ETSC's

14th January 2010
12:30-15:30

Transport Safety Lunch

Road Safety Target Setting for the EU:
European Road Safety Action Programme (2020)
Transport White Paper (2020)



Welcome: Ines Ayala Sender MEP
Chairman: Murray Mackay ETSC

Speakers: Richard Allsop ETSC, **Isabelle Kardacz**, European Commission, **Åsa Ersson**, Swedish Road Administration, **Bernard Pottier** Prevention Routiere, **Paulo Marques**, Portuguese Road Safety Authority, **Aldis Lama**, Ministry of Transport Latvia.

As the EU prepares its next Road Safety Action Programme new targets for deaths and serious injuries must be set for 2020 that will mobilise action at a joint European level. These targets should strike the balance between being both ambitious and achievable. The European Commission is now undergoing its consultation and asks important questions on which targets should guide the EU in its road safety policy in the near future.

In parallel another important development is also being prepared: the White Paper on Transport Policy to 2020. There must be a strong link between these two important Commission communications and their future transport targets on road safety for 2020.

For the future European Road Safety Action Programme ETSC proposes a target of a 40% reduction of road deaths and serious injuries from 2011 to 2020. A new target of a 60% reduction of child deaths from 2011 to 2020 should be set up in parallel. To determine these targets ETSC used a forecast based on the analysis of past trends of the number of road deaths in relation to the EU demographic pattern.

As far as the target for a reduction of deaths is concerned ETSC stresses that this should be a shared EU target as in the last period. The aim is to achieve a 40% reduction in deaths across Europe. Ideally, every individual country would reduce their deaths and serious injuries by 40% but overall we should be aiming for shared reduction as for 2010.

The EU has a clear role as a driver for national Member State action. Setting challenging, yet achievable numerical targets will strengthen motivation to contribute to casualty reduction. Surely EU stakeholders active in road safety would agree that the EU 50% reduction target of 2001-2010 has helped do exactly that. EU legislation supporting road safety during the 3rd Action Programme is a true testament to this. This is why ambitious yet achievable targets are needed for 2020 to help the EU direct its action to save lives on our EU roads.

In light of the new Road Safety Action Programme, and debate on which targets should guide the Programme ETSC is organising a Transport Safety Lunch to discuss these questions:

- How can targets help to achieve road safety goals?

European Transport Safety Council

- Should the target consider only road deaths, or also serious injury? How can we set a target for reducing serious injuries?
- What should be the target for reducing road deaths by 2020 and how should this be calculated?
- What do we mean by a shared EU target? How can every country make a full contribution to reach the EU target? How can we aim to close the gap between best and worst performing countries?
- Which instruments can be used to guide the EU and its road safety policy to reaching this target 2020?
- Do any other target groups deserve a separate target?

ETSC invites you to discuss these and other questions at a Transport Safety Lunch in Brussels.

ETSC's Transport Safety Lunches are the site for openly debating promising and successful European approaches to prevent both accidents and injuries in transportation. They bring together decision makers from the transport sector in Brussels, thus establishing a platform to exchange information and views for all those interested in transport safety.

A buffet lunch (12.30-13.30) will be followed by experts providing the audience with an insight into innovative transport safety work. By addressing the most pressing problems they are paving the way for sharing knowledge and experience of how to best reduce transport-related accidents and injuries. The debates will explore possibilities of how key actors can develop the political and organisational leadership that it takes to implement effective safety schemes.



Antonio Avenoso Executive Director of ETSC

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Target Setting for Road Safety in the EU

Renaissance Hotel, Rue du Parnasse 15, 1050 Brussels

Free of charge
Limited seats

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