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
  - 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
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Data & Statistics (help for targeting action)

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Conclusion
Fatalities – evolution 1990-2010

Source: - CAR E (EU road accidents database) - National data

39,000 fatalities in 2008!

--- EU27 fatalities / year
--- EU27 target for 2010 (-50%)
Contrasted progress by Country

Evolution of casualties (in %)
2008 - 2001

March 2009
Fatalities / population
Progress 2001 - 2008

Source: CARE (EU road accidents database)
Fatalities: young males and elderly people

Number of fatalities / population in each age group

Source: CARE (EU road accidents database)
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

2005 - EU 15 fatalities

<14 years old

car 40%

pedestrian 31%

motor cycle 16%

2 wheels 9%

pedal cycle 6%

moped 2%

2005 - EU 15 fatalities

14-17 years old

car 45%

pedestrian 11%

motor cycle 12%

2 wheels 11%

pedal cycle 8%

moped 7%

2005 - EU 15 fatalities

18-25 years old

car 68%

pedestrian 19%

motor cycle 15%

2 wheels 25%

pedal cycle 9%

moped 5%

2005 - EU 15 fatalities

>65 years old

car 41%

pedestrian 18%

motor cycle 17%

2 wheels 15%

pedal cycle 15%

moped 4%
Car (drivers & passengers) fatalities

Number of fatalities / population in each age group

Source: CARE (EU road accidents database)
Motorcyclists fatalities

Number of fatalities / population in each age group

Source: CARE (EU road accidents database)
Moped fatalities

Number of fatalities / population in each age group

Source: CARE (EU road accidents database)
Cyclists fatalities

Number of fatalities / population in each age group

Source: CARE (EU road accidents database)
Pedestrians fatalities

Number of fatalities / population in each age group

Source: CARE (EU road accidents database)
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

- 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)
The EU road safety policy

Data & Statistics (help for targeting action)

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.

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

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
- 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:
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

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

10. Some EU-wide Road Safety Campaigns

- Helmet wearing
- European Night without Accident
- Level Crossings (to start soon)

[Links]
- [www.1-life.info](http://www.1-life.info)
- [www.chooseesc.eu](http://www.chooseesc.eu)
- [Red Cross](http://www.tatouceliture.be)
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

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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

- 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!