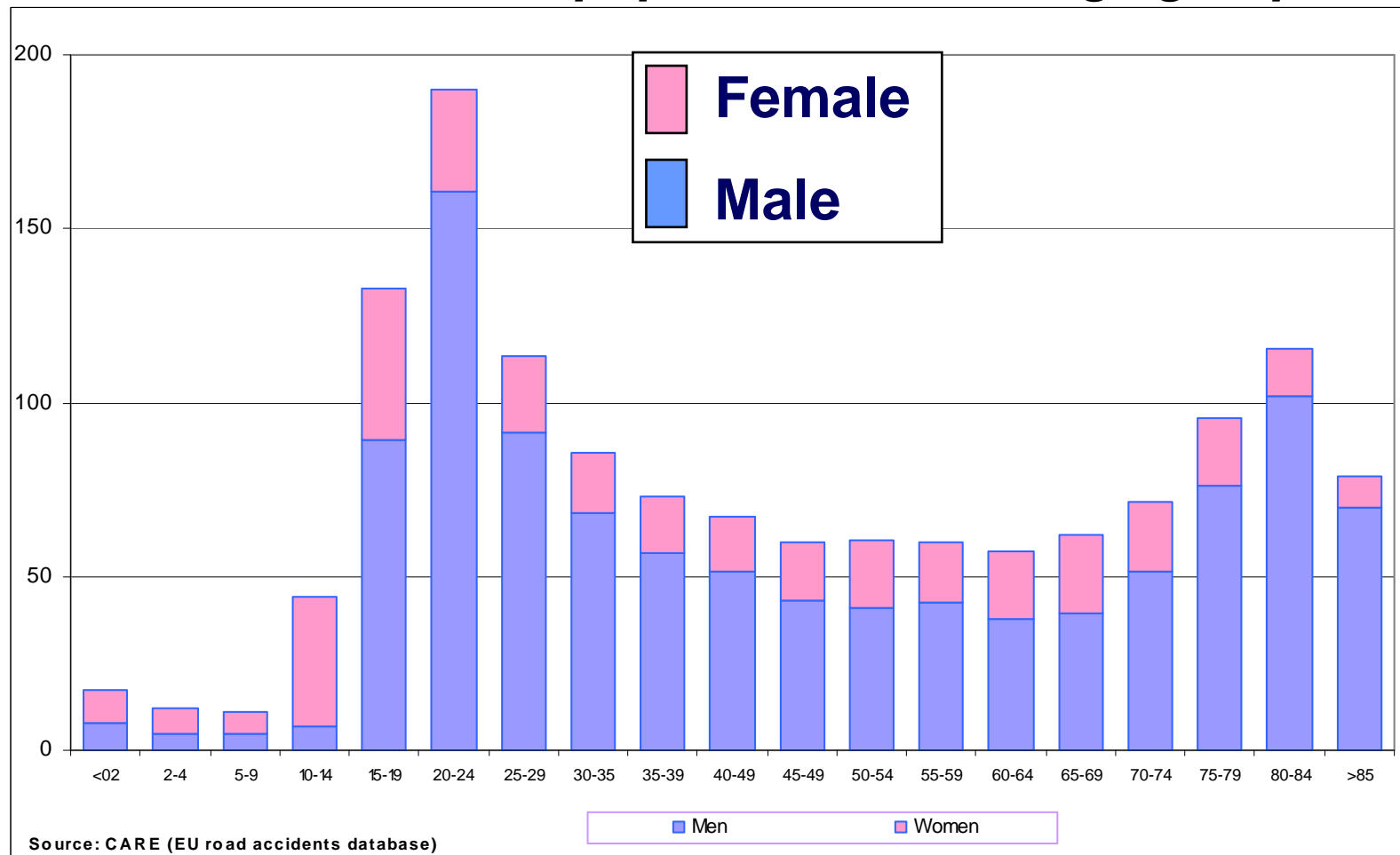


Age group >65



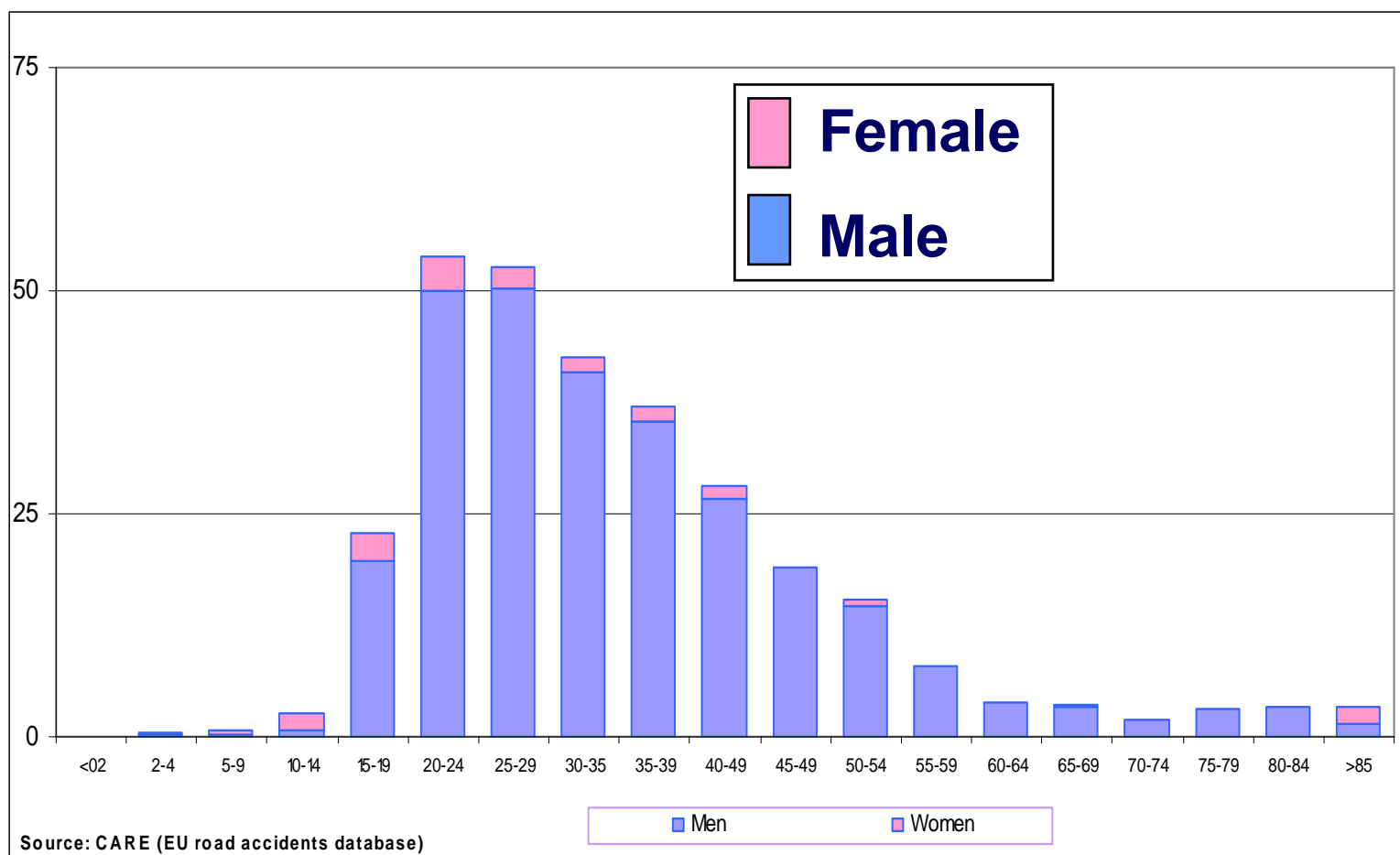
Car (drivers & passengers) fatalities

Number of fatalities / population in each age group



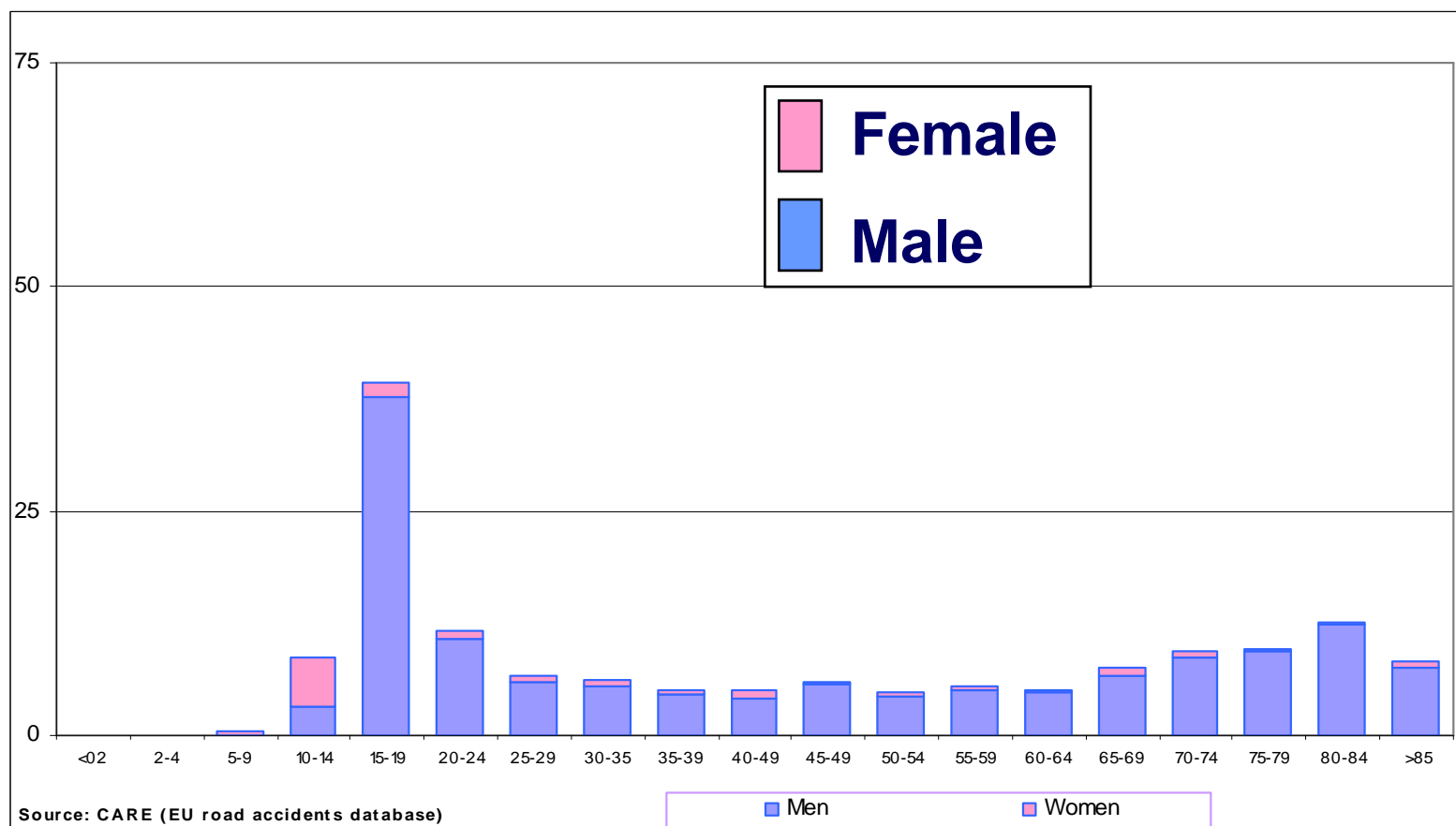
Motorcyclists fatalities

Number of fatalities / population in each age group



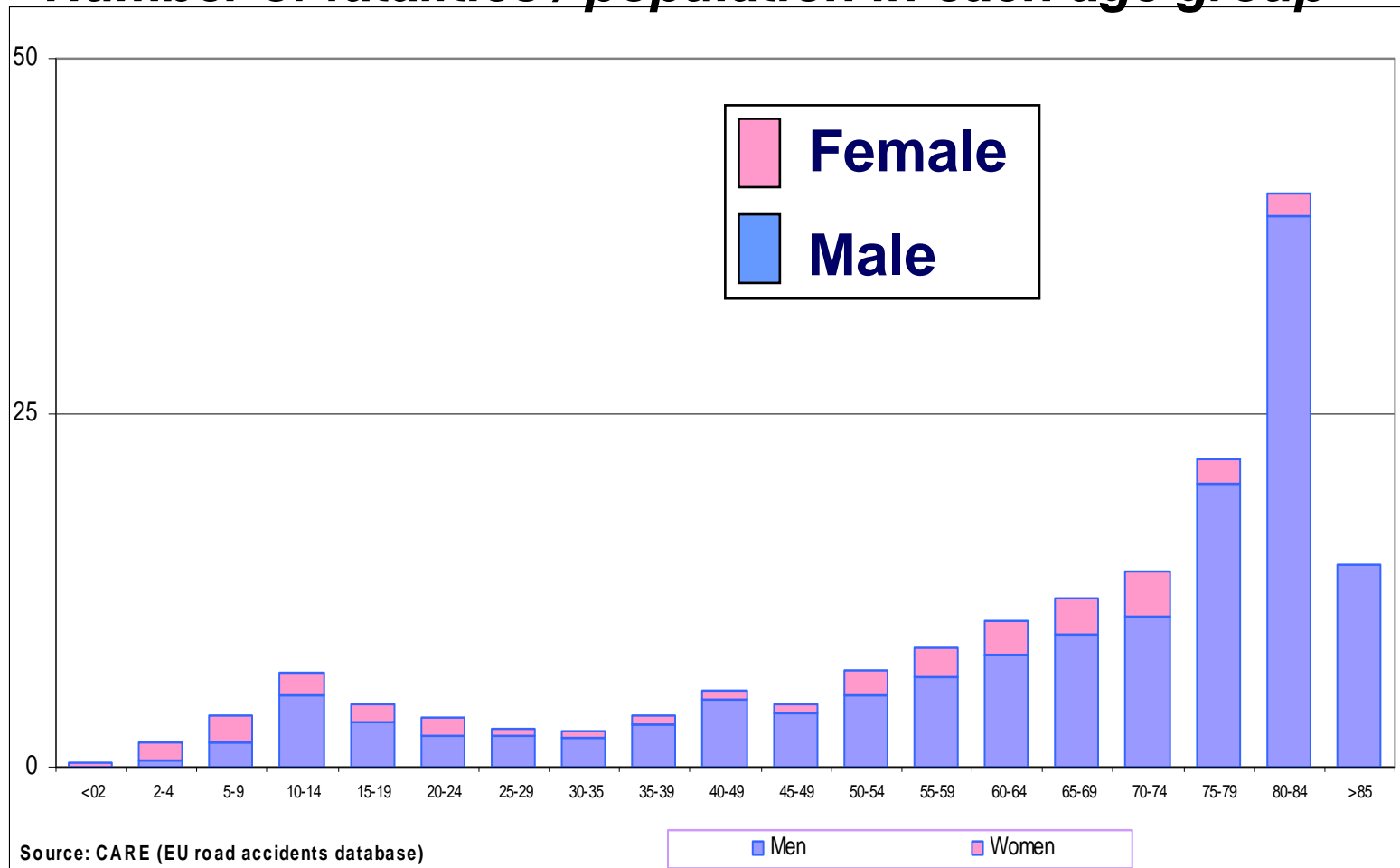
Moped fatalities

Number of fatalities / population in each age group



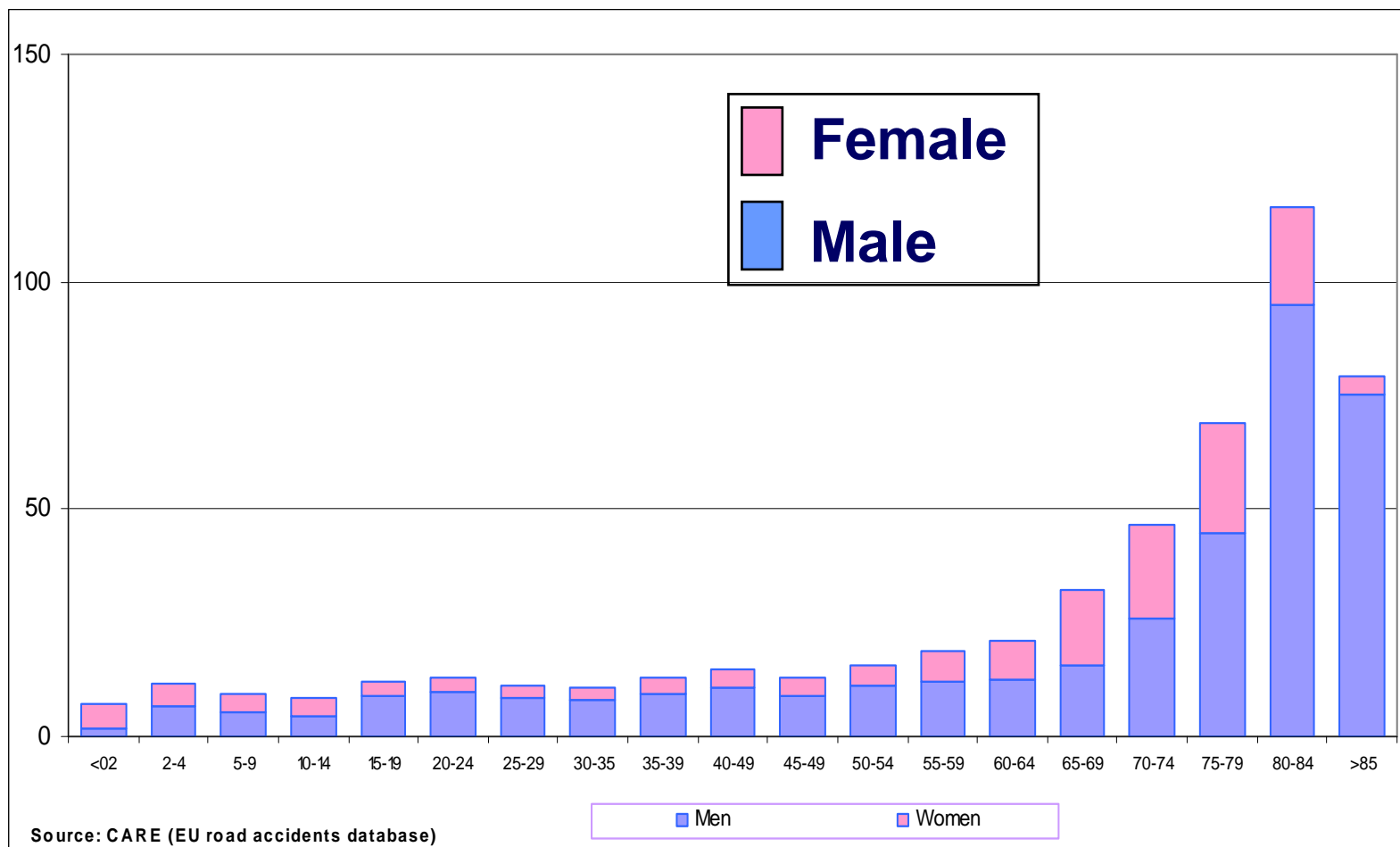
Cyclists fatalities

Number of fatalities / population in each age group



Pedestrians fatalities

Number of fatalities / population in each age group



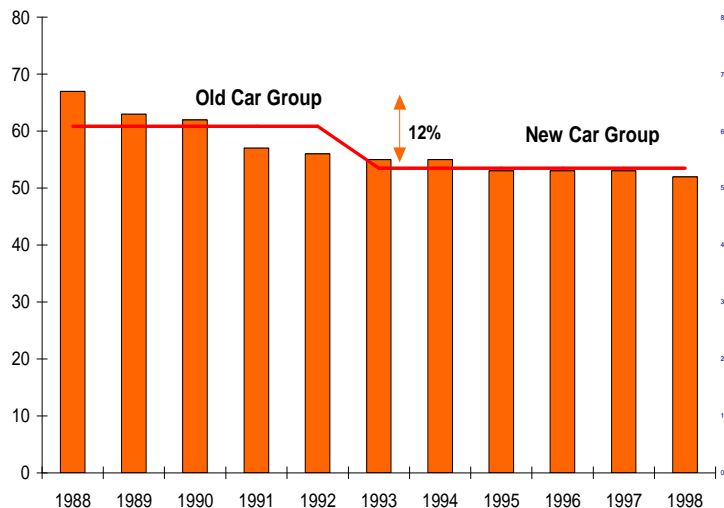
**EU & national levels
need more detailed data
for better data-driven policies ...**

Let's keep cities as a territory for pedestrians too! 😊

- Streets should not be seen as spaces of «negociation» between pedestrians and car drivers, moto drivers or bike drivers - rules should apply.
- Streets should even less be not «battle fields» among the same «fighters» - rules should apply.
- Sidewalks are for pedestrians, not for parking cars, motos and even less driving the latter.

... 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



© EuroNCAP

- 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)

ERSO - Microsoft Internet Explorer provided by European Commission


File Edit View Favorites Tools Help

Back Forward Stop Reload Home Search Favorites

Address http://www.erso.eu/index.html Go Links



European Road Safety Observatory




2nd SafetyNet Conference
April 17-18 2008
Campidoglio, Rome

Keep me informed


Events and conferences

Recent updates:

- 05/11: ERSO restyled!
- 01/11: Knowledge added: **Work-related road safety**
- 23/10: Announcement 2nd **SafetyNet Conference**
- 12/09: **Data section** updated
- 12/08: Knowledge updated: **Vehicle safety**



ERSO is a product of SafetyNet
Project co-financed by the European Commission: Directorate-General Transport & Energy



Home Knowledge Data Links SafetyNet Search

Welcome to the European Road Safety Observatory

The European Road Safety Observatory (ERSO) is an essential website for all European road safety professionals. ERSO is the gateway into a central resource of European road safety data, knowledge and links.
This pilot website is one of the final results of SafetyNet, which is an integrated project funded by DG-TREN of the European Commission. The objective of the project is to build the framework of a European Road Safety Observatory, which will be the primary focus for road safety data and knowledge. Learn more about [SafetyNet](#).

Why use ERSO?
In just a few minutes ERSO can provide you with information you need for road safety policy or research.


Who should use ERSO?
ERSO helps policy makers, researchers and road safety advisors to find their way into the European road safety world. Just a few mouse clicks and a policy maker finds e.g. in-depth knowledge on the use of alcohol in traffic. Just a few mouse clicks and a researcher knows e.g. the number of fatalities in Europe. To learn more about what ERSO can offer you, please click [here](#).

www.erso.eu

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Internet

Directorate-General for Energy



- The EU road safety policy
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- **Focus on some topics**
- Conclusion

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.

***EU Legislation adopted on 19 Nov. 2008,
in force by 19 Dec. 2010 (Directive 2008/96)***

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

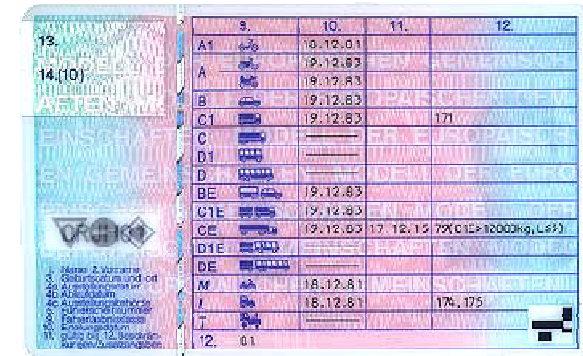
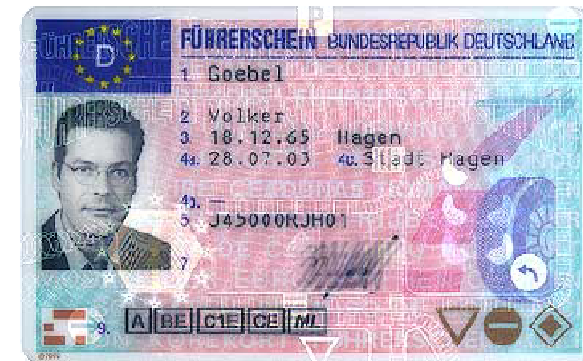
3. Professional driving: legislation in force

- ✓ **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**

5. Driving Licence (3rd Directive)

Legislation adopted on 20 December 2006, in force by 19 January 2013

The most visible part of it:



From 110 models...

... to a single model

6. Blood alcohol limit (BAC): no European harmonisation

Failure of a proposal for a directive (13 years in discussion...)

BAC (mg / ml) - current situation

- **0.0** Czech Rep., Hungary, Slovakia, Romania
- **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**
- **Drugs: Council Resolution (2003)**
- **Immortal (2002-2005): study**
- **Rosita 2 (2002-2005): RTD**
- **”DRUID” (www.druid-project.com)**

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

YOUTH ON THE ROAD ROAD SAFETY IS NO ACCIDENT



Coordination with the 1st global road safety week (UN)

Focus on Young drivers

Brussels

Friday 27 April 2007



2nd European Road Safety Day:

Paris, 13 Oct. 2008

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



**Summary and publication of
best practices in road
safety in the Member States
(+ Norway & Switzerland)**

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

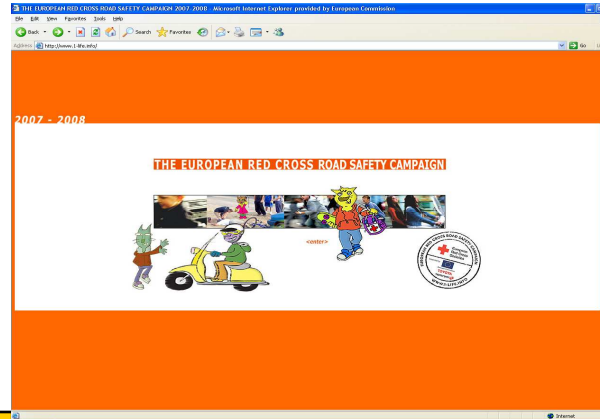
Institutional organisation

Post accident care

10. Some EU-wide Road Safety Campaigns



www.chooseesc.eu/



(Red Cross)
www.1-life.info/



Directorate-General
for Energy
and Transport



Helmet wearing



European Night
without Accident



Level Crossings
(to start soon)

place, date | 38

And also... (not campaigns, but ...)

**Information of consumers
(stimulating demand for
safer cars)**



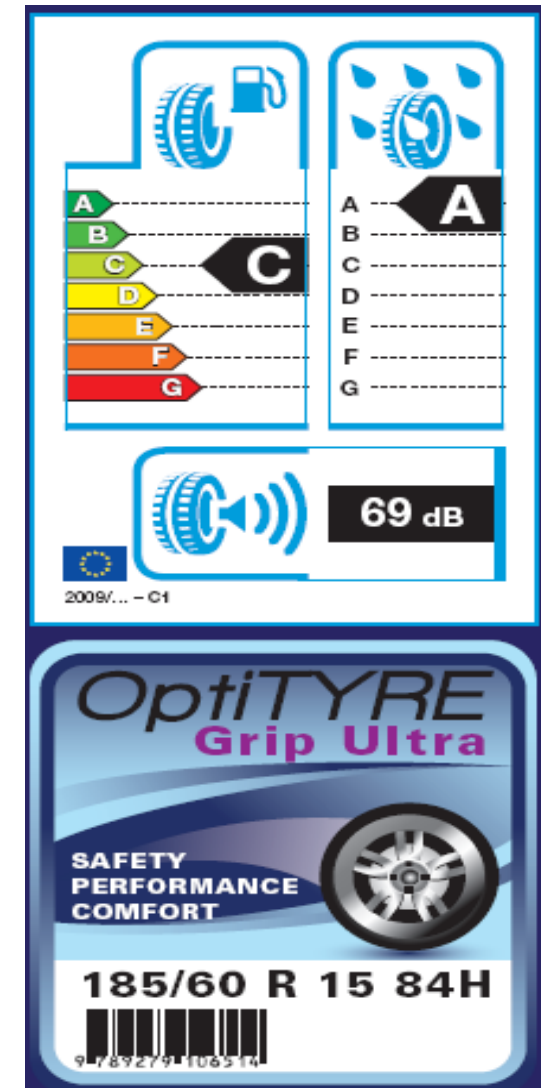


labelling scheme for tyres

**Rolling resistance, wet grip
& noise (stimulating demand
for more efficient tyres)**

**Legislative proposal, 12
November 2008**

**Expected to be in force as of
1 Nov. 2012**



Information on all EU-funded projects

http://ec.europa.eu/transport/road_safety/projects/projects_domain_en.htm

The screenshot displays the European Commission's Transport website, specifically the 'Road Safety' section. The browser window is titled 'Transport: Projects financed by the Commission : Sorted by domain - European commission - Windows Internet Explorer'. The address bar shows the URL http://ec.europa.eu/transport/road_safety/projects/projects_domain_en.htm. The website header features the European Commission logo and the word 'Transport'. Below the header, a navigation bar indicates the path: 'European Commission > Transport > Road Safety > Projects'. The main content area is titled 'Road Safety' and 'Projects financed by the Commission : Sorted by domain'. It includes a disclaimer: 'The opinions expressed in the studies are those of the consultant and do not necessarily represent the position of the Commission.' A list of project categories is provided, including 'Accidentology', 'Driving while under Influence', 'Fitness to drive', 'Policy Assessment and Tools', 'Road and Tunnel Infrastructure', 'Rules and enforcement', 'Training, education and campaigns', 'Vehicle Technology: Active Safety', 'Vehicle Technology: Passive Safety', 'Vehicle Technology: Periodic Technical Inspection', and 'Vehicle Technology: Vehicle Emissions'. The left sidebar contains a 'Visit Citizens' Corner' section with links to 'Road Safety charter', 'Road Safety Observatory', 'Vehicles', 'Behavior', 'Infrastructure', 'Enforcement', 'Projects' (sorted by domain or alphabetically), 'Links', 'Public consultations', 'Grants', 'Events', 'Studies', and 'What's new'. The right sidebar features a 'Search' box, a profile of Antonio Tajani (Vice-President, Transport), a 'Webstreaming portal' with links to 'Road Safety Day 2008' and 'European Road Safety Day 2007', a 'Video - Interview' section, and a 'Publication' section with a link to 'Road Safety - How is your country doing?'. The bottom of the page shows a 'Local intranet' status and a 100% zoom level.

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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 Gov^t Dep^{ts} (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

- **Public consultation on the website of the Commission**
- **Technical workshops**
- **Final stakeholders meeting**
- **Adoption by Commission (2010)**

Reference documents



White Paper on Transport 2001



Mid term review of the White Paper on Transport 2006



Road Safety Action Programme 2003



Mid term review of the Road Safety Action Programme 2006

Web sites

- Commission transport website
http://ec.europa.eu/transport/index_fr.html
- Shortcut to the Road safety section
<http://ec.europa.eu/roadsafety>



Thank you for your attention!