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"Time to act"

ETSC's response to the Mid-term Review of the Transport Policy White Paper

Graziella Jost, Liaison Officer
European Transport Safety Council, www.etsc.be

ETSC
European Transport Safety Council

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A science-based approach to transport safety policy

- 30 organisations from across Europe under one unique umbrella promoting science-based transport safety measures at EU level
- More than 150 experts contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc…
- With funding from the European Commission, member organisations and corporate sponsors
- 11 Secretariat staff members based in Brussels

Priority-based Road Safety Work

Strengthening Traffic Law Enforcement



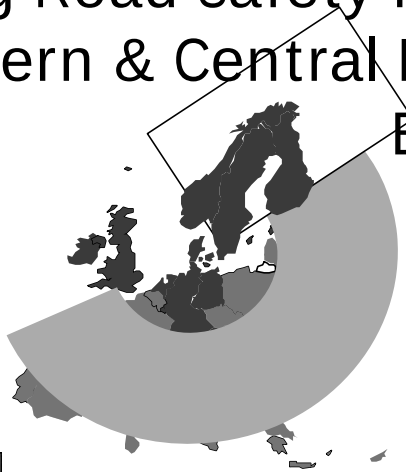
Protecting Vulnerable Road Users (VOICE)





Monitoring EU Transport Safety Policy

Improving Road Safety in Southern, Eastern & Central Europe (SEC Belt project)





Addressing the safety of non-road modes

Mid-term Review

No place for complacency

- Road deaths account for 97% of all transport deaths
- 43,700 deaths in the EU(25) in 2004
- Reduction of only 13% between 2001-2004
  Likely only 40% of the target will be reached by 2010
- Growing inequalities between EU Member States/ Regions and road user groups: European Citizens have a right to be equally safe across the EU ("risk cohesion")

ETSC Recommendations

2006 – 2010: Time to act

1. Implement a new safety vision
2. Infrastructure
3. Enforcement
4. Vehicle safety

ETSC Recommendations
(1) Develop a new vision

The Mid-term Review should generally...

- Give transport safety equal consideration to economic and environmental aspects
- Develop a compelling vision: the “Vision Zero”
- Have a robust and monitorable roadmap for actions
- Enable more stringent EU legislation
- Get industry to take responsibility

... And specifically

ETSC Recommendations (2) Infrastructure

- A framework Directive on infrastructure safety
  - Harmonised management of "high risk sites" on TERN
  - Safety audit and impact assessment as a pre-condition for EU-funded infrastructure

- Best practice guidelines on infrastructure
  - Urban safety management
  - Speed reduction
  - Safety audit and impact assessment

"Self-explaining" roads

ETSC recommendations (3) Enforcement

14,000 lives and 680,000 injuries could be saved every year if basic road safety legislations on drink-driving, use of seat-belt and speeding were applied on EU roads

- Rapid success rate
- Long-lasting effect
- High public acceptance

The Commission should:

1. Ensure the implementation of the Enforcement Recommendation
2. Propose a Directive on Cross-Border Enforcement

ETSC Recommendations
(4) Vehicle safety

- Speed up the use of compliance-enhancing technologies
  - o Seat belt reminders
  - o Alcohol ignition interlock
  - o Intelligent speed adaptation

- Protection of vulnerable road users
  - o EuroNCAP: to encourage earlier take-up of requirements of pedestrian protection
  - o Improvement of a the weak pedestrian protection Directive
  - o Improvement of front and side impact legislation

From sharing to taking responsibility

Be ambitious:

- The Commission should initiate legislation whenever it can make a difference
- All actors: (EU, Member States, Private Sector, NGOs)
- EU action: Saving 25.000 lives
  and the remaining 25.000?

Thank you for your attention

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