European Transport Safety Council

EU Funds for Road Safety
Multiannual Financial Framework 2014-2020
Saving Lives on EU Roads until 2020
January 2012

Introduction

In the context of the adoption of the new Multiannual Financial Framework ETSC would like to put forward recommendations about the budget numbers to support the priorities of the EU on road safety. In its recently adopted Transport White Paper[1] the EU set new targets for reducing road traffic deaths in the EU: *"By 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020."* The White Paper Communication reiterates the main elements of the recent "Road Safety Policy Orientations 2011-2020[2]" published in July 2010. ETSC presented its response to the European Commission's Policy Orientations[3] and White Paper[4] and applauded the new 2020 goal as ambitious. In order to achieve the 50% reduction target in 2020 the EU will have to go above and beyond current reduction trends.

The European Union's Road Safety Programme needs to be reinforced and translated urgently into determined action in order to reach its 2020 target. Moreover, for the EU budget to express its "policy in numbers", funding needs to be identified within the new MFF to support investment in these new road safety measures. Financing road safety would support the principles that underpin the EU budget. Adopting measures to protect EU citizens right to life and mobility delivers a high EU added value and supports transport, one of the EU common policy areas.

Following the EC's adoption of its new road safety plan the European Transport Council invited "*the European Commission to allocate the necessary resources with a view to developing coherent and cost-effective actions to implement the road safety policy orientations 2011-2020*"[5].

The European Parliament has recently reaffirmed its own strong support for EU action on road safety including a matching budget to realise its objectives. In its Resolution on

[1] http://ec.europa.eu/transport/strategies/2011_white_paper_en.htm
[2] http://ec.europa.eu/transport/road_safety/pdf/com_20072010_en.pdf
[3] http://www.etsc.eu/documents/ETSC%20Response%20to%20EC%20Communication_%2022%20Sept%202010.pdf
[4] http://etsc.eu/documents/ETSC%20Response%20to%20the%20White%20Paper%20on%20Transport%206%20June%202011.pdf
[5] Council Conclusions on Road Safety December 2010. http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/trans/118150.pdf

European Road Safety 2011-2020 MEPs "*regret that the EU budget for road safety measures has been cut significantly in recent years and calls on the Commission to reverse this trend*"[6].

Priorities for EU funds for Road Safety

EU funds should concentrate on the improvement of road safety through application of known, effective, science based countermeasures targeting the most life saving actions. They should support the implementation of those measures included in the EU's new Road Safety Policy Orientations 2011-2020 which have the highest life saving potential.

Value of a Life

Alongside legal and moral obligations there is also a clear business case in investing in road safety measures by the EU. The EU potential savings from reaching the new EU 2020 road safety target by steady annual progress has been estimated by ETSC at 182 billion EUR over the decade[7]. The Transport White Paper recognises that the social costs of road collisions will rise. The increase in traffic would lead to an external cost of collisions of 60 bn € higher by 2050[8]. The external cost of road collisions associated with urban transport would increase by some 40%[9]. Road collisions result in many kinds of social and economic costs, such as human losses, medical costs, production loss, property damage, settlement costs and costs due to congestion. In the case of deaths on the road, human losses make up most of the total costs and other kinds of cost represent only a very small part of them[10].

Putting a monetary value on prevention of loss of human life and limb can provoke strong reactions on ethical grounds. However, doing so makes it possible to assess objectively the costs and the benefits of road safety measures and to make the maximum use of generally limited resources. Based on updated values in use in ten European countries, ETSC has taken the monetary value of the human losses avoided by preventing one fatality (VPF) to be 1.70 million euro.

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[6] http://www.europarl.europa.eu/sides/getDoc.do?type=REPORT&reference=A7-2011-0264&language=EN#title1

[7] ETSC (2011), 5th Road Safety PIN Report.2010 Road Safety Target Outcome: 100,000 Fewer Deaths since 2001 http://www.etsc.eu/documents/pin/report.pdf

[8] The costs are expressed in year 2005-€.

[9] "Reference Scenario (2010-2050)" of the Impact Assessment on the White Paper on Transport. http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SEC:2011:0358:FIN:EN:PDF

[10] In countries where the monetary value attributed to human losses avoided by Preventing one Fatality (VPF) is estimated on the basis known as Willingness-To-Pay. The use of WTP valuations in transport safety has been advocated by ETSC since 1997. ETSC (1997) Transport Accident Costs and the Value of Safety.

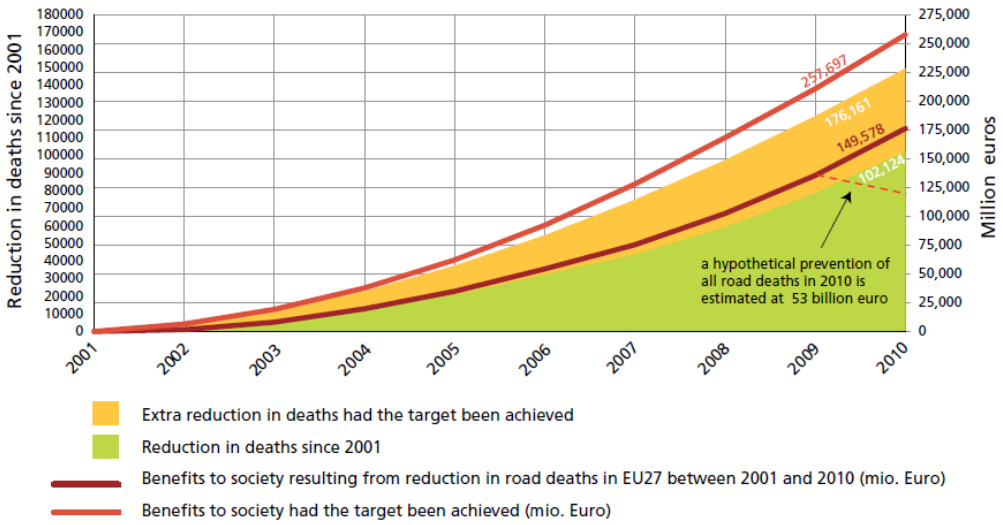
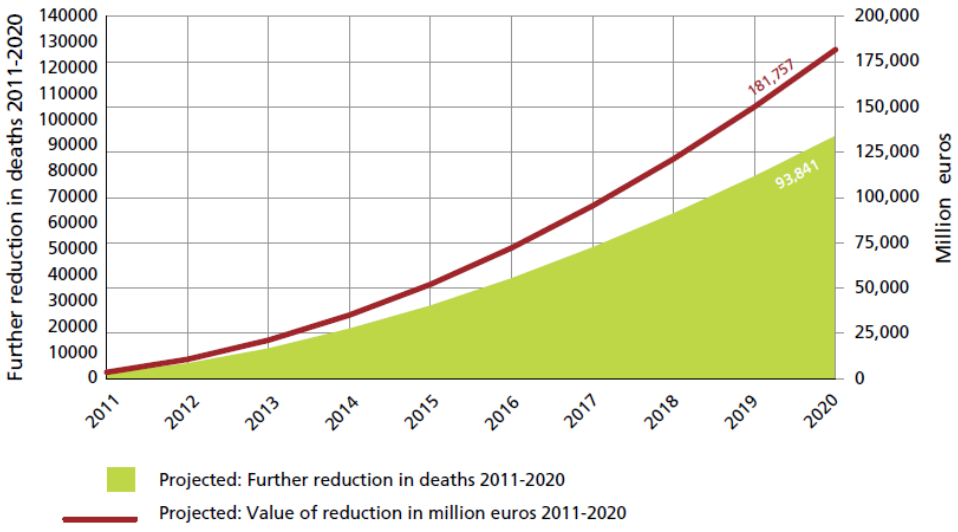


Fig. 1: Reduction in road deaths in EU-27 2001-2010 and valuation at 2009 prices

The total value of the reductions in road deaths in EU27 over the years 2002-2010 compared with 2001 is estimated at approximately 175 billion euro. If no one had been killed in road traffic collisions in 2010, the benefits to the society would have been valued at 53 billion euro. If no one had been killed nor seriously injured, the benefits to society would have been of the order of 105 billion euro and they would have been of the order of 210 billion euro if there had been no collisions at all on EU roads. The value of preventing all road collisions in 2010 would have been more than 50% greater than the EU budget[11]or 1.8% of EU GDP[12].



[11] http://www.europarl.europa.eu/sides/getDoc.do?language=en&type=IMPRESS&reference=20091215IPR66441

[12] Eurostat, Gross domestic product at market prices http://epp.eurostat.ec.europa.eu/tgm/refreshTableAction.do?tab=table&plugin=1&init=1&pcode=tec00001&language=en

Fig. 2: Further reduction in road deaths in EU-27 2011-2020 if the target for 2020 is achieved, and valuation at 2009 prices

These estimates illustrate the continuing social and economic importance of working to reduce collisions, injury and deaths on EU roads. The potential for saving is far from being exhausted. The EU has adopted a new target of no more than 15,500 road deaths per year by 2020.

Funds for Road Safety in the EU Budget

Infrastructure-TEN-T and Connecting Europe Facility

The TEN-T guidelines and accompanying Connecting Europe Facility fund were announced this autumn. The review of the TEN-T guidelines included a specific reference to the two main infrastructure Directives: Directive 2008/96/EC on road infrastructure safety management and Directive 2004/54/EC on minimum requirements for tunnels in the Trans-European Road Network. Between 1.5 and 2 billion EUR of the EU budget are spent every year on building roads in the EU. EU member states and the European Commission must ensure that this huge amount of money is spent in such a way as to ensure EU roads become safer.

The guidelines also include the prioritisation of "road safety" when promoting projects of common interest. The Guidelines foresee the provision of secure parking areas as a priority, this is important for managing fatigue amongst professional drivers and thus reducing risk. The reference made in the guidelines to ITS safety applications, under the ITS Directive and Action Plan, is also welcome. Promoting walking and cycling is one of the new priorities of the Transport White Paper within urban areas and the European Commission argues that they "could readily substitute the large share of trips which cover less than 5km". The TEN-T urban infrastructure nodes should reinforce this new commitment by encouraging safe and sustainable integrated transport options especially for the last kilometer.

Regional Funds

Similarly strong 'conditionality' to comply with EU infrastructure safety legislation which exists now in the proposal for the TEN-T Guidelines and road safety policy priorities should be extended to all EU funds including the European regional development funds . Regional development funds should consider infrastructure safety, capacity development for road safety stakeholders and demonstration projects . The present proposals for the Cohesion Fund and European Regional Development Fund do not reflect this prioritisation nor conditionality. These should be inserted both in ex ante and ex post evaluation of projects to benefit from these funds.

Any EU funds being used for road infrastructure should comply with the EU's infrastructure safety legislation. Any funds destined to support urban mobility should also comply with safety standards and should be identified specifically to promote safety

including for example investments in public transport, cycle lanes and pedestrian infrastructure. Any funds for professional development, small scale demonstration projects, research and twinning should consider road safety.

Research

Sound policies are based on known, effective, science based countermeasures, which in turn are grounded in good research. The EU has a global reputation to defend as a centre of excellence and innovation in research and development in areas of road safety. Road safety research should continue to benefit from European funds under the research framework programme. Related to this is the need to ensure the dissemination of knowledge about successful measures (good practice) and research results among decision makers and practitioners.

There are six general principles for carrying out research in the field of road safety[13].

1. Freely available and easily accessible data.
2. Plurality of research organisations.
3. Open peer review process and open dissemination of results.
4. Separation of the research and evaluation functions.
5. Multiplicity of funding of R&D.
6. Research as a tool to identify emerging problems.

ETSC has developed recommendations on areas for road safety research priorities for the next decade: these include looking at developments in the areas of data collection and anaylsis, road user behaviour, infrastructure and vehicle safety. ETSC proposes to create a major and dedicated Research and Development Initiative for Safer Car (on the model of the Green Car Initiative) This would promote research on key safety technologies such as co-operative Systems and vulnerable road user passive and active safety systems. It would support and evaluate the deployment of the most life-saving safety technologies and create a market for safety. Demonstration activities and wider support are needed to promote consumer demand and reduce costs.

Road Safety Projects -DG MOVE

DG MOVE has over the last decade supported many projects carried out by NGOs, including ETSC, to improve road safety. The activities of these projects have been diverse and varied. The annual call supporting operational road safety is currently under "*support of activities to the European Transport Policy and Passenger Rights*". Over the past years this has been substantially reduced from ranging between 3 and 7 million € per year in the early 2000s, 9.1 million € in 2007, then dropping to 2,000,000€ in 2008 and again reduced by half to 1,000,000€ in 2011. The funds are usually divided between a number of projects. The budget line should be increased again to at least its former level.

[13]Transport Safety Organisations In Private and Public Sector, ETSC Review 2003.

For ETSC the availability of these funds in the past years has meant the possibility of implementing projects in very important road safety areas. Such as improving road safety in South, Central and Eastern European countries just post-accession, vulnerable road users, work related road safety and cycle safety. These projects have identified best practice and disseminated findings and recommendations in the EU, thereby contributing to achieving road safety objectives in a very cost-effective way.

Support for NGOs and Civil Society active in Road Safety across the EU

It is important that NGOs are able to take part in a dialogue with EU institutions and that their presence is important to provide a sound balance in relation to the interests of other players. European NGOs are valuable in co-ordinating and channeling views of national organisations and citizens as input to the decision making process. NGOs are also crucial in producing scientific knowledge through research and in raising the awareness of the need to take action to improve road safety by the general public. Associations of road safety victims are also important to take into account when balancing interests in EU policy making. NGOs active in the field of road safety should be supported and their networks extended. This should be both at the national level as well as the European level, in particular core funds which guarantee the coverage of an NGO's basic running costs.

The European Commission should consider taking a similar stance in supporting NGOs active in the field of road safety at EU level as it has done with environment, education, student, youth, development, anti-poverty, equal opportunity and social NGOs and their networks, these can currently apply to benefit from annual core funding. Such funding would give greater stability and sustainability to NGOs working in the road safety sector. This would give them the opportunity to grow as well as reduce the dependence upon other donors.

International cooperation with neighborhood countries and Third Countries

As the world's biggest aid donor, the EU should ensure that EU road safety policy objectives also apply to external programming so as to create consistency in approach and stress the importance of road safety as a priority for the EU in all relevant policy areas. The White Paper states that "*transport is fundamentally international and because of this, most actions in the Road Map are linked to challenges related to the development of transport beyond the EU borders".* Globally, each year nearly 1.3 million people die as a result of a road traffic collision. Ninety percent of road deaths occur in low- and middle-income countries, which claim less than half the world's registered vehicle fleet. At present road safety is not a policy or programmatic priority for EuropeAid or for the European Investment Bank, despite the overwhelming support of EU Member States for UN resolution A/64/266 on improving the global road safety crisis. ETSC would also stress that the EU has a role to include road safety in its relations with its neighbours when it comes to co-operating on transport and should be included in pre-accession twinning programmes. EU Member States unanimously supported UN resolution A/64/266 on improving the global road safety crisis, which proclaims 2011-2020 as the Decade of Action for Road Safety.

Mechanisms should be sought to extend the EU's policy orientations on road safety 2011 – 2020: towards a European road safety area to the neighbourhood countries. For example, programmes for non-state actors could include funding for road safety. Capacity building initiatives could include road safety training for community actors and professionals. Training programmes on the Policy orientations on road safety should be provided to EU delegations. This will strengthen decision-making and generating synergies among programmes on the ground which is relevant to road safety.

Mainstreaming Road Safety in other EU Budget Areas

Health and Safety-Work Related Road Safety European Social Funds

European Social Funds should be used to train and educate employers and employees to improve road safety at work and implement the EU's Health and Safety at Work Strategy and reach the new targets of reducing road deaths at work.

Education and Culture Funds

DG Education and Culture supports Youth programmes. 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 European Commission's budget should support programmes targeting road safety and young people.

Public Health

Road injuries and deaths should be treated by DG SANCO as a public health problem as well as by DG MOVE. DG SANCO runs the EU's Alcohol and Health Forum initiative. The EU's Health programme could also support road safety project that improve conditions from a health perspective. Topics for research under health could include the effects of dietary habits, sleep and stress management on driving and road safety.

Environment and Sustainable Development

A comprehensive approach to road injuries and deaths should be treated also by the EU's environmental policy as a problem related to sustainable mobility. Sustainable mobility is a key factor in the development plans for the cities of the future.

Recommendations

The EU should:

- Reverse the trend of cutting significantly the EU budget for road safety measures
- Through its different EU funds implement the road safety measures that are known, cost effective and science based.
- Apply conditionality for compliance with road safety infrastructure legislation for use of all EU funds used for building and maintaining roads including the Connecting Europe Facility and the Regional Funds.
- Promote use of funds to support safe modes such as public transport.
- Channel funds for urban mobility also to support increasing the safety of pedestrians and cyclists.
- Support road safety research as a priority in the EU's 8th Framework Research programme.
- Support both EU umbrella NGOs and the extension of networks of NGOs active in the field of road safety within the EU countries.
- Ensure that EU road safety policy objectives apply to external aid programming including EuropeAid and for the European Investment Bank
- Further support the EU's twinning programme with enables best practice exchange with Member States and neighbourhood countries.
- EU funds should mainstream road safety and thus contribute to joint road safety objectives in other related policy areas such as employment and environment.

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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 45 national and international organisations concerned with road safety from across Europe.