



PRESS NOTICE

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ETSC CALLS FOR ASSESSMENT OF RISK AND SETTING OF TARGETS AS EFFECTIVE TOOLS FOR SAVING LIVES – EU-WIDE IN ROAD, RAIL, AIR AND WATER TRANSPORT, AND BY EACH MEMBER STATE AND ACCESSION COUNTRY IN ROAD TRANSPORT.

This is the message of a report written by 15 of ETSC's independent experts and published today.

Richard Allsop, Professor of Transport Studies, University College London and chairman of the ETSC working group on risk assessment and target setting said: "Transport is the lifblood of modern Europe, but this year it will kill about 40 000 people in the EU and about another 12 000 in the Accession Countries. ETSC estimates the cost to society in the EU of these deaths and associated injury and damage at 180 billion Euro - around twice the total EU budget for all activity. The EU and each Member State should robustly challenge this intolerable situation, and help each Accession Country to do the same.

"For road transport, where 97 per cent of the deaths occur, many Member States have safety strategies with numerical targets for reducing casualties. They should build upon this experience and the EU should help others to learn from them. The EU itself has an ambitious target for halving road deaths over 10 years but has yet to implement its strategy for reaching the target. For transport by rail, air and water, target setting needs to be EU-wide and should be high on the agendas of the new European Agencies.

"For all kinds of transport, improved risk assessment depends upon harmonised recording throughout the EU of deaths and injuries and the incidents in which they occur, and bringing together the resulting data into EU-wide databases accessible to all at marginal cost of access. This is bound to take time – but that is all the more reason for finding the resources to get the job started without delay."

Dr. Jörg Beckmann, ETSC Executive Director added: "Risk assessment and targets setting are two fundamental components of transport safety. Assessment of risk contributes to effective strategies for casualty reduction, by helping to show where scope for applying different safety measures lies. Setting challenging yet achievable numerical targets can strengthen motivation to contribute to casualty reduction".

A summary of recommendations from the ETSC report *Assessing risk and setting targets in transport safety programmes* is given overleaf. The Executive Summary and the report are available on ETSC's website www.etsc.be.

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SUMMARY OF ETSC RECOMMENDATIONS ON ASSESSING RISK AND SETTING TARGETS IN TRANSPORT SAFETY PROGRAMMES

- The EU should embark urgently and vigorously upon a timetabled and fully funded programme to achieve consistency across Member States in recording road traffic collisions involving personal injury, estimating the level and pattern of underrecording of collisions, and estimating the amount of use of the roads, together with the assembly of resulting data from all Member States in a common database accessible to all at marginal cost of access.
- The EU and each Member State, and with their help each Accession Country, should continually and robustly challenge society's complacency about the level of risk in using the roads by adopting or further developing road safety strategies which evoke and channel coherent and effective action by all those stakeholders within and outside government who can contribute to reducing death and injury on the roads.
- The EU and Member States and Accession Countries should focus their road safety strategies by setting numerical targets for casualty reduction over the period covered by the strategy which are challenging enough to motivate the stakeholders to strenuous effort, yet achievable through the policies and measures envisaged in the strategies.
- Experience of different aspects of the target-setting process, especially the forecasting of casualty rates and of the effectiveness of safety measures, should be shared among the EU, the Member States and the Accession Countries.
- The EU should identify the route to achievement of its target, the respective roles of the EU and its Member States in doing so, and how the EU can help the Member States to deliver their respective contributions.
- Railway safety data for the EU member states should be assembled comprehensively and to common international definitions, as envisaged in the proposed Railway Safety Directive, together with common measures of exposure to risk, and this should be a high priority for the proposed European Railway Agency.
- It should be an early task for the European Railway Agency to investigate appropriate forms of target for numbers of train accidents and casualties in them across the EU and ways of judging progress towards such targets, having regard to the small numbers of accidents and variability in the numbers of casualties in them.
- It should also be an early task for the European Railway Agency to progress the further development of common methods of risk assessment and criteria for safety measures that is envisaged in the draft Railway Safety Directive.
- Railway operators' safety assessment documents, including their risk assessments, should be public.
- It should be an early task for the proposed European Air Safety Agency to assemble a database for uniformly reported incident and exposure data concerning intra-European and intercontinental scheduled and charter flights in European airspace by both EU registered and other operators, and to investigate appropriate forms of target for the corresponding numbers of air accidents and casualties in them across the EU and ways of judging progress towards such targets.
- The European Air Safety Agency should then develop counterpart reporting systems, database, targets and monitoring of progress for general aviation in European airspace.
- It should be an early task for the proposed European Maritime Safety Agency to assemble a database for uniformly reported incident and exposure data concerning both EU registered and other vessels above a certain tonnage in European waters, and to investigate appropriate forms of target for the corresponding numbers of accidents and casualties in them across the EU and ways of judging progress towards such targets.
- The European Maritime Safety Agency should then develop a counterpart database and counterpart targets and monitoring of progress for loss of vessels and environmental damage from incidents involving vessels in European waters.
- The EU should establish counterpart databases, targets and monitoring of progress for inland waterway transport throughout the EU.