



Directorate-General
for Energy
and Transport



EUROPEAN
COMMISSION



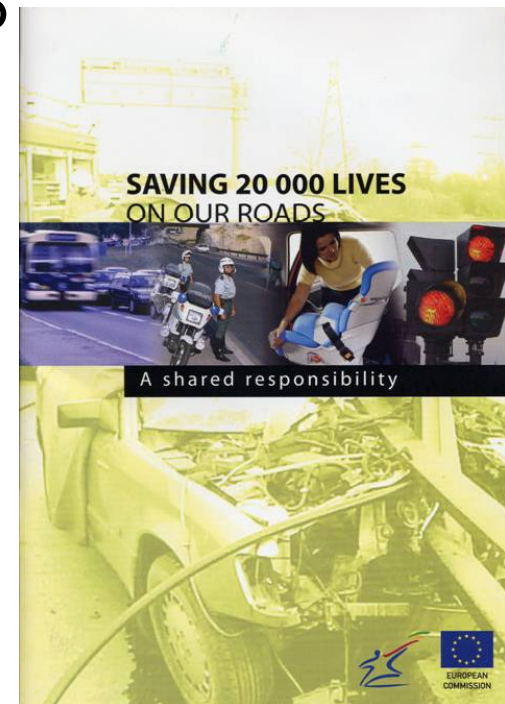
ROAD SAFETY THE EUROPEAN UNION POLICY

DGTREN
Road Safety
Annie CANEL

2 March 2009

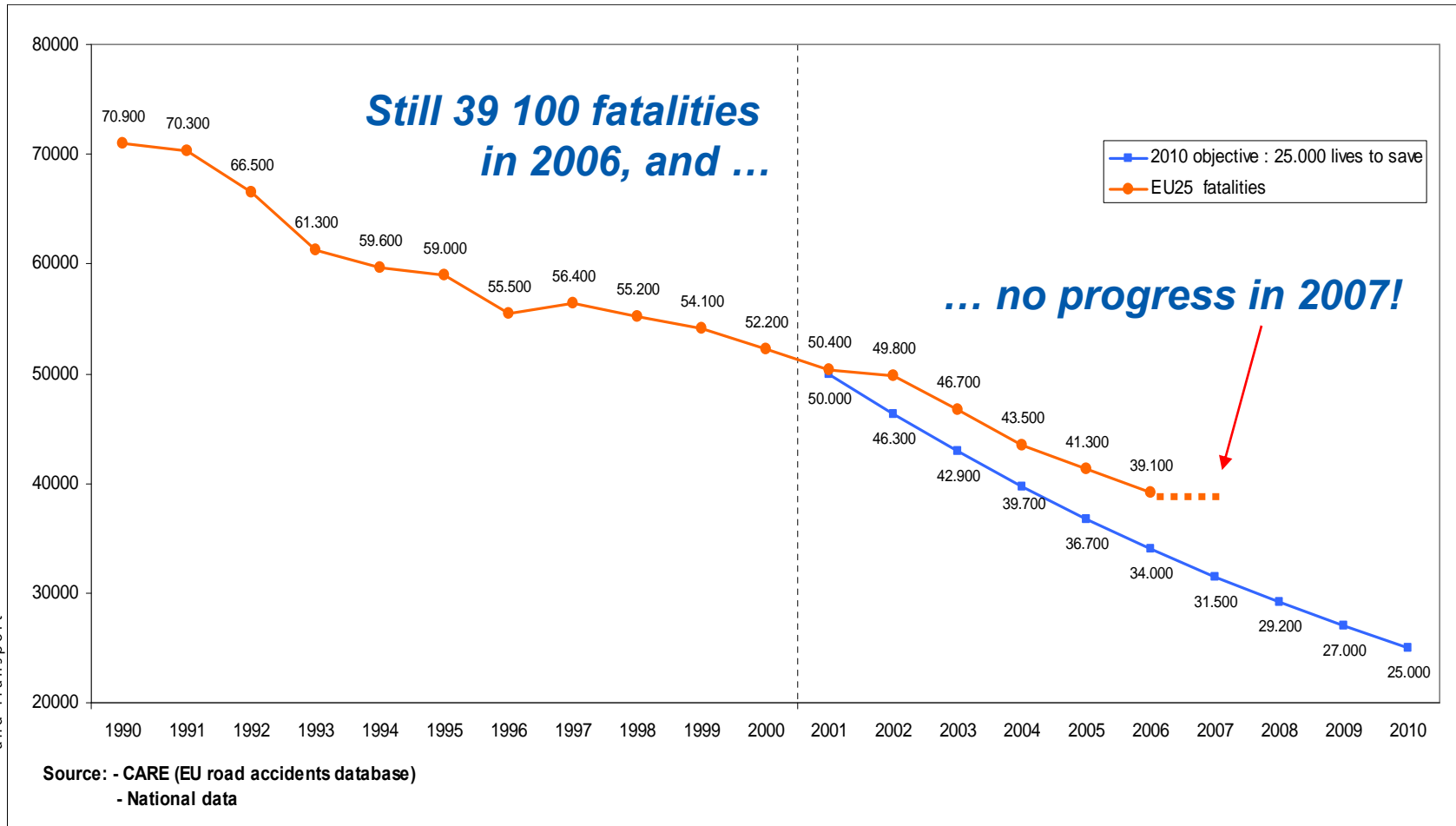
● Road Safety Policy in the EU

- **White Paper** on transport policy (2001): mid-term review adopted on 22nd of June 2006
- **Road safety action program (2003)**
 - » 50% reduction of road fatalities by 2010
 - » A shared responsibility
 - » An integrated approach





Fatalities – evolution 1990-2010



● The “-50%” objective

- A political commitment
- Individual responsibility of Member States
- Each Member State should strive to perform at least as well as the best-performing ones
- Monitoring and reporting

● 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

● An integrated approach

Domains of action

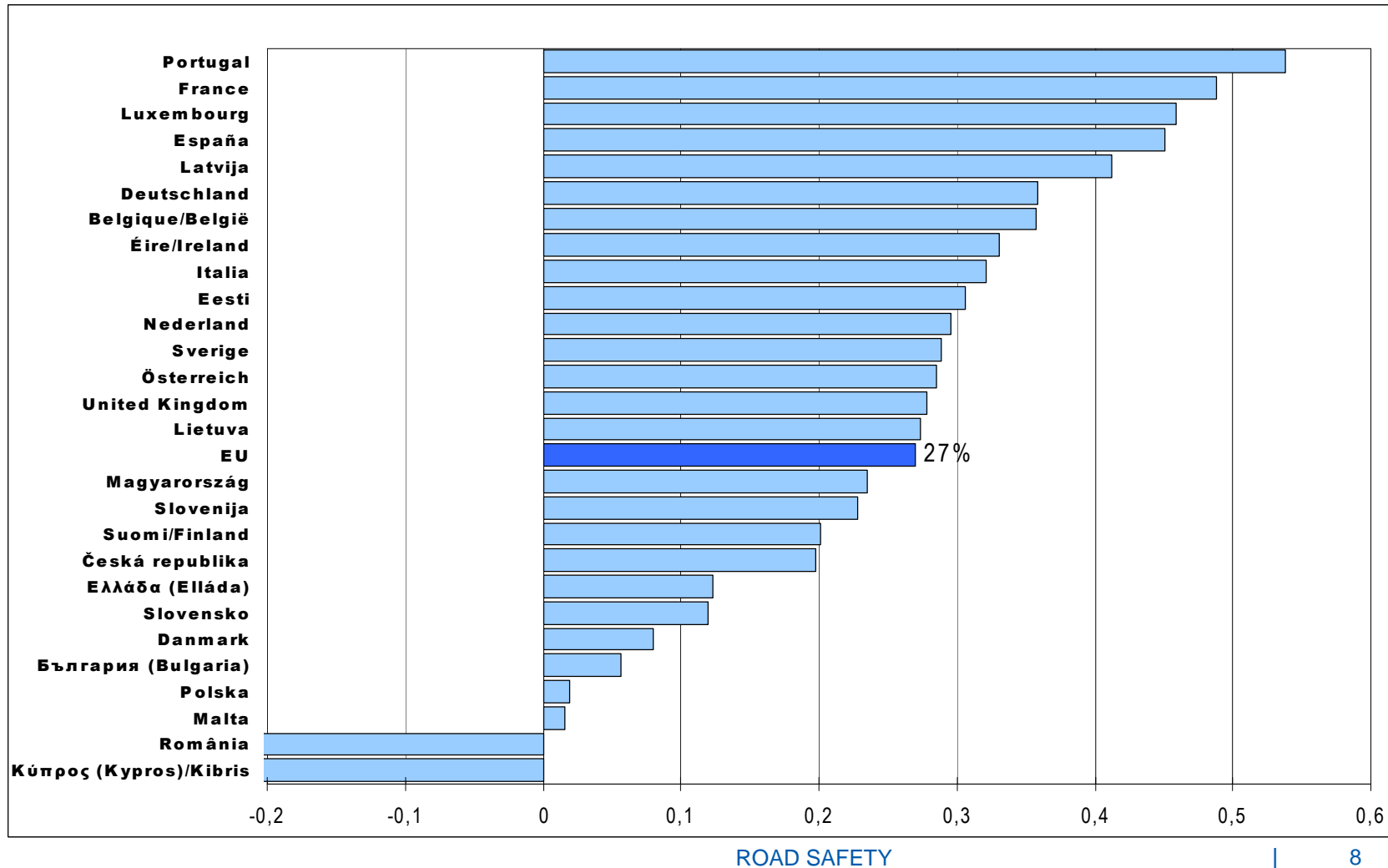
- User behaviour
 - Campaigns
 - Enforcement
 - Education
 - Driving licences
- Vehicle safety
- Road Infrastructure safety
- Observatory (incl. accident data)
- European Road Safety Charter safety

● Road Safety : EU instruments

- Legislation
- Best practice guidelines
- Research and studies
- Financial support to projects
- Road accident data and information
- The Road Safety Charter



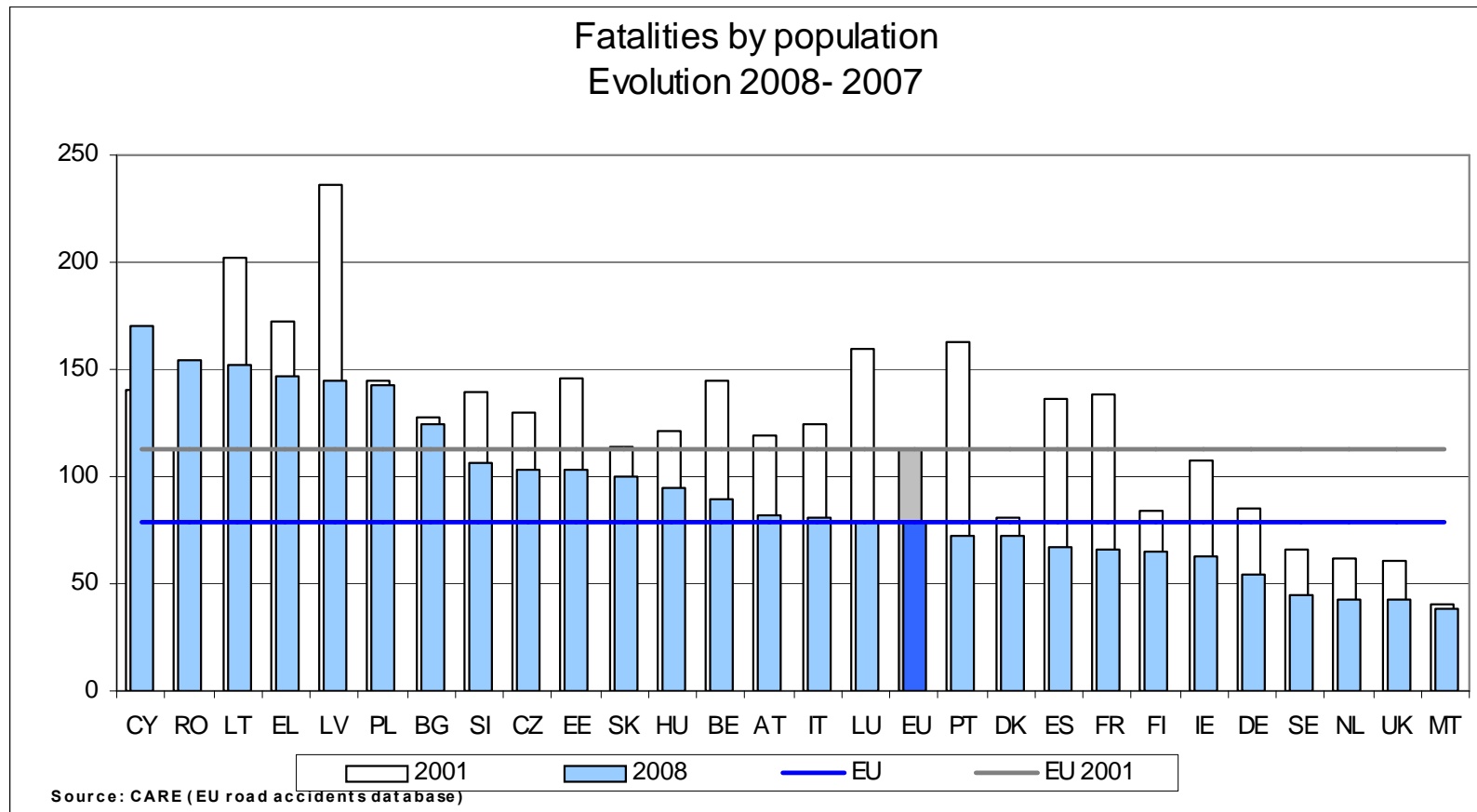
Progress by Country (2008 vs 2001): contrasted results





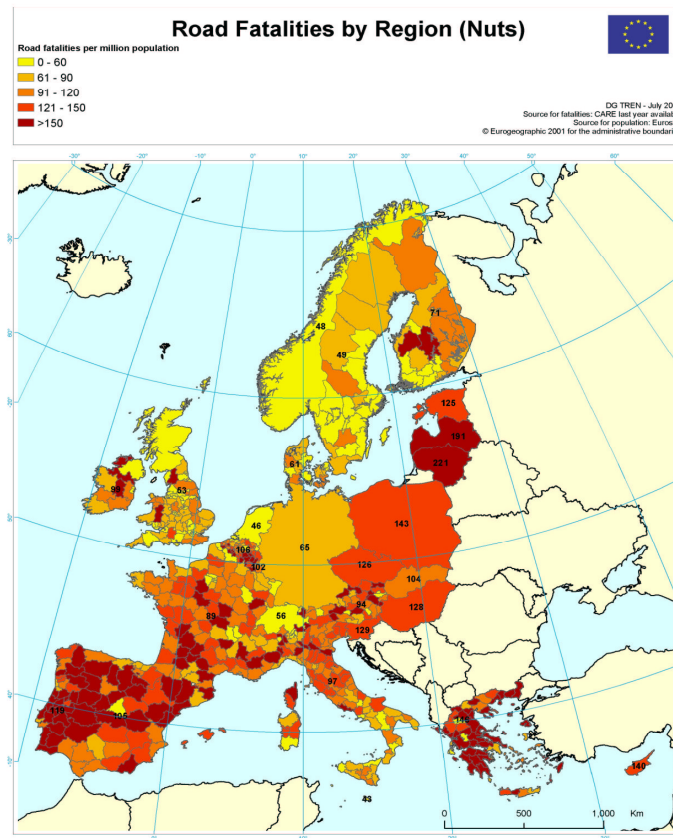
Fatalities / population: great contrasts

Evolution 2001 - 2008



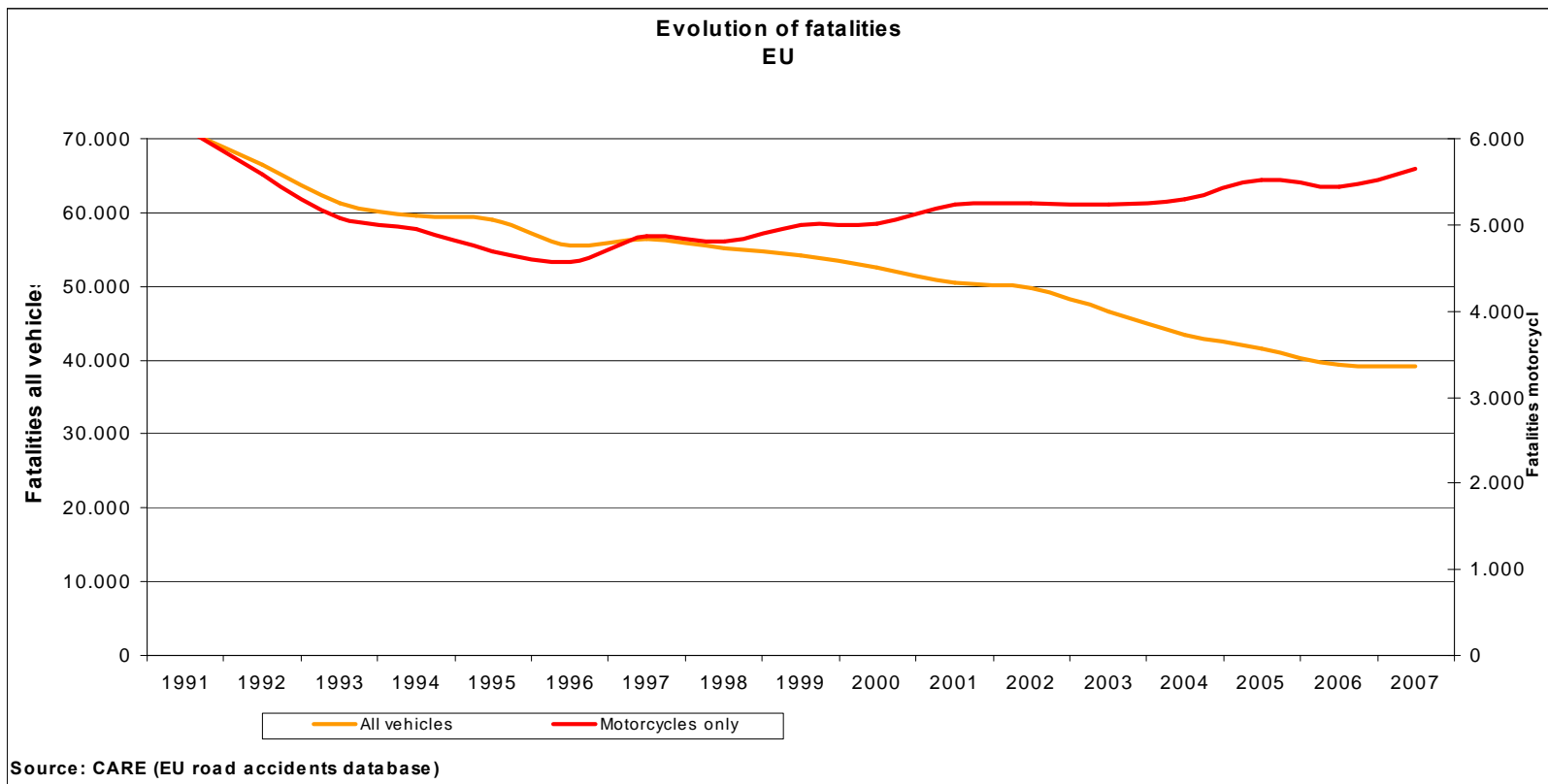
The EU Road Safety Observatory

- Problem areas: fatalities by region



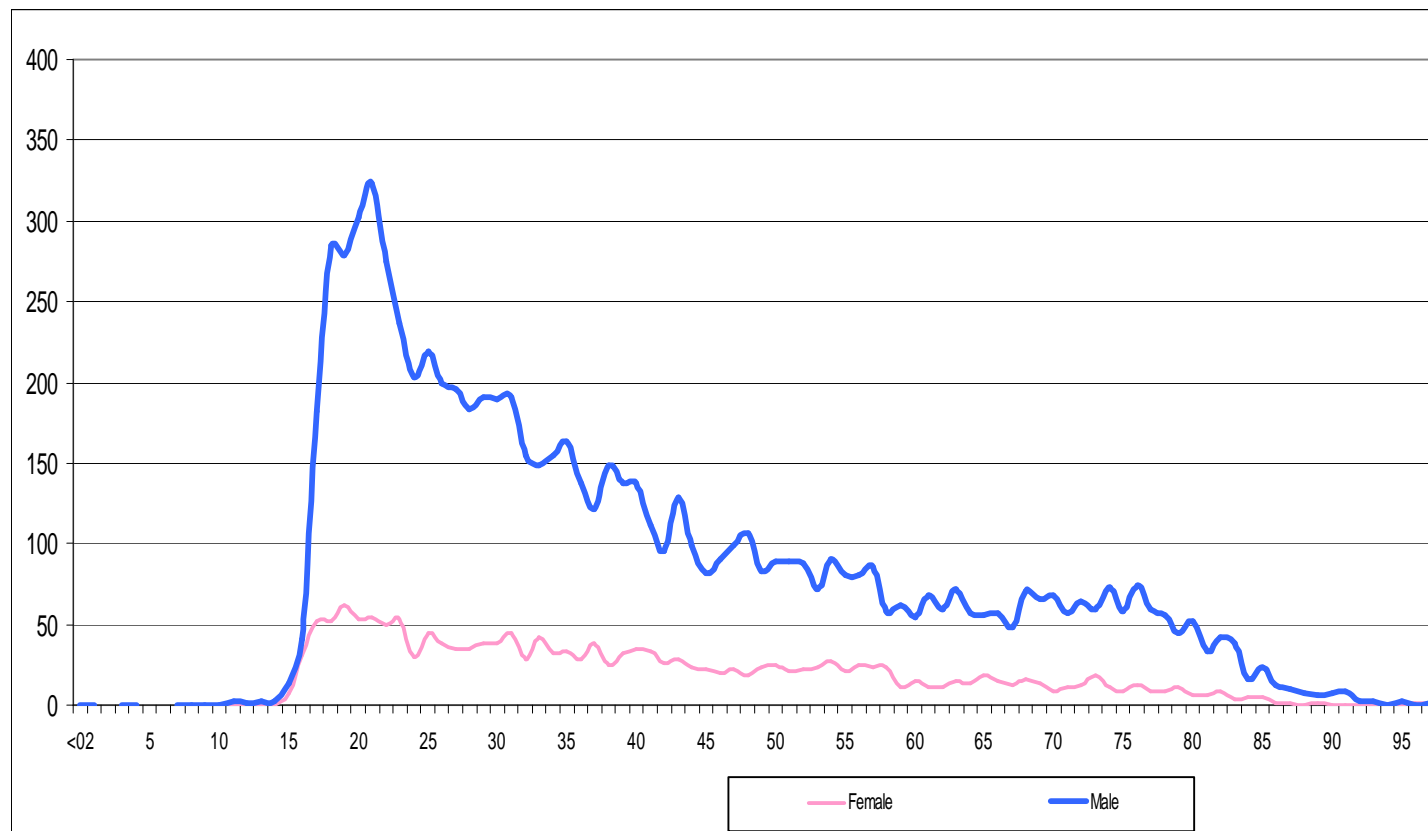
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Problem areas: motorcyclists



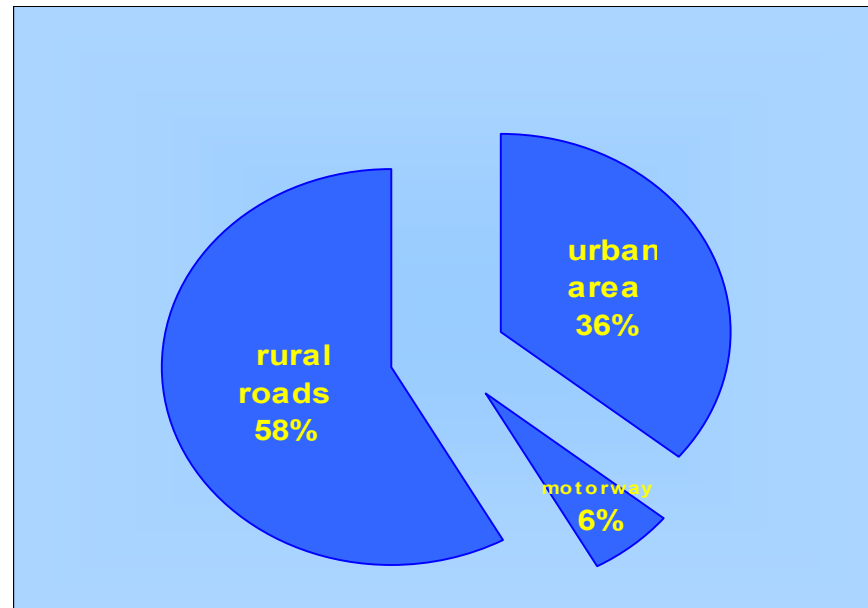
The EU Road Safety Observatory

- Problem areas: young male drivers



● The EU Road Safety Observatory

- Problem areas:
fatalities on rural
roads



● European Road Safety observatory

- Aim: collect, analyse and publish all scientific information and data on Road Safety
- Starting point: CARE data base
- Developments:
 - » The road safety Europa-web site since 2002
 - » The European Road Safety Observatory (pilot project) within SafetyNet since 2007 ERSO: www.erso.eu



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)



Enforcement of road safety rules

- ✓ Commission recommendation (2003)

Best practices for enforcement of speeding, drink driving and non-use of seat belts

- ✓ Proposal for a Directive facilitating cross border enforcement in the field of road safety

Proposal adopted by the Commission 19 March 2008

Facilitate cross border follow up for certain traffic offences committed by non-resident drivers

Speeding, drink-driving, non use of seat belts, red light running



Professional driving : legislation in force

- Initial and periodic training of truck & coach drivers (initial training of coach drivers: Sept. 2008; of truck drivers: Sept. 2009)
- Digital tachograph
- Driving time and rest periods



Vehicle Safety

- *Front protection of vulnerable users (2nd proposal now in preparation)*
- *Blind spot mirrors: for existing trucks (Dir. 2003/97) & new trucks (Dir. 2007/38)*
- *Generalisation of the use of seat belts (incl. in coaches) & of child restraint systems (Dir. 2003/20)*
- *”CARS 21” - dialog with the automotive industry
(a ‘road map’, no directives)
Day time Running Lights (DRL)*



ROAD SAFETY

Driving Licence (3rd Directive)

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



13.	9.	10.	11.	12.
14. (1)	A1	18.12.81		
	A	19.12.83		
	B	19.12.83		
	C1	19.12.83	171	
	C			
	D1			
	D			
	BE	19.12.83		
	C1E	19.12.83		
	CE	19.12.83	17.12.15	79 (C1E>12000kg, L&S)
	D1E			
	DE			
	M	18.12.81		
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From 110 models...

... to a single model

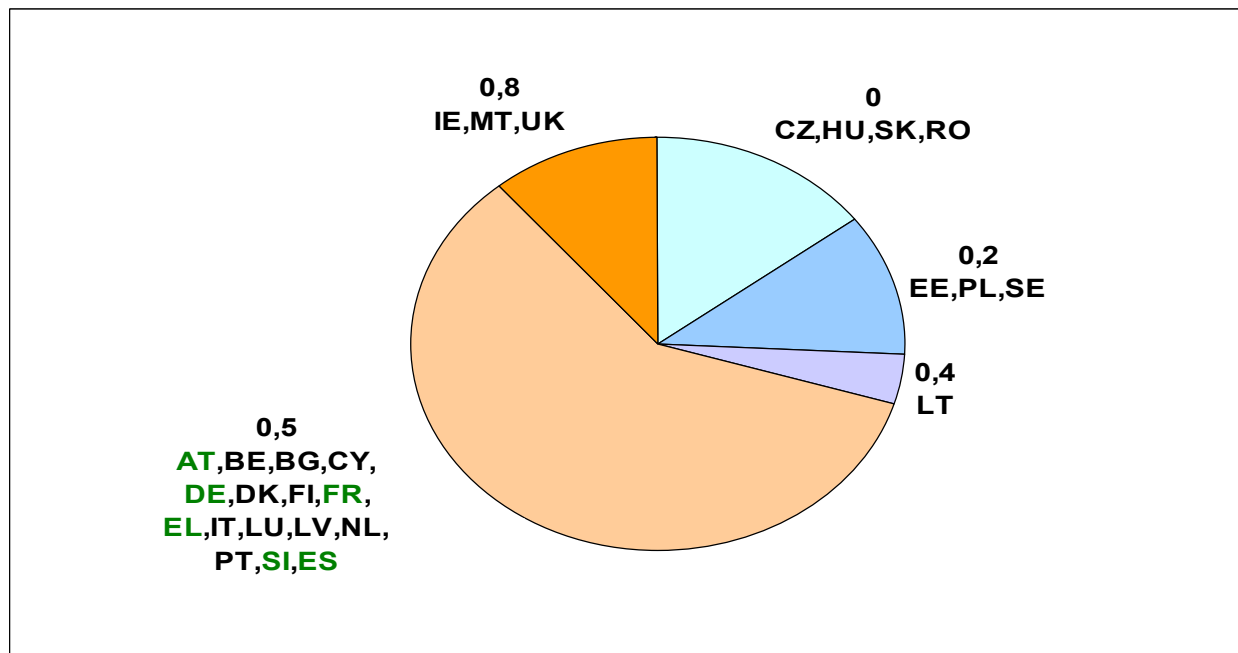


Driving Licence: what's new?

- 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

Blood alcohol limit (BAC): no European harmonisation

- *BAC limits, more harmonised within the EU to provide a clearer and more consistent message to drivers*



- » In some MS: also a lower BAC limit for some groups of drivers (novice or professional drivers): 0,0 mg/ml (SI, DE dangerous goods vehicles), 0,1 mg/ml (AT), 0,2 mg/ml (EL, FR for bus drivers) and 0,3 mg/ml (ES)



Driving under the influence (alcohol, drugs and medicine)

- *Alcohol : 1 accident in 4 can be attributed to excessive alcohol consumption*
- *Prevalence of drug and medicine consumption in accidents can reach 15%*
- *Research project “DRUID”: EC contribution = 19 M €*
 - *Fixing thresholds defined for driving a power-driven vehicle.*
 - *Evaluation of the best tracking devices.*
 - *Define strategies of driving bans and rehabilitation schemes for drivers.*
 - *Define the doctors' legal responsibility.*





The European Road Safety Charter

- ✓ The European Road Safety Charter is the largest platform of good practices in road safety:
 - ✓ A platform of information and exchange promoting actions and solutions on road safety
 - ✓ A platform providing a concrete response to the road safety problems faced every day.
- ✓ All member entities can join the community and get European recognition for their road safety actions
- ✓ By participating in the European Road Safety Charter you will help saving 25000 lives in Europe.





The European Road Safety Charter



1,100 signatories commit themselves to concrete and measurable actions

- Companies of all sizes
- Associations and federations
- Cities and regions
- Institutions
- Other groups of civil society



● The European Road Safety Charter

What is a road safety commitment?

It is an engagement to implement an action plan aimed at increasing road safety.

- ✓ **Be specific and concrete**
- ✓ Go beyond the legal requirements
- ✓ Be within the sphere of responsibility of the entity
- ✓ Contribute directly or indirectly to reducing deaths on our roads
- ✓ As a general rule it should be planned for the next 3 years.



The European Road Safety Charter

Excellence in Road Safety Award

- ✓ All the signatories are eligible to win the yearly Excellence in Road Safety Award
- ✓ Criteria of excellency are:
 - Being within the sphere of responsibility of the entity
 - Being innovative
 - Being quantifiable
 - Coherence with common target
 - Being visible

● The European Road Safety Charter

Benefits for the signatory:

- ✓ Can use the European Road Safety Charter logo
- ✓ Will receive a diploma detailing their actions
- ✓ Will be invited to participate in a unique forum of exchanging good practices



European Road Safety Days

(1st) EUROPEAN ROAD SAFETY DAY

YOUTH ON THE ROAD ROAD SAFETY IS NO ACCIDENT



Brussels

Friday 27 April 2007



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

Focus on Young drivers

2nd European Road Safety Day:

Paris, 13 Oct. 2008

• Focus on safety in urban transport

Conclusion

- *Globally, the EU should strengthen its efforts to reach the “50%” target by 2010*
- *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” (European Road Safety Charter: 1000 signatories)*
- *Development of the European Road Safety Observatory*
- *4th European Road Safety Action Programme (2011-2020) to be prepared in 2009*