



The graphic features a blue background with white and green icons representing various road users: a pedestrian on a crosswalk, a car, a skateboarder, a family (mother and child), a cyclist, and a car with a trailer. A large blue circle on the right contains the text "Road Safety the European Union Policy 2001-2010".

● **SEETO, 18.10.2010**

- Jean-Paul Repussard
- European Commission, Directorate General for Mobility & Transport, "Road Safety" Unit

<http://ec.europa.eu/roadsafety>

 ON THE MOVE  
for safer roads in Europe

 EUROPEAN COMMISSION

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

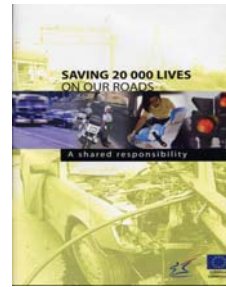
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## The EU road safety policy

- White Paper on Transport (2001)
- European Road Safety Action Programme (2003)
  - *Halving the number of victims by 2010*
  - *A shared responsibility*



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## 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

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## “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*

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## “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)**

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## 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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## Main causes of road fatalities

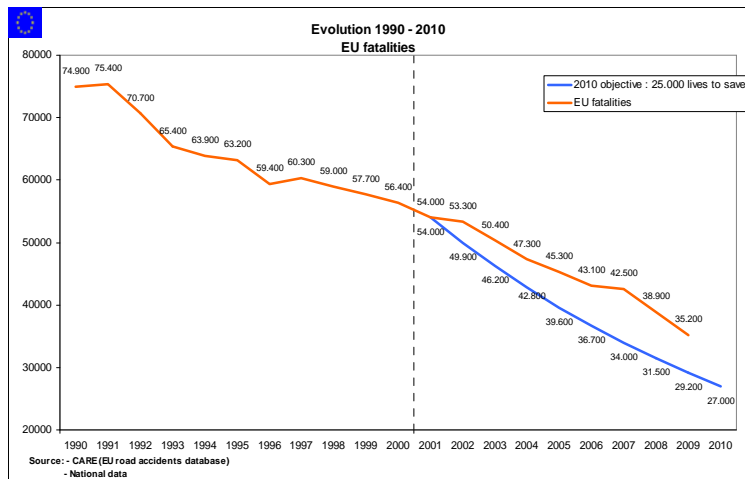
- Excessive speed
- Alcohol
- Non wearing of seat belt

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

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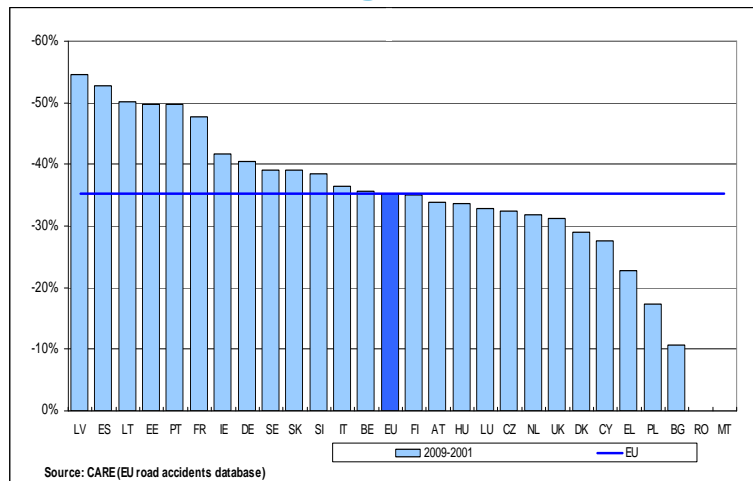
## Fatalities – evolution 1990-2010



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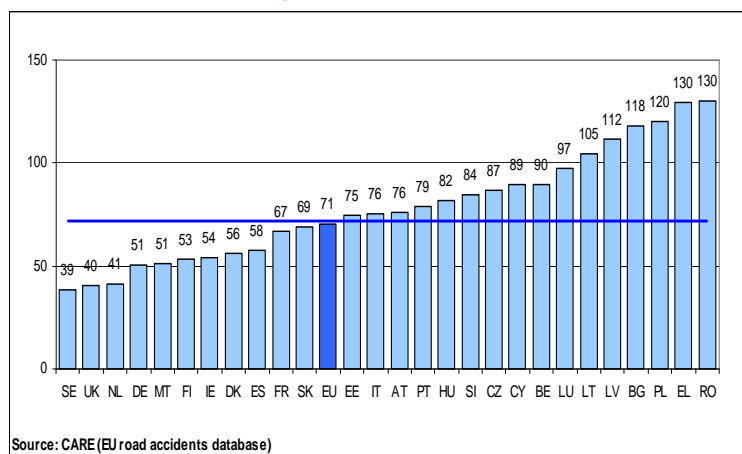
## Contrasted progress: Countries



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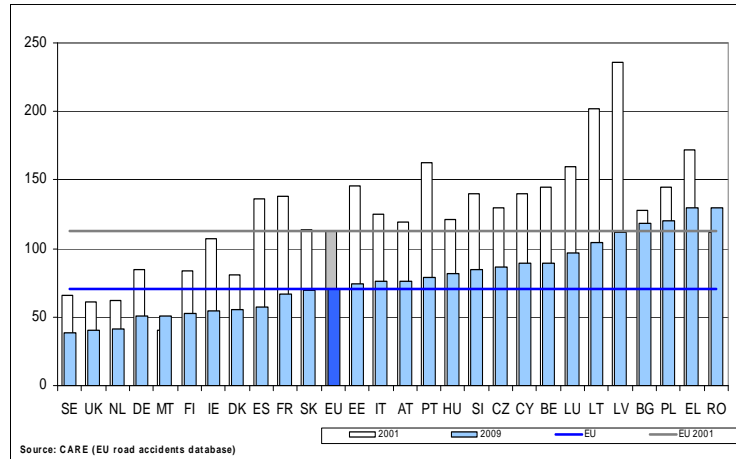
## Fatalities by population - 2009



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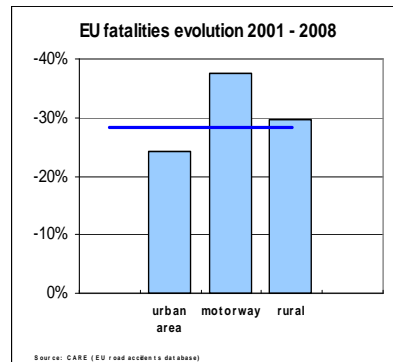
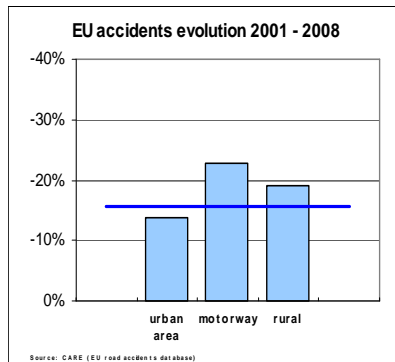
## Fatalities by population 2001 - 2009



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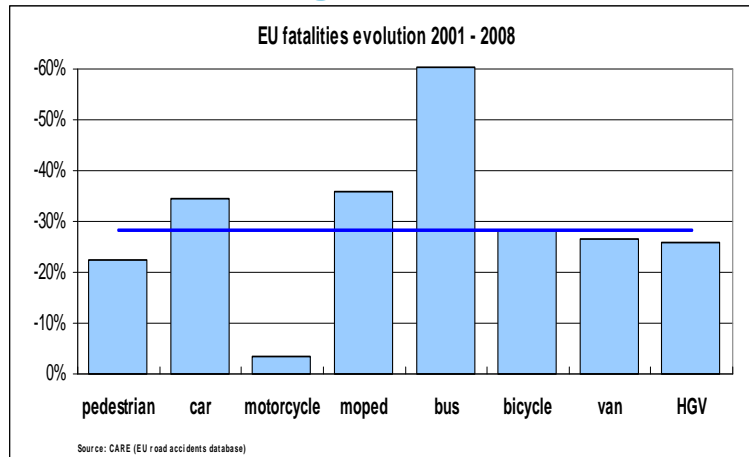
## Contrasted progress: areas



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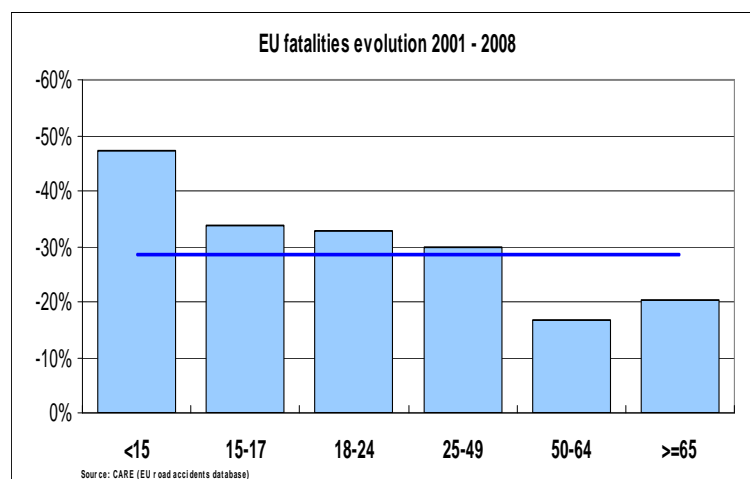
## Contrasted progress: transport mode



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## Contrasted progress: age

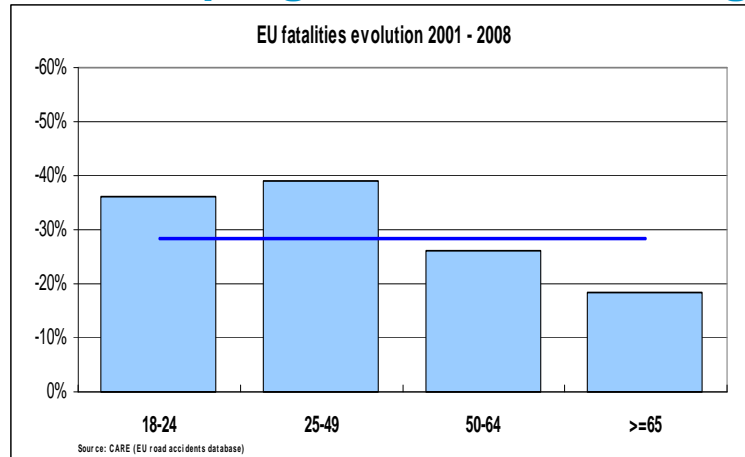


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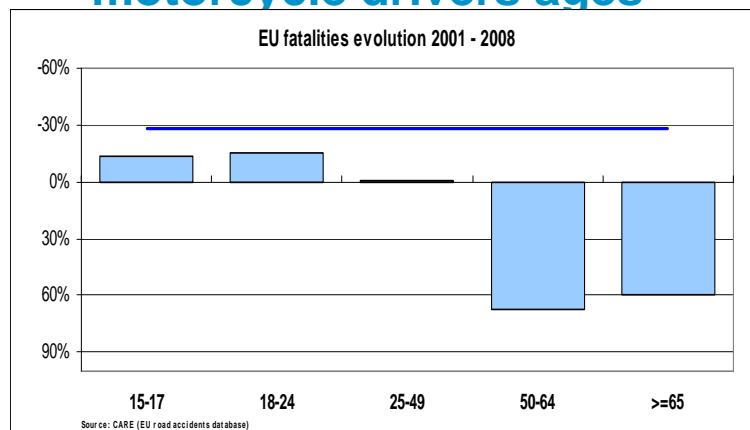
## Contrasted progress: car drivers ages



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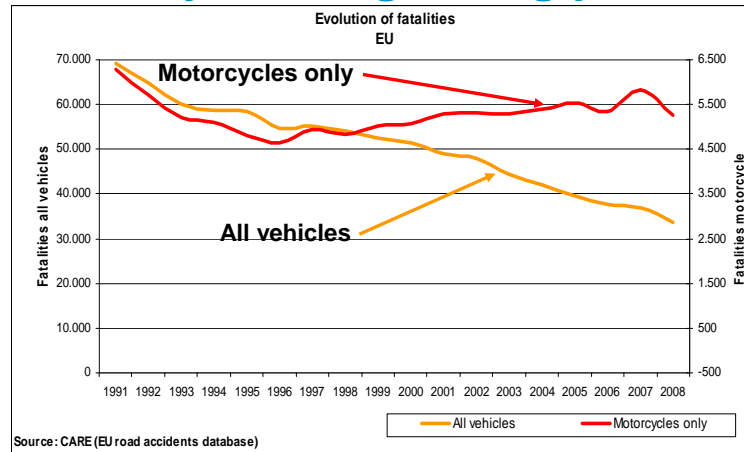
## Contrasted progress: motorcycle drivers ages



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## Motorcycles: a growing problem



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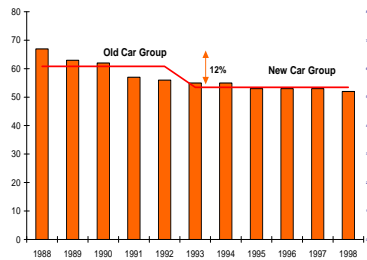


**EU & national levels  
need more detailed data  
for better data-driven policies ...**

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### ... 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

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### ... 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

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## **... Infrastructure Safety Priorities**



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

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## **...Road Users Behaviour Priorities**



- Effectiveness of enforcement measures
- Understanding driver decision making
- New priorities in accident prevention

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**More statistics & accident data analyses**  
(both at macroscopic level & in-depth data,  
knowledge papers, best practices, etc.)

***www.erso.eu***

(erso = European Road Safety Observatory)

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- **The EU road safety policy**
- **Data & Statistics (help for targeting action)**
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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

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## 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)***

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## 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

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## 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

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### 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**

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### 4. Vehicle safety > since... < not later than...

[✓] "CARS 21" - dialogue with the automotive industry (a 'road map')

- ✓ **Generalisation of the use of seat belts** (incl. in coaches) & of **child restraint systems**, >May2008 (Dir. 2003/20)
- ✓ **Blind spot mirrors** >Jan2006 for new (Dir. 2003/97) & <Mar2009 for existing (Dir. 2007/38) heavy goods vehicles (HGVs)
- ✓ **Front protection of pedestrians passive safety** >Nov2006/May2007 (Dir. 2005/66) + **brake assist system** <Nov2009 (Reg. 78/2009)
- ✓ **Conspicuity marking** <Jul2011 for new HGVs & trailers (Dir. 2007/35)
- ✓ **Dedicated day time running lights** <Feb2011 for new passenger cars and vans, <Aug2012 for all other new vehicles (Dir. 2008/89)
- ✓ **Tyres**: minimum requirements for rolling resistance, noise, **wet grip** (Reg. 1222/2009); and fitting passenger cars with a **pressure monitoring system** (Reg. 661/2009) – all <Nov2012

**To come soon:**

- ❖ **Electronic Stability Control** for all new vehicles <Nov2012/Nov2014
- ❖ **Advanced Emergency Braking & Lane Departure Warning** for Heavy Vehicles <Nov2013

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## 5. Driving Licence (3<sup>rd</sup> Directive)

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

The most visible part of it:



From 110 models...

PERMIS DE CONDUIRE		ÉTAT MEMBRE	
1.			
2.			
3.			
4.	4c.		
4b.	(4d.)		
5.			
7.			
(8.)			
9.			

13.	14.	0.	10.	11.	12.
AM					
A1					
A2					
A					
B1					
B					
C1					
C					
D1					
D					
DE					
C1E					
C2E					
D1E					
D2E					

1. Nom - 2. Prénoms  
3. Date et lieu de naissance  
4a. Date de délivrance du permis de conduire  
4b. Date d'expiration  
4c. Date de validité  
4d. Date de validité  
5. Statut de titulaire  
6. Statut de titulaire  
7. Statut de titulaire  
8. Statut de titulaire  
9. Statut de titulaire  
10. Statut de titulaire  
11. Statut de titulaire  
12. Statut de titulaire

... to a single model



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## 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**

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

- **new AM** (max. 50 cm<sup>3</sup> & 45 Km/h): age 16, possible 14, theoretical exam
- **A1** (max. 125 cm<sup>3</sup>, 11 kW & 0.1 kW/kg), age 16
- **new A2** (max. 35 kW & 0.2 kW/kg) [*indicative 125-500 cm<sup>3</sup>*], 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\*)

\* annexes of Directive 2006/126/EC of 20 December 2006 (OJEU L403/18)

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## 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**

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## 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](http://www.druid-project.com))**

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## 7. The European Road Safety Charter



- **The extension of the “shared responsibility” concept to civil society**
- **1600+ 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/>

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## 8. European Road Safety Days

### 1<sup>st</sup> EUROPEAN ROAD SAFETY DAY

YOUTH ON THE ROAD ROAD SAFETY IS NO ACCIDENT



Coordination with the 1<sup>st</sup> global road safety week (UN)

Focus on Young drivers

Brussels

Friday 27 April 2007



2<sup>nd</sup> European Road Safety Day:

Paris, 13 Oct. 2008

Focus on safety in urban transport



3<sup>rd</sup> European Road Safety Day:  
Brussels,  
13-14 Oct. 2010  
Several focuses

13 - 14 October 2010  
Episode of the European Parliament



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## 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

[http://ec.europa.eu/transport/road\\_safety/publications/projectfiles/supreme\\_en.htm](http://ec.europa.eu/transport/road_safety/publications/projectfiles/supreme_en.htm)

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## 10. Some EU-wide Road Safety Campaigns



[www.chooseesc.eu/](http://www.chooseesc.eu/)



(Red Cross)  
[www.1-life.info/](http://www.1-life.info/)



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European Night  
without Accident



Level Crossings (2009 & 2010)



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

Information of consumers  
(stimulating demand for  
safer cars)

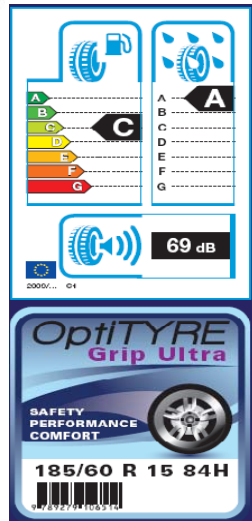


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## labelling scheme for tyres



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

Reg. 1222/2009

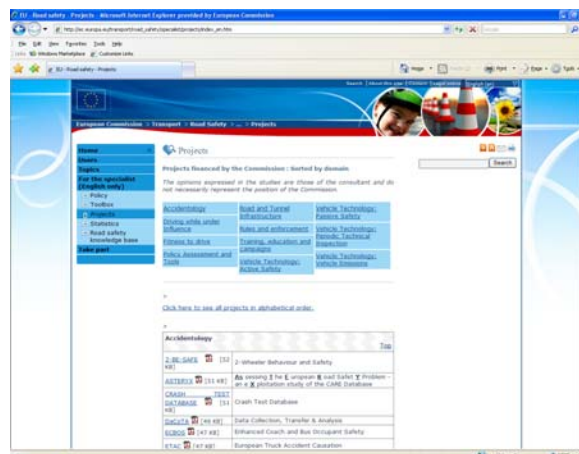
In force as of 1 Nov. 2012

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## Information on all EU-funded projects

[http://ec.europa.eu/transport/road\\_safety/specialist/projects/index\\_en.htm](http://ec.europa.eu/transport/road_safety/specialist/projects/index_en.htm)



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## Conclusion

- **Globally, the EU is almost on track 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<sup>t</sup> Dep<sup>ts</sup> (Justice, Transport, Police, Health) is necessary**
  - **More commitment from the "civil society" (Charter...)**

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## The next step:

### “Towards a European Road Safety Area: Strategic guidelines for road safety 2011-2020”

Adopted by the Commission (July 2010)

Directorate-General  
for Energy  
and Transport

 <http://ec.europa.eu/roadsafety>

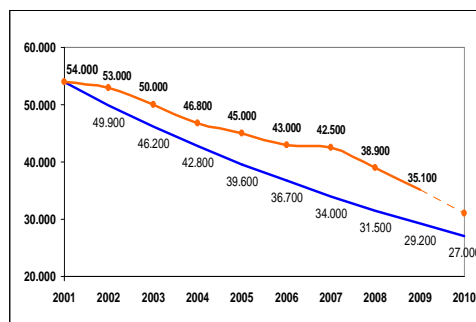
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### Ex-post assessment of the 3rd Road Safety Action Programme (2001-2010)

- An ambitious goal: 50% reduction of the number of road fatalities by 2010
- Results: more than 40% reduction expected in 2010



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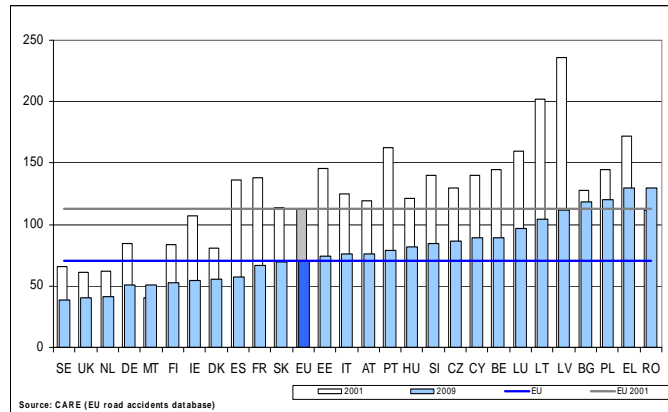
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## Ex-post assessment of the 3rd Road Safety Action Programme (2001-2010)

- *... but with important differences between Member States*



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## Ex-post assessment of the 3rd Road Safety Action Programme (2001-2010)

- *62 concrete measures concerning vehicle/infrastructure safety and human behaviour*
- *Results: most of them completed, including a number of important legislative acts:*
  - > *3rd driving licence Directive*
  - > *Training of professional drivers*
  - > *Use of safety belts*
  - > *Safety management of roads and tunnels*
  - > *Roadworthiness inspections, etc.*

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## Strategic guidelines for road safety 2011-2020

### ● 3 Pillars:

- > A common European road safety area
- > An integrated approach with other policies (health, environment, employment, etc.)
- > Shared responsibility (EU, national, local...)

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## Strategic guidelines for road safety 2011-2020

### ● 7 strategic objectives:

1. Improve education and training of road users
2. Increase compliance with road traffic rules
3. Safer road infrastructure
4. Safer vehicles
5. Promote the use of modern technology to improve road safety
6. Improve emergency and post-care services
7. Improve safety of vulnerable road users.

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## Strategic guidelines for road safety 2011-2020

### ● **How to reach the objectives ?**

- **Improved enforcement**
  - > Priority given to the control of the implementation and correct application of EU legislation on road safety
- **Improved cooperation**
  - > Cooperation framework, twinnings, exchange of best practices
- **Improved participation**
  - > Information and awareness campaigns, improvement of the European Road Safety Charter
- **Improved monitoring**
  - > Enhance CARE accidents database, extend the tasks of ERSO (European Road safety Observatory), common principles for road accidents investigation

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## 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**

54 <http://ec.europa.eu/roadsafety>



## Web sites

- Commission transport website  
[http://ec.europa.eu/transport/index\\_fr.html](http://ec.europa.eu/transport/index_fr.html)
- Shortcut to the Road safety section  
<http://ec.europa.eu/roadsafety>

55 <http://ec.europa.eu/roadsafety>



<http://ec.europa.eu/roadsafety>



56 <http://ec.europa.eu/roadsafety>



Specialists' corner:  
www.ersa.eu

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# Thank you for your attention!

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