



European Transport Safety Council

NEWS RELEASE

## **Danish Presidency of the EU: Time to Advance Road Safety at the EU Level**

***10<sup>th</sup> January 2012, Brussels*** – “We look forward to the six-month Danish stint at the helm of the EU Council of Ministers as a time to advance road safety on the political agenda, both at the domestic and the EU level,” said Antonio Avenoso, ETSC<sup>1</sup> Executive Director. “We ask the Danish Presidency<sup>2</sup> to work closely with both the European Commission and the European Parliament to advance EU legislation on the TEN-T and tachograph which hold a potential to save the lives of road users across the EU,” added Mr. Avenoso.

The Danish Presidency must continue the work of their Polish predecessors toward the approval of the revision of the Trans-European Network (TEN-T) guidelines. “We think no EU funding should be used for building unsafe infrastructure. The current Commission proposal for revising the TEN-T guidelines – to reference the Infrastructure Safety Directive<sup>3</sup> and the Tunnel Safety Directive<sup>4</sup> in the guidelines – is a welcome step in that direction, so we ask the Danish Presidency of the EU to work tirelessly towards the adoption of this piece of legislation,” said Mr. Avenoso.

The revision of the framework for the use of tachographs in road freight is another important policy area where ETSC hopes the Danish Presidency will concentrate their efforts to find an agreement between the EU legislators. “Driver fatigue is a significant collision factor in approximately one in five commercial road transport crashes. Moreover, non-compliance with obligations for minimum rest time periods raises yearly societal costs by some 2.8 billion Euro.<sup>5</sup> We are looking forward to seeing progress in making tachographs smarter and harder to tamper with and to better EU-wide enforcement of the tachograph rules, erasing any marginal competitive advantage that would-be offenders would gain by circumventing them,” commented Mr. Avenoso.

“We believe Denmark has a long-standing commitment to road safety which will allow it to make good progress during its Presidency, both in Brussels and in Copenhagen. We encourage the Danish government to look at law enforcement as a way to further reduce road deaths. We advise the government to follow the good practice examples from other EU countries and introduce fixed safety cameras on their road network,” said Mr. Avenoso. “We are also looking forward to the start of the implementation of the Danish alcohol interlock programme to deal with drink driving, which is already on the table of the Danish administration. We firmly believe alcolocks would provide a solution to reduce the relatively high share of deaths caused by alcohol which occur on Danish roads,” concluded Mr. Avenoso.

## Background

Denmark is the 7<sup>th</sup> safest EU country in terms of road deaths per million inhabitants, after Sweden, the UK, Malta, the Netherlands, Germany and Ireland<sup>6</sup>. It has 46 deaths per million inhabitants, while the EU average is 62. However, progress in reducing road deaths has been slightly slower in Denmark than in the rest of the EU. The number of people killed decreased by 41% in Denmark - from 431 to 255 - compared to 43% in the EU. Looking at Denmark's Scandinavian neighbours, Sweden achieved a 50% reduction while Finland a 38% reduction.

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## Notes to editors:

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<sup>1</sup> 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 45 national and international organisations concerned with transport safety from across Europe. [www.etsc.eu](http://www.etsc.eu)

<sup>2</sup> ETSC Memorandum to the Danish EU Presidency  
[http://www.etsc.eu/documents/DK\\_Presidency\\_Final.pdf](http://www.etsc.eu/documents/DK_Presidency_Final.pdf)

<sup>3</sup> Directive 2008/96/EE of the European Parliament and of the Council on road infrastructure safety management  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:319:0059:0067:EN:PDF>

<sup>4</sup> Directive 2004/54/EC of the European Parliament and of the Council on minimum safety requirements for tunnels in the Trans-European Road Network  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:204:0030:0030:EN:PDF>

<sup>5</sup> ETSC (2011) Tackling Fatigue: EU Social Rules and Heavy Goods Vehicle Drivers,  
[http://www.etsc.eu/documents/Report7\\_final.pdf](http://www.etsc.eu/documents/Report7_final.pdf)

<sup>6</sup> ETSC (2011), 5th Road Safety PIN Report, 2010 Road Safety Target Outcome.  
<http://www.etsc.eu/documents/pin/report.pdf>