EUROPEAN PARLIAMENT

COMMITTEE ON TRANSPORT AND TOURISM

MINI-HEARING ON ROAD SAFETY – 14 SEPTEMBER 2006

Three years to go for the 2010/50% target: No time to invent, but still time to act

Contribution of invited expert: Dr. Jesús Monclús

1. INTRODUCTION

Distinguished members of the Transport Committee, ladies and gentlemen.

It is a great honour, and a tremendous pleasure, to be here and address you regarding road safety in the European Union and the 2010/50% reduction target. But before I start, I would like to clarify that I will be talking today as an independent expert not representing any particular institution, neither private not public. You may also be interested to know that I am personally a believer on the added value of European concerted action, as it could not be otherwise coming from a country such as Spain that has tremendously benefited from its membership to the European Union, starting with regional cohesion funds used to finance transport infrastructures and ending with best-practice transfer in the field of road safety. In my own opinion, countries are, or should be, in the EU not only to benefit from the social and economical convergence process or to defend their legitimate national interests, but also to make an additional effort in committing themselves in certain instances and for the general European benefit.

For this occasion, I will not attempt to overwhelm you with unnecessary evidence or figures but, on the contrary, I will try to call your attention on a series of road safety actions and measures whose validity and effectiveness you will probably already be aware of but that I consider worth bringing them up front one more time.

2. THE DIAGNOSIS: WHERE WE ARE NOW

Let me move now to a short recall of the diagnosis of the present situation. Based on figures provided by the European Commission in its Communication "European Road Safety Action Programme Mid-Term Review", and after having reached a small reduction of 17.5% over the first four years, the 50%

reduction target will probably not be achieved unless "more is done" and immediately[1]. At the present rate, road deaths in the EU in 2010 are likely to stand at 32,000, far from the 25,000 target.

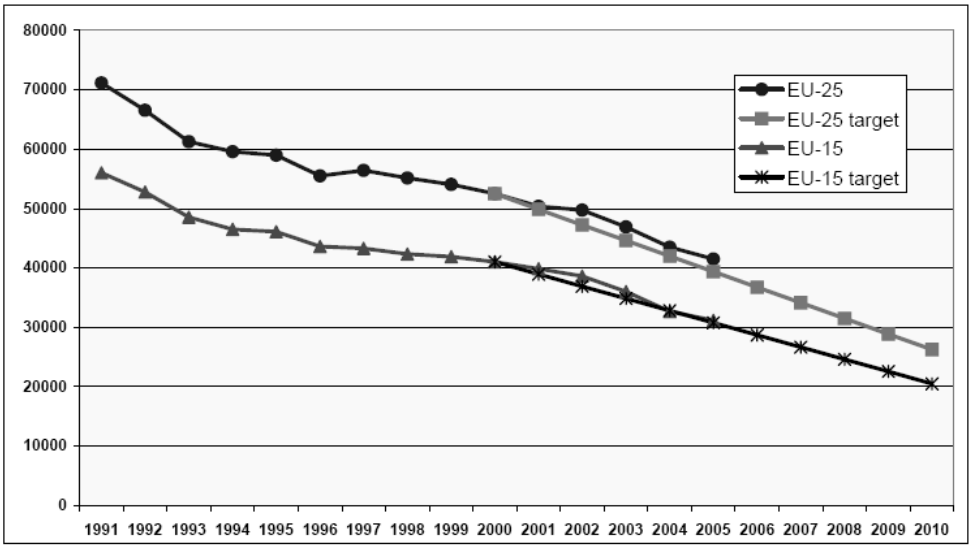


Figure 1. Past and foreseen evolution of the number of fatalities in the EU[2]

The above mentioned European Commission document highlights some aspects that should be carefully taken into consideration when proposing future action:

a) Unsafe speed, alcohol consumption and non-use of seat belts continue to be the biggest killers.
b) The number and overall proportion of motorcyclists killed has risen relentlessly.
c) The "Saturday Night Fever" continues to be a mayor issue among the young people population.
d) The road safety performance of the new Member States, as a whole, is not as good as the average situation in the old EU. In general, progress has developed at a different pace in different countries.
e) Quantitative evaluation of the measures under the Road Safety Action Programme (RSAP) is difficult because they are indirect or have been delayed (as it is the case of legislation), or both.

The technical report on which the Road Safety Action Programme Mid-term Review is partially based recognizes the following areas as those with the greatest live-saving potential[3]: speeding (should this problem be solved, then 7,000 lives would be prevented), seat belt use (5,500 lives prevented), alcohol intake (4,700), safer design of roads (12,600 lives), mandatory use of daytime running lights on cars (3,500) and improved passive safety of vehicles for occupants and pedestrians (4,100). It is worth pointing out that these are maximum figures per annum and that they will be reached over different time periods: in fact, some of these measures may take up to 20 years to be fully deployed and their contribution to the 2010 target may be marginal.

[1] European Road Safety Action Programme Mid-Term Review. Commission of the European Communities. Communication from the Commission. Brussels 22/02/2006. COM(2006) 74 final.

[2] Keep Europe Moving - Sustainable mobility for our continent. Mid-term review of the European Commission's 2001 White Paper on Transport. Slide presentation available on 10 August 2006 at http://ec.europa.eu/transport/transport_policy_review/doc/2006_transport_policy_review_slides_presentation_en.pdf

[3] Impact Assessment Road Safety Action Programme. Assessment for mid term review. Final Report for the European Commission - DG Energy and Transport. ECORYS Transport (The Netherlands) and SWOV (The Netherlands). Rotterdam, 15 April 2005.

Table 6.1 Direct safety impacts of actions (estimations, traffic deaths EU 25)

Safety measures	Estimated size problem area	Maximum reduction (see annex III)
1. Large-scale and consistent police enforcement		
- speeding	12,400	7,000
- seat belt use	7,300	5,500
- crash helmets (motorbikes)	2,000	1,200
- use of alcohol	6,300	4,700
2. Improving basic driver training	4,100	800
3A. Crash safety - car occupants	29,000	3,000
3B. Crash safety – safer car fronts	4,800	1,100
4. Safer design of roads within built-up areas	19,000	6,800 (full effect after 2010)
5. Safer design of roads outside built-up areas	24,900	5,800 (full effect after 2010)
6. Compelled use of daytime running lights on cars	17,500	3,500
7. Trucks and delivery vans (until 3,500 kg)	8,100	1,500
8. Motorbikes	6,300	600

Source: Literature analysis; see Annex V and/or problem analysis chapter 2.

Table 1. Safety impacts of acting in certain areas, according to the ECORYS-SWOV 2005 report to the EC

As you will soon notice, I will not only present actions which are purely legislation oriented, but also actions that are in one way or another linked to the legislative work. On the other side, my focus will concentrate on those areas with larger potential of preventing casualties; although it is recognized than action in more specific areas will also have to be considered in due course.

I would like to continue this preliminary review section by mentioning the European Parliament Report you approved last year[4], which already contains an impressive list of actions and measures that, if implemented, would definitely have a tremendous impact in European road safety. And finally, this diagnosis section will not be complete unless we acknowledge the list of EU best-performing countries during the period 2001-2005: France, Belgium, Portugal, Sweden and the Netherlands. As you now, the best performer among those EU countries with a large population, France, has been able to reduce the number of fatalities by 30% over two years, mainly through a massive speed reduction campaign launched in 2002. **Three out of four lives saved in France are credited to reduced speeds.** I would also like to mention here that my country, Spain, has reduced almost a 20% the number of fatalities, from 5,399 in 2003 to 4,399 in 2005, in only 2 years. An additional 5 to 10% reduction is expected for this year 2006 in Spain as a result, at least in part, of the recently introduced **penalty point system**. In both examples, the main action that can be credited for such a remarkable reduction is a carefully orchestrated combination of public awareness campaigns, increased highly visible enforcement and installation of speed cameras. One key characteristic of this bundle of measures is that is can be implemented in a very short period of time.

I will next divide my speech today into two separate sections, each of which will be looking at a different time frame. The first part will focus on trying to answer the questions of what can be done during the next four years in order to achieve the 50% reduction target in 2010. The second part will have a longer-term vision, and will extend beyond 2010, but also in this case preparation or even start-up of action should be initiated now in order not to unnecessary delay casualty reductions. There is almost no need to remind that "**every day, every delay, costs a hundred lives in Europe**".

[4] Report on the European Road Safety Action Programme: Halving the number of road accident victims in the European Union by 2010, A shared responsibility. European Parliament. Committee on Transport and Tourism. Final A6-0225/2005. 1.6.2005.

3. MEASURES THAT CAN CONTRIBUTE TO THE 2010/50% TARGET

Ladies and gentlemen, with only three years to go, there is not time to loose. Given the fact that the implementation and mass-penetration of new EU-wide or coordinated measures have a lead time of several years, and that the 2010 year is, one could say, just round the corner, this section will concentrate on, firstly, immediate actions and, secondly, on finalizing the implementation of actions which are "already in the pipeline".

As far as immediate actions, and based on the magnitude of each problem area and recent national experiences, the top priority should be what we could call "abatement of excessive behavioural risk": excessive speed, alcohol consumption and lack of use of restraints and motorcycle helmets. As it has been shown in France, Portugal and Spain, reductions of around 25-30% in the number of fatalities can be achieved in two to three years with a combination of the following measures:

- Increased highly-visible enforcement. Visibility should be achieved both through roadside checks and mass-media coverage.
- Increased risk awareness. This can be accomplished by a series of means such as high-profile politician statements, mass-media campaign… not to forget the key contribution of victims associations when it comes to convey and justify the messages.
- Automated speed and red-light running control and automated fine processing systems.
- Penalty point systems.

Of course, some of these actions (like speed cameras) may have already been initiated in top-performing countries, but they can still represent a brand new opportunity for other countries, and particularly for poorly performing countries. National action at this level is probably the key element, but EU action should also be considered an essential contribution: in particular EU-wide campaigns and a directive on enforcement and cross-enforcement. The enforcement directive could also include the promotion of in-vehicle enforcement technologies for repeated offenders: new in-vehicle speed and alcohol enforcement technologies can be highly effective and can be retrofitted into already registered vehicles at a cost comparable to that of a traffic fine. The need to tackle "foreign" infringements is also obvious unless we want an EU of compliant drivers at home and disobeying drivers abroad: according to the Road Safety Action Programme Mid-Term Review, in some countries certain offences committed by non-residents may account for as much as 35% of the total number of infringements. We have not to forget to enable an accessible and affordable appeal mechanism when envisaging cross-border enforcement solutions. However, within the framework of enforcement and the imminent driving license directive there is an additional opportunity in terms of ensuring appropriate "follow-up" of offences: penalty point systems concentrating on the three priority areas (speeding, drink driving and seat belt use) and also a harmonisation in the medium to long term of penalty point systems in order to facilitate cross-border enforcement.

I do not want to forget in this part of my speech to call your attention on the existing gaps in the seat belt legislation in some countries. In Spain and inside urban areas, for instance, it can happen that a driver is trained by a driving school teacher which does not use the safety belt, then this same person can be driven in a taxi whose driver does not use the safety belt and with children who are not required to use child safety seats, afterwards he/she can be fined by a police officer who does not wear the safety belt and, if injured, finally transported to the hospital in an ambulance with a driver who is not wearing a safety belt. These exemptions are allowed by the most vital EU road traffic safety directive, the seat-belt directive. **And still we try to convince the plain driver that "seat belts are an important measure".**

With regard to the vehicle, I will try to be concise: the European citizen does not understand the message that some technologies can save his/her live and, at the same time, they are not standard equipment in all vehicles. Credibility in this matter is clearly undermined and the conclusion of the citizen is simple: "**if it were really as good as they say it wouldn't come as an option, but as a**

standard feature". As a recent review of the safety potential in Spain of vehicle technologies has shown, there are many highly effective vehicle technologies with a extremely low penetration rate in many European countries[5]. This is the case of electronic stability control, seat-belt reminders, in-vehicle automatic emergency call (eCall), or daytime running lights. Taking the last technology as an example, daytime running lights, arguments against this measure are weaker every day: according to a recent Spanish analysis, two-wheelers would also benefit from more conspicuous four wheel vehicles, since a non-negligible proportion of crashes happen because the driver of the two-wheeler vehicle "failed to see the other vehicle"[6]. As far as the increase in fuel consumption, and despite recognizing the importance of this matter, the real question is whether it is more efficient to attempt to control climate-changing transport emissions by opposing to a 2-3% increase in fuel consumption when using DRLs and simultaneously saving thousand of lives in Europe or by choosing already available higher-efficient and low-polluting engines that can reduce the overall consumption by more than a 25%. DRLs have the potential to save around 3,500 lives a year in the EU-25[7], and have a cost-benefit ratio of between 1:4.4 and 1:6.4[8]. Also, and since we actually want to be effective by all means, we should not delay passing legislation dealing with the retrofitting of existing lorries with improved mirrors, measure that, according to the European Commission could save up to 1,300 lives a year[9]: some countries such as Belgium, Denmark, Germany and the Netherlands have already shown success and leadership in this respect, therefore paving the way forward to other countries.

As we all know, infrastructure plays a fundamental role in limiting the demands posed to drivers and in preventing and reducing the consequences of traffic accidents. This is the reason why the long-awaited infrastructure directive is called to significantly contribute to the improvement of the road safety system. Examples of road hazards can be found everywhere and mainly outside higher quality roads: this means that the effects of road safety management systems will be greater when applied to second-class roads. For the same reason, limiting the application of such a directive to TEN roads will only have a limited impact on the overall reduction of the number of fatalities in Europe. In my personal opinion, it will also be fundamental that EU institutions propose a methodology to enable comparison of the standards and the state of roads across all EU countries and to publicize the results of such comparisons: in this regard, the EuroRAP project is making notable advancements. The recent consultation by the European Commission[10] will surely represent an important step forward in this direction, since it would allow the whole EU to benefit from a proposal for a directive on infrastructure safety management.

[5] Evidencias científicas de la efectividad de diversas tecnologías de seguridad vehicular. FITSA Foundation. Madrid, 2005.

[6] Efecto sobre la seguridad de los vehículos de dos ruedas del uso de las luces de conducción diurna por parte de turismos y furgonetas. Preliminary report prepared by REGES and FITSA Foundation. Madrid, 2005.

[7] Impact Assessment Road Safety Action Programme. Assessment for mid term review. Final Report for the European Commission - DG Energy and Transport. ECORYS Transport (The Netherlands) and SWOV (The Netherlands). Rotterdam, 15 April 2005.

[8] Cost-effective EU Transport Safety Measures. ETSC. Brussels, 2003.

[9] Fitting Blind-Spot Mirrors on Existing Trucks. A Consultation Paper Presented by the inland transport services of the Directorate General for Energy and Transport, European Commission. Brussels, 12 April 2006.

[10] Road infrastructure safety management on the Trans-European Networks – A consultation paper presented by the inland transport services of the Directorate General for Energy and Transport. European Commission. Brussels, 12 April 2006.



Figure 2. Examples of serious road infrastructure deficiencies. To the left: a concrete cornice obscuring the view of an informative traffic sign in one of the most travelled motorways in Spain. To the right: total absence of road markings after repaving the motorway connecting Madrid and Barcelona in Spain.

Another area where action is (always) urgent is that of taking care of victim's needs. Here I propose concentrating attention on the following areas:

a) Promoting a comprehensive analysis of the quality of road traffic accident first-aid in the European Union (response time, transport time…).
b) Improving the quality of emergency response in case of an accident, something that can be accomplished by, among other means, accelerating the introduction of eCall in Europe and setting maximum average response times. eCall alone could save around 2,500 lives per annum[11].
c) Creating a support network for traffic accident victims, including sustained psychological and legal support and support upon arrival to the hospital.
d) Improving the legal processes so as to reduce the time and the variability of some sentences.
e) Promoting at national level the establishment of road victim's funds to finance initiatives and needs from the victims. Such a fund could be partially nourished by money raised through fines or court sentences.

In addition to the already discussed specific areas, some other more general instruments can be proposed now and without delay in order to facilitate further action and improvements in road safety:

- Development of a continuously updated set of economical valuations of the cost of prevention or the statistical value of injuries (fatal, serious and minor) both at European level and at national level.
- Development of a social cost-benefit model for the estimation of the effectiveness of road safety measures. It is clear that the society as a whole benefits from the safety measures, but since those who have to pay are commonly different from those who benefit from the savings this issue continues to represent a very relevant weakness in the promotion of many safety systems. For example: the cost of injuries is not directly borne by the road administration and, nevertheless the road administration has to pay for road improvements; the reverse can be said by the insurance companies, who compensate for the damages but are not normally able to finance the prevention measures. The social cost-benefit model should include fiscal incentives, insurance premium discounts for safe technologies, etcetera.
- To increase the human resources at the DG TREN Road Safety Unit, as the officers in that unit continuously face increasingly challenges, and to increase horizontal coordination between different Directorates General at the European Commission (DG TREN, DG INSO, DG Enterprise, DG Research, DG Health and Consumer Protection…).

[11] Draft Report on Road safety: bringing eCall to citizens. European Parliament, Committee on Transport and Tourism. Provisional 2005/2211(INI). 4.1.2006.

- Support to pan-European public awareness programmes such as EuroNCAP, EuroRAP, EuroTAP, child restraint testing, the eSAFETY Communications Platform… And, in addition to these comparative analysis of individual elements of the road transport system, support should include other higher-level initiatives (such as ETSC's PIN project) to assess, highlight and communicate the successes and failures of national and European road safety policies, a measure that is suggested in your report from last year on the European Road Safety Action Programme[12]. In this line, information made available to the European citizen should be fully transparent and should explain the status of the various road safety initiatives at European level, presenting in a easily understandable fashion the reasons of potential delays: whether budgetary restrictions, whether opposition from specific Member States, technical doubts on the effects of the measures, reservations or concerns from affected groups…
- Support holistic mid-term research projects to significantly improve the current situation on:
    - Distractions and fatigue, both in commercial and private drivers. These two circumstances consistently appear as mayor contributors to road accidents and the efforts and research are not normally commensurate with their prevalence in accidents.
    - Urban areas. Most of the crashes occur today in urban areas, where the vast majority of trips start and end, many road users (particularly vulnerable road users) make most of their trips inside cities and, for these reasons, urban traffic safety should deserve a greater amount of attention.
    - And two-wheel vehicles, an area of increasing concern all around Europe and an area that should embrace human factors, vehicle technology (ABS, airbags, eCall, compatibility…) and the design of a safe infrastructure also for motorcyclists.

[12] Report on the European Road Safety Action Programme: Halving the number of road accident victims in the European Union by 2010, A shared responsibility. European Parliament. Committee on Transport and Tourism. Final A6-0225/2005. 1.6.2005.

4. LONGER-TERM MEASURES BEYOND 2010

As indicated before, there is not much time until 2010 in order to finalize new measures but, on the other side, it is time now to start designing and preparing many of them. Among those measures and actions that should be initiated as soon as possible, but whose results will probable emerge after 2010, I would like to concentrate on the following ones:

- The design of the EU 4th Road Safety Action Programme. To be started after 2010, the programme needs a realistic preparation time that might spam along several years (the third road safety action programme is the best example of how long it may take to prepare a programme); therefore the time to begin working on the 4th Road Safety Action Programme is now. This plan should include intermediate and partial numerical objectives, indicators, casualty reduction and budget estimations, clear definition of responsibilities… all in line with recently proposed policy frameworks such as the one presented at the beginning of this year by the ETSC[13].
- Utilizing the VII Framework Programme to end answering some of the still open questions regarding safety interventions and to develop innovative solutions to road safety problems. In particular, to continue the support to the development of eSAFETY technologies and to consolidate the on-going integrated project SafetyNet beyond 2008 as the fundamental instrument for the European Commission and the European Parliament to design future road safety policies. Possibly in the framework of the future European Road Safety Observatory, developing an EU road safety and accident information exchange mechanism capable of quickly raising enough information to assess as quickly as possible the effectiveness of road safety measures: for a single country, assessing the effects of a specific road safety measure normally takes several years, but combining information coming rom different countries may considerably reduce this time, enabling the issuing of recommendations and even legislation at EU-level.
- The promotion of innovative funding schemes for road safety both at national and European level: for instance, part of the money raised by cross-border fines could cover the costs associated to cross-border enforcement, or quantified monetary savings could be used to promote new safety technologies such as eCall or future cooperative safety systems.
- Actions aimed at increasing the involvement of the insurance sector in the prevention of road crashes: promoting clearer incentives to safe driving, pay-as-you drive schemes, promotion of safe vehicles for young and older drivers, premium discounts for proven safe technologies, etcetera.
- The exploration of new opportunities stemming from corporate road safety policies and work-related legislation (including the promotion of the demand for safe transport as well as road safety management audits in transport companies). This will be a larger area of action in the near future since, on one hand, about one-third of all work-related fatalities are a consequence of transport, mostly road transport[14] and, on the other hand, the ownership of the vehicles is transferring at a fast pace from private citizens to leasing, renting and private companies and this shift is creating a new layer of opportunity to deploy preventive measures.
- A deeper analysis of the impacts on the number of casualties of different models of urban and land planning. Promotion of "mobility impact studies" when designing large scale industrial, commercial or housing developments when they can increase the demand for trips.
- A careful examination of legislative initiatives in other parts of the world, such as legislation and promotion of event data recorders for research purposes in the United States of America, or legislation on rollover injury prevention in the USA.
- An analysis of organizational higher-level safety requirements: are road transport conditions

[13] A methodological approach to national road safety policies. European Transport Safety Council – ETSC. Brussels, 2006.

[14] Accidents at work in the EU in 1996. Statistics in focus. Population and Social Conditions, Work. EUROSTAT. ISSN 1024-4352. Luxembourg, 2000.

such as internal policies, transport schedules, internal supervision, external enforcement, and cultural aspects safety oriented, or only productivity or competitiveness oriented.

- The design and adoption of a long-term clear vision of the safe road transport system of the future in the EU. Call it "Vision 0" or "Sustainable Safety", such a vision should be part of a sustainable transport model for Europe and should be coordinated with other areas of European policy such and environment, work, or health. The vision should include action on the "exposure dimension of the injury problem"[15] and also propose a new paradigm for a sustainable road transport that is safe (human error forgiving), competitive and fully compatible with the environment (fully recyclable and, perhaps, hydrogen-powered).

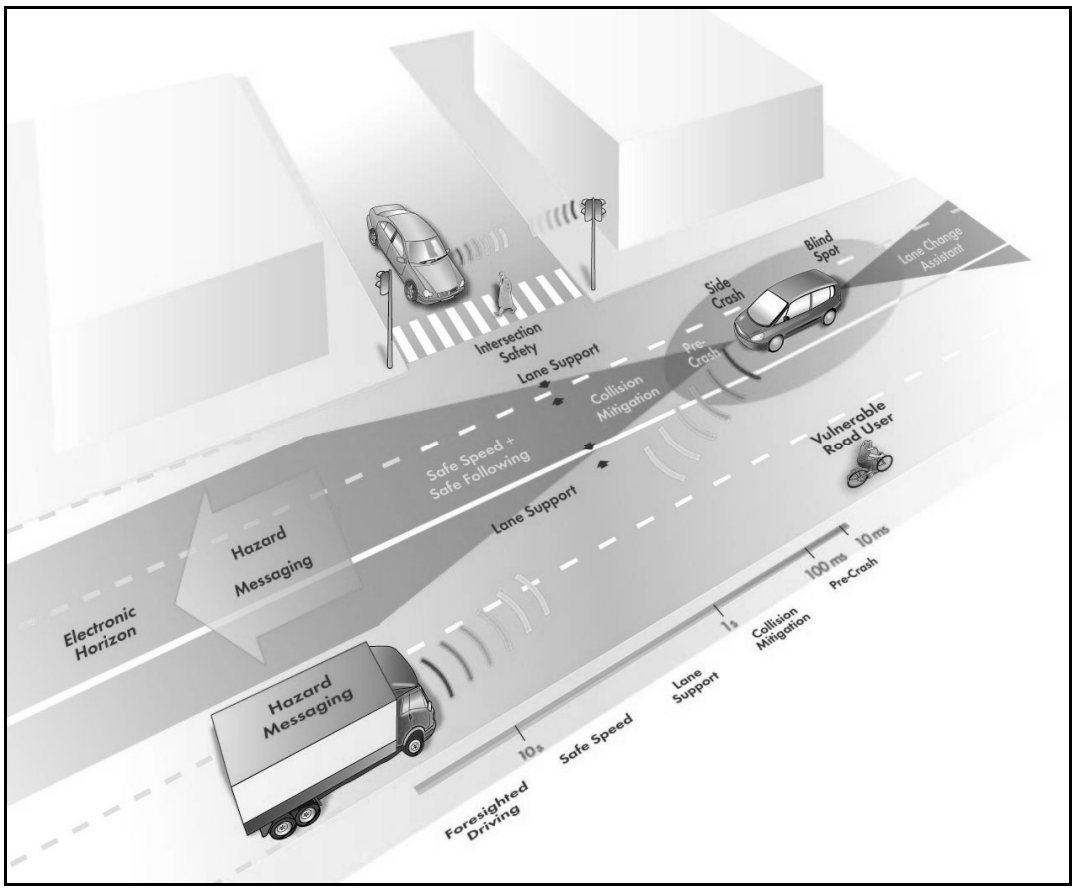


Figure 3. A depiction of the future: the cooperative driving concept, as presented by the EC-funded project Prevent (www.prevent-ip.org)

I would like to finalize this further-looking part of my speech briefly discussing two more matters. The first being the continuation of the debates (maybe in the form of an international conference on the subject) on the advantages and disadvantages of a European Road Safety Agency. Despite of representing 95% of all transport casualties, road is nowadays the only transport mode without a European Safety Agency and as more and more initiatives and fields of actions are brought into the European road safety arena, the concept of a "ad-hoc" supporting organization may acquire more consistency. Some of the areas where this European road safety organization could play an active role are:

- Type approval of road vehicles.
- Interoperability of the road transport system: road signs, road design…

[15] Nilsson, G. (2004). Traffic Safety Dimensions and the Power Model to Describe the Effect of Speed on Safety. Doctoral Thesis. Lund University, Lund Institute of Technology, Department of Technology and Society, Traffic Engineering. Lund, Suecia.

- Future coordination and guidance of infrastructure safety management systems, including safety on the trans-European road network.
- The European Road Safety Observatory (in charge of collecting accident data & research results).
- The continuous monitoring of 4th Road Safety Action Programme.
- The European Road Safety Charter.
- Best-practice information collection and monitoring of national policies and casualty reductions.
- The already announced European Road Safety Day or Conference.
- Cross-border enforcement information systems.
- Promotion of corporate road safety policies in Europe.

The second final issue I would like to mention is that of independent safety investigations of road accidents. I am referring to those in-depth multidisciplinary investigations taking place when an extremely serious road accident happens on European roads. One more time, as in the case of transport safety agencies, the road transport mode is the only one without specific legislation on the necessity to learn from severe accidents as it is already the case of the aviation, maritime and railway sectors. The European Commission will soon present the report of the *Group of Experts to Advise the Commission on a Strategy for Dealing with Accidents in the Transport Sector*, which will include a methodology framework that should also be applied to road accidents[16]. This group of experts has just finalized its two-year mandate and I am sure that its report will be carefully examined by this Transport Committee. One of the conclusions of the final report of this group will probably be that huge differences exist among Member States as far as how much is learned from serious accidents. This is clearly an area with EU-added value, as represented in the following example:



Figure 4. Similar accidents in different EU countries. To the left: damage in the bus that crashed near Poitiers in France in June 2004 when covering the route Brussels to Tanger (Morocco). To the right: final position of the bus that crashed near Madrid in Spain in May 2006 when covering the route Tanger (Morocco) to Brussels.

In June 2004 a Moroccan bus crashed in France when in route from Morocco to Brussels with the result of 11 fatalities. The comprehensive report elaborated by the French Bureau d'Enquêtes sur les Accidents de Transport Terrestre revealed many deficiencies, including both technical and human factors[17]. In May 2006 a bus crashed in Spain when in route from Belgium to Morocco with the result of 7 fatalities. Spanish authorities had very little opportunities of learning from the French accident, since no information exchange mechanism at EU-level is in place for this purpose.

[16] OJ L 144, 12/06/2003, p.10 and appointment of members of the group in OJ C 180, 13/07/2004, p.11.

[17] Rapport d'enquête technique sur l'accident d'autocar survenu sur la RN 10 à Ligugé (86) le 22 juin 2004. Conseil général des Ponts et Chaussées. BEA-TT, Bureau d'Enquêtes sur les Accidents de Transport Terrestre. Juillet 2005.

5. FINAL REMARKS

Dear members of the Transport Committee, more than 25 years ago, and when technology and knowledge was far from what has been reached today, Sabey and Taylor defended that at least 80% of all accidents could be prevented[18], and I am sure that today they would still be of the same opinion. Today, EuroRAP claims that safer roads on their own could reduce deaths by as much as 80% over coming decades[19]. With respect to vehicle technology, the Passive Safety Network estimated in 2004 that a 36% reduction in fatalities could be achieved by 2030 only from optimized passive safety of vehicles[20]. eSAFETY technologies are opening now a whole array of new possibilities for accident avoidance. And some countries such as France or Spain have demonstrated the significant impact of increased enforcement and public awareness.

But let me recognize that in this world there are more questions than answers, and I am afraid I only have a very short number of answers, and some of my answers may not even be right. Because of this I invite you, as you are doing today, to try to solve the following questions by yourselves:

a) If road safety is a shared responsibility,
b) And if "more needs to be done" to reach the 2010/50% target,
c) Then, and in addition to what **others** can do, *what **more can I do? What more can YOU do**?*

And I even dare to ask you to answer this question from the perspective of your fundamental role in this subject: how can you help OTHERS to do what they should or have to do? For instance by supporting strong reports which call upon concrete action from the Member States and also from the European Commission. Or by providing European citizens with the needed leadership from European Institutions, and in particular from the European Parliament, by providing European and national road safety policies with research and scientific knowledge, or by putting pressure on national governments and, at the same time, supporting them to implement road safety measures. Pressure and support can be extremely useful, just to mention an example, when it comes to incentives for safer vehicles: in Spain, for instance, there is only a timid generic vehicle renewal incentive programme, but there are no safety-targeted incentives for vehicles, as it is in fact the case for fuel-efficient cars or as it is also the case in other EU countries. The EU is about international cooperation, and assisting others in solving common problems and about benefiting from the experience of the leaders, and this spirit is particularly important for those countries that unfortunately are not in the forefront. In this respect, your role in accelerating the transfer of road safety best-policies is vital.

Again, I wonder myself why some countries, some national or regional administrations seem to be delaying live saving measures such as the introduction of daytime running lights, eCall or intelligent speed adaptation (ISA) systems. Why are there so many problems to update services for the citizens such as the eCall public answering points or a permanently updated database of speed limits? Because decision-makers do not have access to the right information on the benefits of the systems? Because the citizens suffering the carnage on the roads do not have direct access to the decision-makers? Because a speed database or a upgraded eCall answering point costs money and the public budgets can't afford them? Let's consider eCall for a moment: the technology is effective and cost-effective, it will soon be fully technically operational, European citizens have expressed a positive attitude toward it and millions of them would benefit every year from this technology, the car industry is ready for a quick deployment, but civil protection authorities are not ready yet… this is a clear opportunity for the European Parliament and the European Commission to help solving the last barriers.

[18] Sabey, B. E. y Taylor, H. (1980). The known risks we run: the highway. TRRL Supplementary Report SR 567. TRL Ltd. Crowthorne, Reino Unido.
[19] EuroRAP "Pan-European Progress Report: From Artic to Mediterranean", December 2005.
[20] Oakley, C. Editor (2004). Roadmap of Future Automotive Passive Safety Technology Development. European Vehicle Passive Safety Network. Transport Research Laboratory. Crowthorne, UK.

Almost to end with, let me insist one more time on what the priorities should be with regard to the 2010/50% target under a realistic mindset: measures with proven success that can be transferred in a short period of time to large population countries and regions in the EU. In particular, increased enforcement with cross-border capabilities, both through road patrols and through automated speed cameras, wide media risk awareness campaigns and tightening of penalties with associated loss of points. Please do not forget that after these measures have reached their maximum efficiency, improvements will have to come from infrastructure and vehicle developments and that, given the lead-time of these measures, the time to start is also right now: infrastructure safety directive, daytime running lights, electronic stability control and seat-belt reminders, and eCall are just a few examples that do not accept further delays.

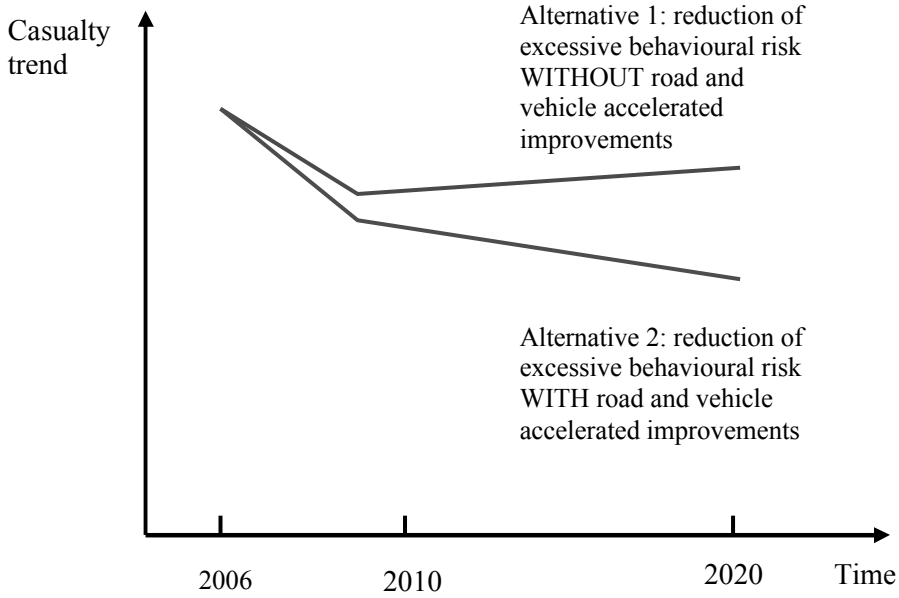


Figure 5. Conceptual model of casualty reduction with and without accelerated road and vehicle measures: in order to achieve maximum casualty reductions it is necessary to combine actions on ALL three road transport elements (human, vehicle and infrastructure) from the very beginning and without delay

Ladies and gentleman, you have the whole European picture, you are in a privileged position, please keep up the pressure and have the courage to answer the question: ***what more can I do? What more can YOU do?***

La sabiduría no es el resultado del conocimiento, sino un don de acción
-Wisdom is not the result of knowledge, but a gift of action-
(Lluis Racionero. Cercamón. Barcelona: Ed. 62, 1982)

ANNEX: RESUME (CV) OF JESÚS MONCLÚS

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Interests: Sustainable transport, future mobility, automobile and the environment, traffic safety, child safety, accident data and investigation, international and interregional cooperation.

Academia: 09/04. **Visiting Researcher** at the Traffic Technique Dept. of Lund University (Sweden).

09/03. "**Doctoral Degree in Mechanical Engineering**", University of Zaragoza (Spain).

12/00. **Visiting Research Engineer** at the Japan Automobile Research Institute (JARI).

8/97 - 5/99. "**Masters in Transportation Safety**", George Washington University (GWU) @ Washington, DC. **Fulbright Fellow** 97/99. Average GPA: 4.0.

10/87 - 09/91, 10/92 - 12/93. **BS in Mechanical Engineering**. Ranked top 95%. University of Zaragoza, Spain. Several grants awarded by the Spanish Ministry of Education.

10/91 - 07/92. Coursework at the Milan Polytechnic toward the BS degree, **Italy**. Sponsored by the European Union (Erasmus Student Exchange Programme).

Other graduate-level degrees: "Aviation Safety and Security Certificate Program", The George Washington University (Washington, USA); "Road Mobility Planning and Management Certificate Program", Universidad Politécnica de Cataluña y Universidad Pompeu Fabra (Barcelona, Spain), "Principles and Practice of Injury Prevention Summer Institute Certificate", The Johns Hopkins University (Baltimore, USA).

Work: 9/06 –. **Focal Point for Transport. European Union R&D Programmes.** Centre for the Development of Industrial Technology (CDTI). Ministry of Industry, Commerce and Tourism.

9/03 – 9/06. **Head of Crash Research & Vehicle Safety,** FITSA Foundation.

9/99 – 9/03. **Head of Traffic Safety Dept.,** the Royal Automobile Club of Spain (RACE).

3/98 – 8/99. **Research Assistant**. FHWA/NHTSA National Crash Analysis Center @ GWU. Project Manager: Development of a Detailed FEM Model of Dodge Grand Caravan.

9/94 - 8/97. **Traffic Accident Investigator** at the Research Institute for Automobile Repairs, Zaragoza (Spain). Accomplishments: design, implementation and lecturing of the first course on "**Advanced** Topics in Crash Investigation" ever offered in Spain, technical reports and court depositions, braking and handling vehicle test programs.

9/95 - 7/97. **Vehicle Safety Journalist**. for the newspaper Heraldo de Aragón (HdA), Zaragoza (Spain). Weekly articles on road safety.

6/93 - 7/94. **Scientific Journalist**. HdA Newspaper, Zaragoza (Spain). The team of journalists was awarded with the Regional College of Mechanical Engineer's Price 1994.

Other: 7/05 –. Co-President of the European Transport Safety Council (ETSC) Working Group on "Socio-economical dimension of road accident injuries".

6/04 –. Member of the European Commission's Group of Experts on Transport Accidents. President of the Sub-Group on Road Transport.

12/03 – 12/05. Member of the "Traffic Safety Policy Evaluation" Working Group of the European Transport Safety Council.

12/03 – 06/05. Member of the "Accident Causation Data" Working Group of the eSAFETY Forum.

4/05. Expert Evaluator in the IST-2004 4th Call of the 6th Framework Programme of the European Commission.

Royal Spanish Automobile Club (RACE) Journalism Award 1996, Royal Catalonian Automobile Club (RACC) Journalism Award 1996, Spanish Road Association Journalism 2nd Prize 2001 and 2003.

Co-author of the book "Basics of Crash Investigation", 2001. Co-author of "RACE's Safe Driving Manual", 2003. Editor of the "FITSA Traffic Safety Barometer 2004".

Invited lecturer in several summer graduate courses and master's degree in the following universities: Universidad Rey Juan Carlos de Madrid, Universidad Complutense de Madrid, Universidad Politécnica de Madrid, Universidad del País Vasco y Universidad de Zaragoza.

Coordinator of different courses on "Traffic Accident Investigation. Level II" (three days course held in several occasions in Zaragoza, 1995-97), "Traffic Safety Science and Management" (three days course held in Madrid in 2004) and "Local Traffic Safety Plans and New Technologies" (three days course to be held in Madrid, 2005).

Publications and contributions to courses and conferences: PROPUESTA PARA UNA POLÍTICA DE TRANSPORTES SEGUROS. J. Monclus. Lecture at the seminar on "Local Traffic Safety Plans and New Technologies" organized by FITSA Foundation. Madrid (Spain), 2005.

IMPACTO DE DETERMINADAS TECNOLOGÍAS eSAFETY EN ESPAÑA. J. Monclus. Paper presented at the Congreso Español de Sistemas Inteligentes de Transporte. Málaga (Spain), 2005.

EL PAPEL DE LAS INVESTIGACIONES EN PROFUNDIDAD DE SINIESTROS DE CIRCULACIÓN. J. Monclús. Paper presented at the "II Jornadas sobre Búsqueda de Soluciones a los Accidentes de Tráfico" organized by Zaragoza University. Zaragoza (Spain), 2005.

INSTRUMENTOS PARA LA GESTIÓN DE LA SEGURIDAD VIAL URBANA. J. Monclús. Lecture at the Summer Course "Mobility Economy: the Madrid case", organized by Madrid City Council. University Rey Juan Carlos, Aranjuez, Madrid (Spain), 2005.

CULTURA, COMUNICACIÓN Y SEGURIDAD VIAL. A. Aragón y J. Monclús. Lecture at the Summer Course "Road Violence", organized by the Royal Atomobile Club Vasco-Navarro. The Basque Country University, San Sebastián (Spain), 2005.

SCENARIOS ON MOBILITY AND SAFETY IN THE ENLARGED EUROPE. Forecast study conducted by the Fondazione Caracciolo according to the Delphi Method. J. Monclus et at. Oct. 2004.

A PROPOSAL FOR AN IN-DEPTH CRASH INVESTIGATION PROGRAMME IN SPAIN. J. Monclus. Expert Symposium on Accident Research (ESAR). Hannover (Germany), Sept. 2004.

CULTURA, COMUNICACIÓN Y SEGURIDAD DEL AUTOMÓVIL. A. Aragón y J. Monclús. Lecture at the Summer Course "Research Strategies on Automobile Safety and Vehicles", organized by FITSA Foundation. El Escorial, Madrid (Spain), 2004.

PROPUESTA PARA UN PROGRAMA NACIONAL DE ACCIDENTOLOGÍA. J. Monclús. Lecture at the Summer Course "Research Strategies on Automobile Safety and Vehicles", organized by FITSA Foundation El Escorial, Madrid (Spain), 2004.

MITOS Y REALIDADES EN LA GESTIÓN DE LA SEGURIDAD VIAL. J. Monclús. Paper presented at the "I Jornadas sobre Búsqueda de Soluciones a los Accidentes de Tráfico" organized by Zaragoza University. Zaragoza (Spain), 2004.

CÓMO ERRADICAR LOS ACCIDENTES DE TRÁFICO ANTES DEL 2030?. J. Monclús. Lectura presented at the "I Congreso Nacional de Seguridad Vial" organized by the Spanish Road Association. Logron-o (Spain), 2004.

SPANISH CRS USE AND EFFECTIVENESS SURVEY RESULTS. Jesus Monclus-Gonzalez, Royal Automobile Club of Spain. 18th ESV International Technical Conference. Paper No 122. Nagoya (Japan), 2003.

AN INVESTIGATION OF SIDE IMPACT TEST METHODOLOGIES FOR CHILD RESTRAINT SYSTEMS USING FINITE ELEMENT SIMULATIONS. Jesus Monclus-Gonzalez, Royal Automobile Club of Spain. Dhafer Marzougui, George Bahouth & Azim Eskandarian, FHWA/NHTSA National Crash Analysis Center. 18th ESV International Technical Conference. Paper No 121. Nagoya (Japan), 2003.

ANÁLISIS COMPARATIVO DE PLANES NACIONALES DE SEGURIDAD VIAL. J. Monclús. Lecture at the Summer Course "Future Assets of the Automobile: Safety and Sustainability", organized by FITSA Foundation. El Escorial, Madrid (Spain), 2003.

A CONFLICT-AVOIDING, ARTIFICIAL VISION BASED, INTELLIGENT TRAFFIC LIGHT CONTROLLER. Cristina Conde, Jorge Pérez, Pedro González, Jesús Silva & Enrique Cabello, Universidad Rey Juan Carlos – ESCET. Jesús Monclús & Tomás Santa Cecilia, Royal Automobile Club of Spain. 2003 ITS World Congress. Madrid (Spain), 2003

EuroRAP: VALORANDO LA SEGURIDAD DE LAS CARRETERAS EUROPEAS. Jesús Monclús, Real Automóvil Club de España - RACE. Steve Lawson, Automobile Association -AA (Gran Bretaña). Sam Schouten, Real Automóvil Club Holandés - ANWB. Paper Presented at the Spanish Road Conference. Pamplona (Spain), 2002.

LA SEGURIDAD DE LAS CARRETERAS VISTA POR SUS USUARIOS. Jesús Monclús & Fernando Santamaría, Real Automóvil Club de España – RACE. Paper Presented at the Spanish Road Conference. Oviedo (Spain), 2001.

DEVELOPMENT OF DETAILED FINITE ELEMENT MODELS OF CHILD RESTRAINT SYSTEMS FOR OCCUPANT PROTECTION. Jesus Monclus-Gonzalez & Azim Eskandarian, FHWA/NHTSA National Crash Analysis Center. Osamu Takatori & Junya Morimoto, Japan Automobile Research Institute. 17th ESV International Technical Conference. Paper No 01-S9-O-126. Amsterdam (Netherlands), 2001.

VERSATILITY AND LIMITATIONS OF A FULLY DETAILED FINITE ELEMENT MODEL OF A 1997 DODGE GRAND CARAVAN FOR CRASHWORTHINESS APPLICATIONS. Jesus Monclus-Gonzalez, Cing-Dao Kan and Nabih E. Bedewi, FHWA/NHTSA National Crash Analysis Center. The George Washington University. SAE World Congress Paper No 2000-01-0629. Detroit (USA), 2000.