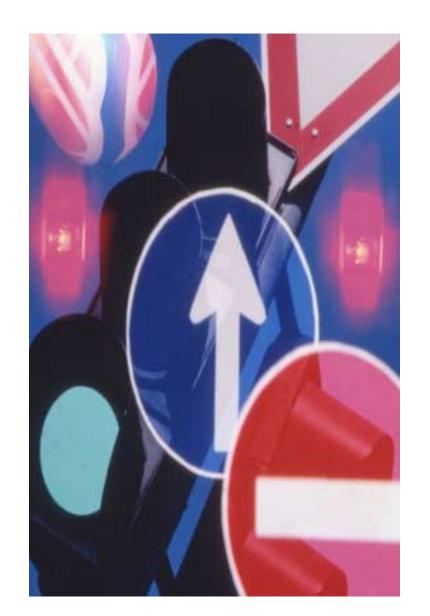
Blueprint for the EU's Road Safety Action Programme 2010-2020

Road Safety as a right and responsibility for all!



Which way to 2020?

ETSC's Contribution to the 4th Road Safety Action Programme





Structure

- Vision
- Targets
- EU Role in future road safety policy
- Priority Measures
- Priority Groups



What vision for the EU?

"Every citizen has a fundamental right to, and responsibility for, road traffic safety. This right and responsibility serves to protect citizens from the loss of life and health caused by road traffic."

Tylősand Declaration, Sweden 2007 5th World Conference on Injury Prevention, Delhi 2000



New Target for Reducing Deaths

40% reduction of road deaths between 2010-2020

Only possible with EXTRA efforts and implementation of new measures.



Target for reducing Injuries

Dual approach

- Member States to reduce serious injuries and to aim for a 20% reduction (using their own definition).
- EU to strongly encourage Member
 States to adopt a EU common
 definition of slight and serious injuries.



Target for reducing deaths of Children

- The EU to adopt a target of 60% reduction between 2010 and 2020.
- Because of the ageing of the EU population, the general target of 40% for adults would not be challenging enough for children.







What is the EU's role in future road safety policy?

- Road Safety
 Ambassador
- Road Safety Task Force
- Temporary
 Committee in the
 European Parliament
- Mobilising the EU budget

- Integration of road safety in other areas:health, budget, research...
- EU as driver for action at a national level
- European Road
 Safety Agency



Which priorities aread

Priority areas

- Speed
- Alcohol and Drugs
- Seat Belt and Child Restraints
- Road design and management
- Vehicle Safety

Priority road users



- PTW
- Pedestrians and cyclists
- Novice drivers
- Ageing drivers

Speed: Behaviour

Short Term (by 2012):

 Adopt a Directive on Cross Border Enforcement and, through it, encourage Member States to introduce minimum requirements to achieve high standards in speed enforcement.



Speed and occupational health & safety.

Long Term (by 2020):

 Propose a maximum speed limit for its TEN Thigh speed networks.





Instrastructure to reduce speed

Short Term (2012)

- Support the implementation of the new Directive on infrastructure safety.
- Draft guidelines for promoting best practice in traffic calming measures.



Medium Term (2015)

 Expand the EU's programme for co-operation between cities on urban transport projects called CIVITAS to innovative infrastructure safety.



Vehicle Technology to reduce Speed:ISA

Short Term (2012):

 Development of harmonised standards for Intelligent Speed Assistance (ISA) systems.

Medium Term (2015):

Encourage further roll out of ISA amongst particular user groups.

Long Term (2020):

 Adopt European legislation for mandatory fitting of EU cars with ISA systems in the type approval procedure for cars.



Speed and Climate Change

 Road transport generates about one fifth of the EU's CO2 emissions, with passenger cars responsible for around 12%.

The EU should in the Short Term (2012):

 Recognise the casualty reducing benefits of managing driving speeds and that they are also part of a very effective carbon abatement policy.



Drink Driving: Behaviour

Short term (2012):

- •0.2 BAC limit for commercial and novice drivers.
- Enforcement and strict follow up of drink driving offences.

· Launch an initiative for drink driving and work.



Drink Driving: Technology

Short term (2012)

- Introduce uniform standards for alcolocks in the EU.
- Stimulate further research into the use of alcohol interlocks in rehabilitation programmes
 - best practice guidelines.

Medium term (2015)

 Introduce EU legislation making alcolocks mandatory for commercial transport drivers and recidivist drink drivers.

Long term (2020)

 Introduce EU legislation making non intrusive alcolocks mandatory for all drivers.



Seat Belts and Child Restraints

Short term (2012)

- Promote enforcement of seat belts and child safety restraints.
- Seat belt reminders for front and rear seat passengers.
- Rapidly phase out forward facing child seats and promote the supply of existing rearward facing child seats.



Which are the Target Groups

Priority areas

- Speed
- Alcohol and Drugs
- Seat Belt and Child restraints
- Road design and management
- Vehicle Safety

Priority road users

- PTW
- Pedestrians and cyclists
- Novice drivers
- Ageing drivers



User Groups: Motorcyclists

Short term (2012)

European Transport Safety Council

- Enforcement of helmet use and speed
- Work to improve data collection on exposure for PTWs.
- Set up a Euro Helmet Scheme for Safety based on the model of Euro NCAP and communicated broadly to consumers.
- Include PTW issues in the European research agenda
- Develop minimum standards for protective clothing

Cyclists and Pedestrians

The EU should:

- Include cyclists and pedestrians as part of the EU's upcoming policy on mobility.
- Tackle levels of underreporting amongst pedestrian and cyclist accidents.



Novice Drivers

The EU should encourage Member States in the short term (2012) to:

- Introduce Graduated Driver Licensing systems to address the high risks faced by new drivers.
- Include peer passengers during the training period.
- Introduce special demerit point systems
 which make novice drivers subject to punitive
 (e.g. loss of licence) or rehabilitative (e.g.
 mandatory traffic risk awareness training)
 measures if they lose a certain number of points.



Ageing and Driving

The EU should in the short-term (2012):

 Support and fund projects enabling life-long mobility.

- Involve elderly people in developing policy.
- Stimulate the design of the road environment to fit the abilities of the elderly.
- Encourage Member States to stress the role of doctors in influencing how long and under what circumstances an older person continues driving.



Business and Markets

The EU should encourage companies

- To adopt the forthcoming
 ISO international standard for road traffic safety
 management systems
- And evaluate the extent of the road safety impact on the company.





Beyond 2010 means....

Making the 4th RSAP a priority of the EU

Part A:

- Vision: "Road Safety as a Right and Responsibility"
- New Targets: deaths (adults and children), injuries
- Institutional Change

Part B: Priority measures to tackle

- Speeding, drink driving, restraints, poor infrastructure and badly designed vehicles
- Target groups: motorcyclists, cyclists and pedestrians, children, business and markets



Find out more...

- Safety Monitor
- Drink Driving Monitor
- Speed Monitor
- Reviews & Policy Papers
- Fact Sheets

www.etsc.eu



