European Transport Safety Council

ETSC MEP Briefing – 11th May 2011
European Parliament Own Initiative Report on Road Safety

The European Transport Safety Council (ETSC)[1] welcomes the European Parliament own initiative report on road safety[2]. This is a timely response to the European Commissions' "Towards a European Road Safety Area: policy orientations on road safety 2011-2020" Communication[3] published in July 2010 and the "Road Safety Council Conclusions"[4] of the December 2010 Transport Council of Ministers. This briefing provides a summary of ETSC's most important input to the European Parliament's report.

ETSC welcomes in particular:

- Vision Zero as a long term approach for the EU and the integrated approach,
- Road Safety as a Right and Responsibility of each citizen,
- The proposal of a road safety co-ordinator,
- Target on serious injuries and children,
- The request of the European Parliament still for a 4th Road Safety Action Programme including strict deadlines for actions and a mid-term review,
- The message that the EU has still not exhausted its role to initiate new legislation on road safety,
- A strong section on data, indicators and benchmarking, to inform policy making
- Alcolocks for repeat offenders and commercial drivers,
- Intelligent Speed Adaptation,
- Rearward facing child seats up to three years.

Amendments ETSC would ask you to support:

Targets 1, 2, 94, 235
New EU Road Safety Strategy: 3,4, 14, 15, 16, 20, 21, 22, 22, 23, 25,27,28, 32, 35,37, 38, 39,47
Benchmarking: 14, 40, 45, 48, 50, 51, 53,
Speeding: *99, 101, 102, 126, 206, 207, 208, 257*
Drug Driving: 119, 127
Seat Belts: 88, 111, 193
***Fatigue* 28, 97, 168**
Enforcement: *112, 113, 115, 117, 123, 131, 134, 135*
***Infrastructure Safety* 10, 11, 98, 104, 107,108, 138, 139, 140, 143, 144, 145, 146, 148, 149, 151, 152, 158, 164,166, 168,169,170, 171, 172, 210, 211, 217, 251**
Vehicle Safety *33,189, 190, 192, 209, 214, 219, 221, 226*
Powered Two Wheelers 6, 7, 116, 262, 196, 197, 198, 200, 201, 228, 229
Cyclists and Pedestrians 29, 30, 49, 67, 68, 69, 70, 150, 226, 245, 227, 147, 250, 255, 256, 257, 258, 259
Novice Drivers 74, 75, 76,77, 78, 80, 81, 82, 83
Ageing 249, 254

[1] The European Transport Safety Council (ETSC) is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 43 national and international organisations concerned with road safety from across Europe.
[2] http://www.europarl.europa.eu/oeil/file.jsp?id=5879452
[3] http://ec.europa.eu/transport/road_safety/pdf/com_20072010_en.pdf
[4] http://register.consilium.europa.eu/pdf/en/10/st16/st16951.en10.pdf

***Driving for Work* 9, 41, 42, 43, 46,83,84,85, 118, 120, 174, 175, 177, 180, 182, 188**

<u>Amendments ETSC would ask you not to support:</u>
17,18,19,34,57,58,59,72,73,87,90,91,92,95,100,122,124,141,147,160,162,167,183,184,187,215,222,223,224 225,233

<u>Part 1 Road Safety in the EU</u>

Progress to 2010 and 2020 Targets for Reducing Deaths and Serious Injuries

ETSC welcomed the adoption of a new EU target to reduce road deaths by 50% by 2020 by the European Commission in its "Policy orientations on road safety 2011-2020: Towards a European Road Safety Area". Transport Ministers endorsed the Commission's target and even went beyond this by proposing that the EU "aims towards the long-term zero vision". Targets motivate stakeholders to act and help those responsible for the road transport system to be accountable for achieving defined results. The adoption of the EU target in 2001 gave a boost to the combined efforts at national and EU level. As a result, reductions in the number of deaths have been much steeper in 2001-2009 than in preceding decades. Road deaths decreased by 36% in the EU27 between 2001 and 2009, yet 35,000 people died on Europe's roads in 2009. In order to achieve the 50% reduction target in 2020 the EU will inevitably have to go above and beyond current reduction trends with extra efforts on road safety.

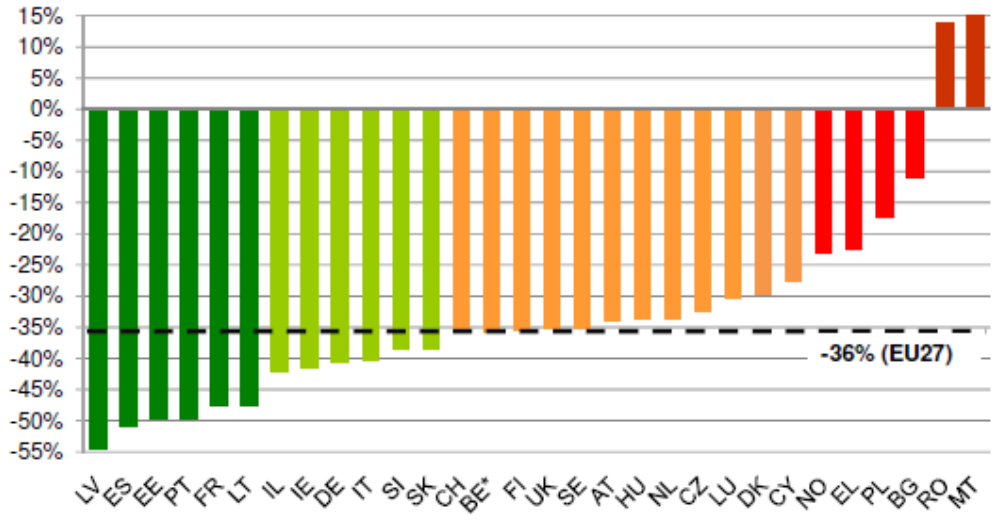


Fig.1: Percentage change in road deaths between 2001 and 2009
Source: ETSC (2010), 4th PIN Report: Road Safety Target in Sight: Making up for lost time

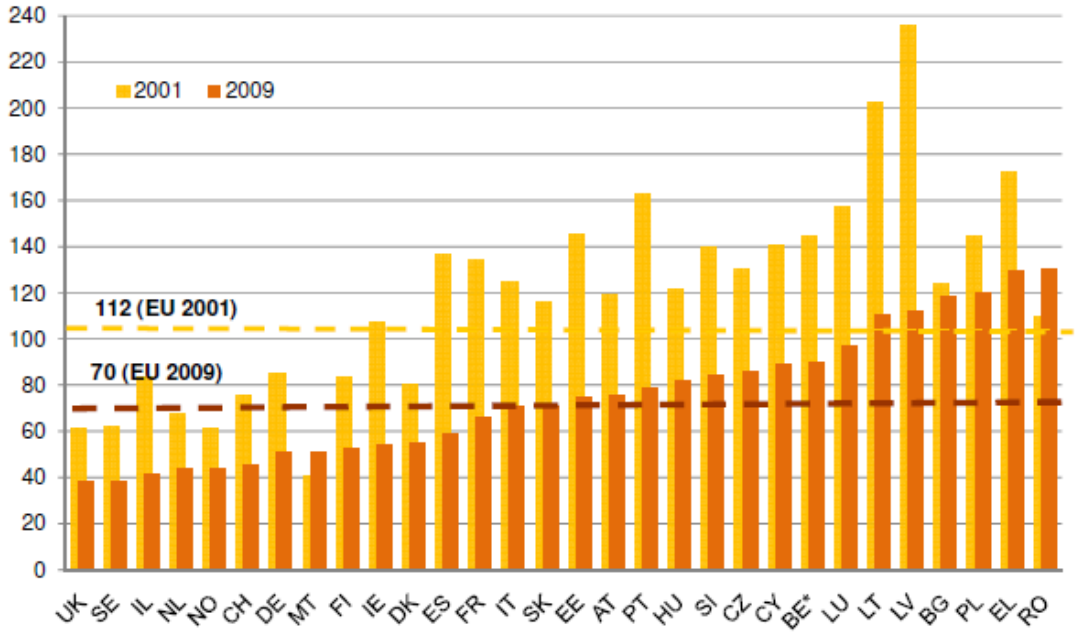


Fig.2: Road deaths per million inhabitants in 2009 (with road deaths per million inhabitants in 2001 for comparison)
** BE: Provisional estimates for 2009 as final figures for 2009 are not yet available (Jan. 2011)*
Source: ETSC (2010), 4th PIN Report: Road Safety Target in Sight: Making up for lost time

Reducing serious injuries in the EU: a new Target for 2020

ETSC supports amendments 1, 2, 94, 235

Every year about 1,700,000 people are recorded as injured in police records, among them 300,000 seriously. The European Commission included a new emphasis on serious injuries in its "Policy Orientations" but the adoption of a target for serious injuries is delayed until a common definition is adopted. The swift adoption of a detailed roadmap is needed for serious injury target definition and an interim target should be set in terms of countries' existing definitions of serious injury.

A new EU Road Safety Strategy 2011-2020?

ETSC supports amendments 14, 15, 16, 20, 21, 22, 22, 23, 25, 32, 35,37, 38, 39,47

In autumn 2008 ETSC published its Blueprint for a new Road Safety Action programme proposing new ideas for EU action to save lives for the decade ahead. The road safety community had hoped for a new EU 10-year Action Programme providing a vision, priorities and a detailed road map against which performance could be measured and delivery made accountable. An evaluation of the Third European Road Safety Action Programme showed that only 27% of the measures were implemented during the time of the 3rd RSAP[5].

The EU's Role to Legislate

ETSC supports amendments 3,4, 27, 28

[5] http://www.tmleuven.be/project/ersap/2010_road_safety_finalreport_volume1.pdf

The Treaty of the Functioning of the European Union (2009) states that the EU has a competency to adopt legislation to improve transport safety, moreover, that this is only limited by subsidiarity. The gross inequalities between European regions and Member States in terms of road safety illustrate one principal axiom of contemporary transport safety policies: local, regional and national governments *alone* are not able to provide for a policy framework that ensures both the highest practicable level of safety and a fair distribution of safety across the European Union (ETSC 2003).

Road safety is an area for EU legislation and legislation in road safety has an added value for all Member States. The EU's Transport Ministers in their Council Conclusions of December 2010 gave strong support for further EU level action to be taken: for example "harmonisation of traffic rules" was identified as a priority for the next decade. Prioritising measures and actions and focussing on those with the most potential for saving lives is crucial and was not fully achieved in the past decade.

The importance of Benchmarking

ETSC supports amendments 14, 40, 45, 48, 50, 51, 53

ETSC strongly believes in indicators, based on the attained level of attributes leading to a desired final outcome[6]. To enable the achievement of such an ambitious target as 50% reduction in road deaths, the Commission will need to create a monitoring framework that includes a set of sub-targets and safety performance indicators.

Part 2 Priority Measures

ETSC supports amendments 26

ETSC's Blueprint for a new Road Safety Action Programme proposed new ideas for EU action to save lives for the decade ahead. The measures identified relate to the main causes of deaths on EU roads and the section below only includes a summary of the most important ones. For a full list of ETSC's recommendations see ETSC's Blueprint[7] and ETSC's Response to the EC's "Road Safety Policy Orientations" [8].

Speeding Excessive speed is the single biggest contributory factor in fatal road collisions[9].

ETSC supports amendments *99, 101, 102, 126, 206, 207, 208, 257*

The EU should:

- adopt the Directive on cross border enforcement of traffic law as soon as possible
- propose a maximum speed limit of 120 km/h or less for the EU TEN-T and encourage Member States to adopt a maximum 50km/h in urban areas and a maximum 30km/h in residential areas and areas with high levels of pedestrians and cyclists.
- draft guidelines for promoting best practice in traffic calming measures.
- contribute to the development of Intelligent Speed Assistance (ISA) systems.
- Initiate a technical assistance programme to support less well performing Member States to develop national strategy on speed reduction. This approach might also include technical exchanges or twinning with other better performing Member States.

[6] ETSC (2010) 4th Road Safety PIN Report, http://www.etsc.eu/documents/ETSC%20PIN%20Report%202010.pdf
[7] http://www.etsc.eu/documents/Blueprint_for_a_4th%20Road_Safety_Action_Programme_ETSC_Sept%2008.pdf
[8] http://www.etsc.eu/documents/ETSC%20Response%20to%20EC%20Communication_%2022%20Sept%202010.pdf
[9] ETSC (2008) Managing Speed Towards Safe and Sustainable Road Transport

Drink and Drug driving

ETSC supports amendment *119, 127*

Driving whilst under the influence of alcohol contributes annually to at least 10,000 deaths on EU roads, whereas the effect of drugs on road safety is more complex than that of alcohol, because impairment can be caused by a huge range of prescription drugs, illegal or 'recreational' drugs, solvents, or stimulants used to counter fatigue.

The EU should:

- propose a Directive for 0.2g/l BAC limit for commercial and novice drivers.
- Introduce alcolocks in a first phase to repeat offenders and professional drivers and then to all vehicles.
- work towards classification and labelling of medicines.
- develop common techniques for roadside drug driving enforcement.

Lack of seat belt and child safety restraint use

ETSC supports amendments *88, 111, 193*

Seat belts are a highly effective way of reducing deaths and injuries with lasting effects to car occupants. Despite the EU-wide legal obligation to wear a seat belt on all seats[10], wearing rates still vary greatly across Europe especially between front and rear seats and in urban and rural areas[11]. Booster and child seats are a highly effective way of reducing serious and fatal injuries to children[12].

The EU should:

- Extend Seat Belt Reminders to all seats front and rear passenger[13].
- Increase the proper use of Child Safety Restraints.

Fatigue

ETSC supports amendment 28, 97, 168

Research shows that driver fatigue is a significant factor in approximately 20% of commercial road transport crashes (ETSC, 2001).

The EU should in the short term (2012)

- ask that infrastructure managers should use rumble strips to alert drivers who drift from the lane they are travelling which may occur if tired.
- extend the planned introduction of Lanekeeping Device Systems to large vehicles in 2013 the EU to all vehicles.
- target professional drivers with measure to combat fatigue.

Enforcement

[10] EU Directive 2003/20/Ec
[11] ETSC (2010), 4th PIN Report, Chapter 3.3
[12] ETSC (2009), 3rd PIN Report, Chapter 3, http://www.etsc.eu/documents/ETSC%20PIN%20Annual%20Report%202009.pdf
[13] ETSC (2007), 1st PIN Report, Chapter 5, http://www.etsc.eu/documents/PIN_Report.pdf

ETSC supports amendments *112, 113, 115, 117, 123, 131, 134, 135*

Enforcement is a means to prevent collisions from happening by way of persuading drivers to comply with the safety rules. Effective enforcement leads to a rapid reduction in deaths and injuries[14].

The EU should:

- Support the adoption of the Cross Border Enforcement Directive without further delay
- Encourage Member States to prepare national enforcement plans with yearly targets in line with of the EC 2004 Recommendation on traffic law enforcement in the field of road safety[15].

Infrastructure Safety On the TEN-T, motorways, rural roads and urban road networks, all EU Member States should have the same high levels of infrastructure safety[16].

ETSC supports amendments 10, 11, 98, 104, 107,108, 138, 139, 140, 143, 144, 145, 146, 148, 149, 151, 152, 158, 164,166, 168,169,170, 171, 172, 210, 211, 217, 251

The EU should:

- promote the adoption by all EU Member States of the four measures of its Infrastructure Directive: road safety impact assessment, road safety audit, network safety management and safety inspections.

Vehicle Safety

ETSC supports amendments *33,189, 190, 192, 209, 214, 219, 221, 226*

Vehicles are becoming increasingly safe. However the EU needs to do its utmost in raising vehicle safety standards even further and increasing the safety for its citizens.

The EU should:

- introduce in-car vehicle technologies such as Seat Belt Reminders, Intelligent Speed Assistance and alcohol interlocks.

Part 3 Priority User Groups

Powered two wheelers

ETSC supports amendments *6, 7, 116, 262, 196, 197, 198, 200, 201, 228, 229*

Motorcyclists face a much higher risk of being killed than other road users. For the same distance travelled, the risk for riders of being killed in road collisions is on average 18 times the risk of car drivers. In the past decade, the number of killed Powered-Two-Wheelers (PTW) riders rose in 13 out of theEU27 countries[17].

The EU should:

- Mandate Antilock Braking Systems (ABS) on subcategories L3e-A2 and L3e-A3 and equip vehicles of subcategories L3e-A1 with either ABS or Combined Braking Systems (CBS).
- Mandate Automatic Headlights On (AHO) on all PTWs.

[14] ETSC (2010), 4th PIN Report, Chapter 3
[15] http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2004:111:0075:0082:EN:PDF
[16] ETSC (2010), PIN Flash 18, Reducing deaths on rural roads, http://www.etsc.eu/documents/PIN_Flash_18.pdf
[17] ETSC (2008), 2nd PIN Report, Chapter 2, http://www.etsc.eu/documents/copy_of_copy_of_2nd PIN Annual Report 2008.pdf

- Set up a Euro Helmet Scheme for Safety based on the model of EuroNCAP and communicated broadly to consumers across the EU
- Develop minimum standards regarding protective clothing
- Evaluate the opportunity of introducing eCall, ISA, autonomous emergency braking as a standard for new machines.

The EU should encourage Member States to:

- Enforce motorcyclists' compliance with speed limits by installing safety cameras that are able to detect speeding riders
- Address the specific needs of PTW users in road design and maintenance (use of anti-skid surfaces, make roadsides more forgiving)
- Improve the training of both PTW users and car drivers.

Cyclists and pedestrians

ETSC supports amendments *29, 30, 49, 67, 68, 69, 70, 150, 226, 245, 227, 147, 250, 255, 256, 257, 258, 259*

The risk of being killed in traffic per kilometre travelled is more than 9 times higher for pedestrians than for car occupants and more than 7 times higher for cyclists than for car occupants. Yet the advantages of walking and cycling for public health outweigh their disadvantages.

The EU should:

- Promote "safety in numbers"[18] with an emphasis of safe use of the roads.

Novice drivers

ETSC supports amendments *74, 75, 76,77, 78, 80, 81, 82, 83*

Traffic collisions are the single largest killer of 15-24 year olds. The highest risk circumstances of young drivers – in particular male drivers – are associated with speeding, drink driving, non-wearing of seat belts and drug driving.

The EU should:

- Encourage Member States to introduce Graduated Driver Licensing systems and special demerit point systems.
- Propose a Directive for 0.2 BAC limit for novice drivers

Ageing

ETSC supports amendments *249, 254*

While elderly people account for one sixth of European population, every fifth person killed in road traffic is 65 years old or over[19].

The EU should:

[18] "Safety in Numbers" evidence shows a non-linear relationship between the amount of cycling and walking and the risks to cyclists and pedestrians. This means that the more pedestrians or cyclists there are, the lower the risk to each individual.
ECF "Halving injury and fatality rates for cyclists by 2020" http://www.ecf.com/3956_1

[19] ETSC (2008), 2nd PIN Report, Chapter 4

- Stimulate development of safer vehicles for older people (encourage elderly-friendly design as well as evaluate the impact of new technologies on older drivers).

Driving for Work In the EU work related crashes cause between one third and one quarter of all work related deaths[20].

ETSC supports amendments 9, 41, 42, 43, 46,83,84,85, 118, 120, 174, 175, 177, 180, 182, 188

The EU should

- Adopt measures to improve work-related road safety.
- Encourage employers to undertake risk assessment including road safety impact.
- Promote the new ISO international standard for road safety management.

For more information

ETSC (2003) Towards Reduced Road Risk in a Larger Europe: Response to the 3rd RSAP
ETSC (2005), Intelligent Speed Assistance – Myths and Reality
ETSC (2005), Safety of Vulnerable Road Users
ETSC (2007), 1st Road Safety PIN Report, Raising compliance with Road Safety Law
ETSC (2008), Managing Speed Towards Safe and Sustainable Road Transport
ETSC (2008), A Blueprint for the EU's 4th Road Safety Action Programme 2010-2020
ETSC (2008), 2nd Road Safety PIN Report, Countdown to 2010
ETSC (2009), 3rd Road Safety PIN Report, 2010 on the Horizon
ETSC (2010), Position on Cross Border Enforcement Directive
ETSC (2010), Position on L-category vehicles
ETSC (2010), Reducing Road Risk Whilst Driving for Work
ETSC (2010), 4th Road Safety PIN Report, Road Safety Target in Sight - Making up for lost time.

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The European Transport Safety Council (ETSC) is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 43 national and international organisations concerned with road safety from across Europe.

[20] ETSC (2010), Reducing Road Risk Whilst Driving for Work.