



Road Safety: the European Union policy

- European Commission
- Directorate General Energy & Transport
- "Road Safety" Unit

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- 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 Enforcement
 - Education 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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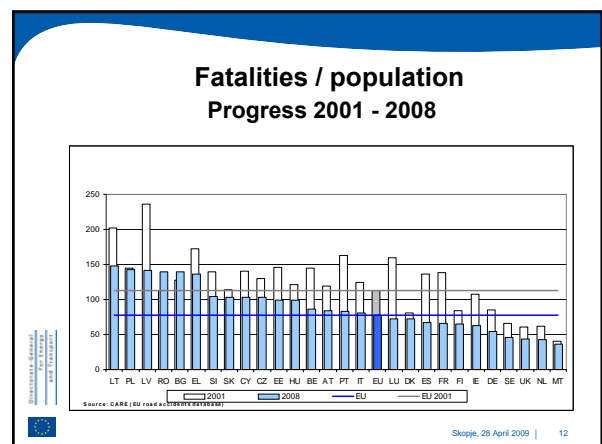
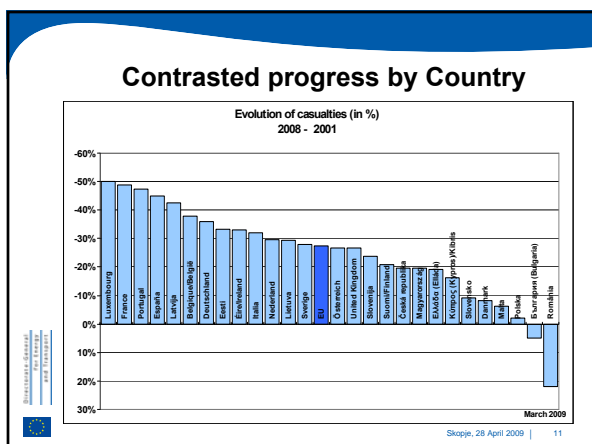
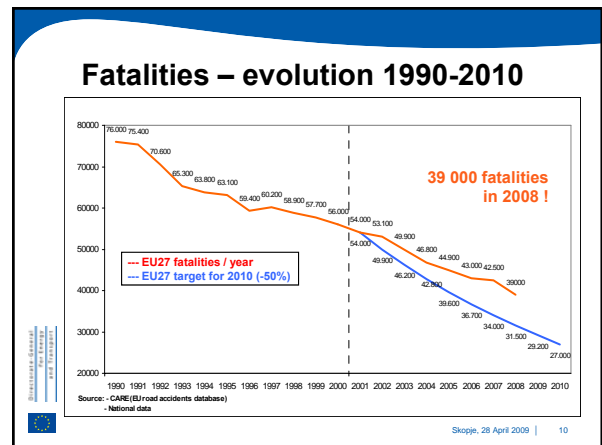
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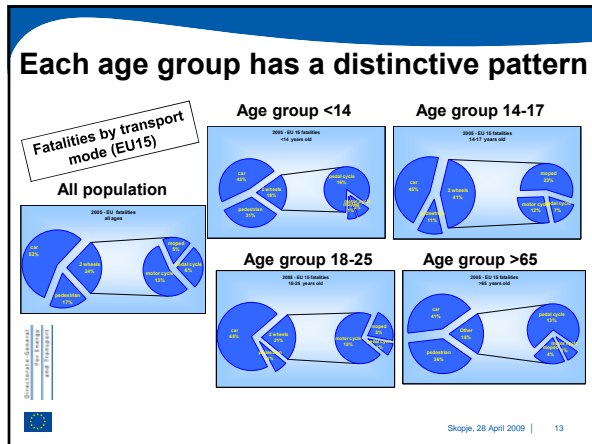
Main causes of road fatalities

- Excessive speed
- Alcohol
- Non wearing of seat belt

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

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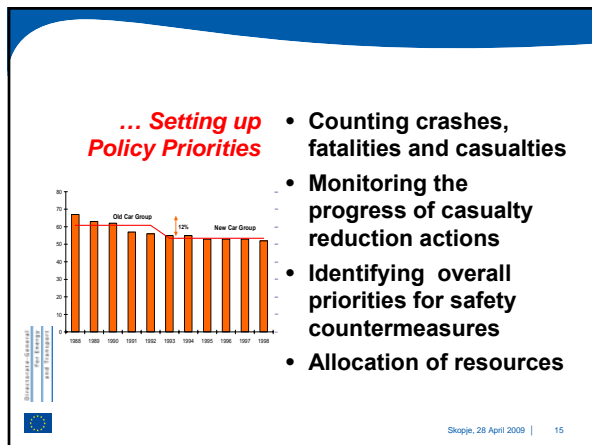




EU & national levels need more detailed data for better data-driven policies ...

Source: European Commission, DG MOVE, 2008

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- ### ... 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
- © EuroNCAP
- Source: European Commission, DG MOVE, 2008
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- ### ... Infrastructure Safety Priorities
-
- Highway design requirements
 - System interactions e.g. vehicle and barrier
 - Requirements for Intelligent Transport Systems
- Source: European Commission, DG MOVE, 2008
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- ### ... Road Users Behaviour Priorities
-
- Effectiveness of enforcement measures
 - Understanding driver decision making
 - New priorities in accident prevention
- Source: European Commission, DG MOVE, 2008
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**More statistics & accident data analyses
(both at macroscopic level & in-depth data)**

www.erso.eu

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- Some topics...**
- | | |
|-------------------------|-------------------------------|
| 1. Infrastructure | 6. Alcohol, drugs & medicines |
| 2. Enforcement | 7. the Charter |
| 3. Professional driving | 8. Road Safety day |
| 4. Vehicle safety | 9. Best practices |
| 5. Driving licence | 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. 2003/87) & <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)

To come soon:

- ❖ **Electronic Stability Control** for all new vehicles <Nov2012/Nov2014
- ❖ **Advanced Emergency Braking & Lane Departure Warning** for Heavy Vehicles <Nov2013
- ❖ **Tyres: minimum requirements for rolling resistance, noise, grip & pressure monitoring** pressure monitoring for passenger cars only <2012/2014 (Legislative proposal COM(2008)316, 23.5.2008)

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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

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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 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*)

* 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, 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

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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.eu)

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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>

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8. European Road Safety Days

1st EUROPEAN ROAD SAFETY DAY
YOU'RE 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)

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9. Catalogue of best / good / promising practices



SUPREME

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

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10. Some EU-wide Road Safety Campaigns



CHOOSE ESC!
www.chooseesc.eu/



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



www.tatouceinfure.be



Helmet wearing



European Night without Accident




Level Crossings (to start soon)

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

Information of consumers (stimulating demand for safer cars)



www.euroncap.com


towards a labelling scheme for tyres: rolling resistance, noise & grip (stimulating demand for more efficient tyres) – legislative proposal, 12 November 2008



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Information on all EU-funded projects

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




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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...)
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- ### 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)
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Reference documents




White Paper on Transport 2001



Road Safety Action Programme 2003



Mid term review of the White Paper on Transport 2006



Mid term review of the Road Safety Action Programme 2006

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- ### Web sites
- Commission transport website
http://ec.europa.eu/transport/index_fr.html
 - Shortcut to the Road safety section
<http://ec.europa.eu/roadsafety>
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- For all further questions you can contact EC Road Safety representative Mr. Jean-Paul Repussard directly at the following E-mail: Jean-Paul.Repussard@ec.europa.eu

**Thank you
for your attention!**

