

## **EU Funds for Road Safety**

### **Introduction:**

EU funds should concentrate on supporting the implementation of the measures included in the EU' 4<sup>th</sup> RSAP. This is to say on the improvement of road safety through application of known, effective, science based countermeasures targeting the most life saving actions.

### **1) Beneficiaries**

#### **EU Member States**

The level of road safety varies significantly between countries, despite the first signs of a slow convergence. New member states, but also some other Southern European countries exhibit underperformance in various areas of road safety ranging from a poor infrastructure, to poor behaviour mirroring a lack of law enforcement. The improvements of safety in lacking countries would contribute to reaching cohesion in Europe and would benefit socially disadvantaged population

The EU should focus road safety investment through its funds to specific regions with lower levels of road safety in order to raise the common road safety level in the EU. The target areas could be not only infrastructure, but also police activities, and other tools. Actions aimed to transfer knowledge, best practice and solutions between "leading & lagging" countries should also be considered as a priority by the EU.

#### **European Road Safety Agency**

A safety agency exists for each other transport mode apart from roads. At present every one of the special EU agencies for safety fulfils a different role. The currently existing European Road Safety Observatory should be the base for a European Road Safety Agency. Its roles should cover collecting and analysing exposure data and accident data. It could also help speed up developments in road safety and provide a good catalyst for road safety information and data collection and encourage best practice across the EU. Its role should also include the labelling of unsafe roads and vehicles, identifying unsafe behaviours, and communicating the results to EU road users. Moreover it should work to propose new areas of legislation for improving road safety.

#### **NGOs**

It is important that NGOs are able to take part in such a dialogue and 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 channelling 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 NGOs' 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 and social NGOs who can apply to benefit from annual core funding. Such funding would give greater stability 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. Particular attention should be paid to help extend the NGO network to the New Member States.

Moreover, cooperation and collaboration between different NGO networks such as with the transport and environment and health and alcohol and drug policy is also important. NGOs are an essential part of coalition building and are helping advancing the road safety agenda at a European and national level. ETSC's VOICE project which aimed to mobilise NGOs active in protecting vulnerable road users should be a model for such cooperation. Initiatives such as the DG SANCO led "Alcohol and Health Forum" which has included NGOs should be continued and strengthened. Moreover should further high level groups be convened by the European Commission with concrete policy recommendations for road safety such as CARS 21, these should as a matter of course be made open to NGOs.

Another future action should be greater sharing of expertise and experience between NGOs. The main priority area should be in the EU but this should also be extended to neighbouring countries beyond the EU borders and on a global level. Setting up twinning projects and EC funding to support this could yield useful benefits.

## **Research**

Sound policies are based on known, effective, science based countermeasures, which in turn are grounded in good research. Road Safety research should continue to benefit from European funds. Related to this is the need to ensure the dissemination of knowledge about successful measures (best practice) and research results among decision makers and practitioners.

## **International cooperation with neighborhood countries and 3<sup>rd</sup> Countries**

The EU's twinning programme TAIEX which enables exchange of best practice between experts in the EU's New Member States, Candidate Countries and Neighbourhood countries also in road safety is a good example of such co-operation and should be strengthened and extended.

### **2) Sources of EU Funds**

#### **DG TREN Project Funds**

The FP7 midterm review should include a careful review of the need of DG TREN funds for R&D projects.

#### **DG Research Funds**

DG Research should fund innovative projects to improve road safety. Sound policies are grounded in good research. Road Safety research should continue to benefit from European funds. Related to this is the need to ensure the dissemination of knowledge about successful measures (best practice) and research results among decision makers and practitioners.

### **Regional Development Funds**

Regional development funds for transport to improve road safety. Poland has applied successfully to use structural funds should be used for purchasing breathalysers, speed cameras and police cars to improve road safety. As under DG Environment regional funds should also encourage the development of safe and sustainable mobility in urban and rural areas in the EU.

### **TEN-T Funds**

The extension of the TEN-T for the financial period 2007-2013 is estimated at about 390 billion EUR of which 27% is estimated to be made up of Community loans and grants. The sources of funding include loans from the EIB, EU grants from the European Regional Development Fund, Cohesion Fund and the TEN-T programme.

[http://ec.europa.eu/transport/infrastructure/funding/doc/funding\\_figs.pdf](http://ec.europa.eu/transport/infrastructure/funding/doc/funding_figs.pdf)

The contribution to road safety improvement of specific projects should be part of the evaluation of these projects. Guidelines on how to evaluate projects under the perspective of road safety gains should be developed.

### **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 2012 target of reducing road accidents at work by 25%.

### **Development Funds**

Road safety mechanisms such as the application of the four instruments of the Infrastructure Safety Directive, should be implemented in the use of funds in Third Countries. Their strict application should be a pre-condition for funds thus also promoting high safety standards in transport projects beyond the EU's borders.

### **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 DG Education and Culture could support programmes targeting road safety and young people.

### **DG Sanco**

Road injuries and deaths should be treated by DG SANCO as a public health problem as well as by DG TREN. DG SANCO runs the EU's Alcohol and Health 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.

## **DG Environment**

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

### **3) Estimations of funding needs?**

The EU's 4<sup>th</sup> RSAP should include a careful and detailed Impact Assessment of all road safety measures considered in this plan.

### **4) Ways of raising funds**

A consultation on ways of raising funds for road safety at EU level could be organized.

### **5) Cost-benefit analysis or comparing the needs with the updated value of prevention**

The EC should offer updated estimates of the cost of different types of death and injuries (serious and slight) for each of the Member States as is requested under the Infrastructure Safety Directive.

### **6) Conclusions and recommendations**

The EU should:

- Through its different EU funds implement the 4<sup>th</sup> RSAP's measures that are known, effective and science based.
- Focus funding of road safety in regions with lower levels of road safety in order to raise the common road safety level in the EU.
- Fund the extension of the currently existing ERSO to create a European Road Safety Agency.
- Further support the EU's twinning programme with enables best practice exchange with New Member States and neighbourhood countries.
- Fund EU umbrella NGOs and the extension of networks of NGOs active in the field of road safety within key countries including in particular the new Member States.
- Support twinning and cooperation projects between different NGOs to build capacity.