

Commission



ROAD SAFETY:

Towards a European Road Safety Area: Policy orientations on road safety 2011-2020

Transport



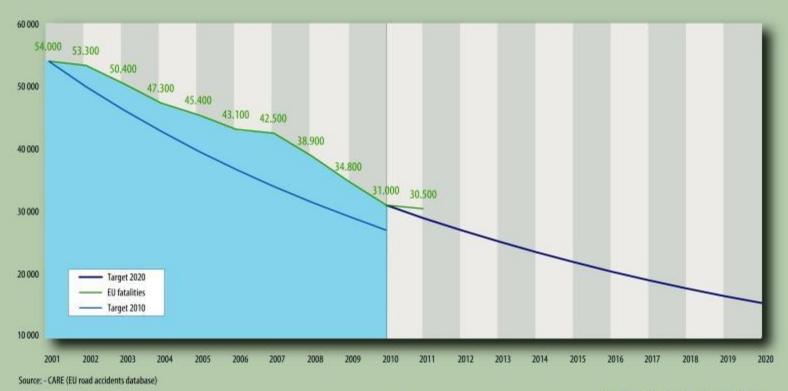
TWO MAIN POLICY PAPERS

• WHITE PAPER 2011: Towards a 'zero-vision' on road safety

• POLICY ORIENTATIONS ON ROAD SAFETY 2011 - 2020



Road fatalities in the EU since 2001



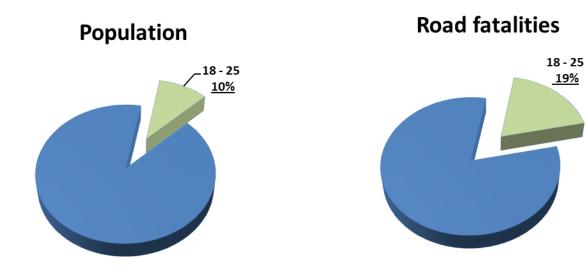
http://ec.europa.eu/roadsafety

Mobility and Transport

Transport



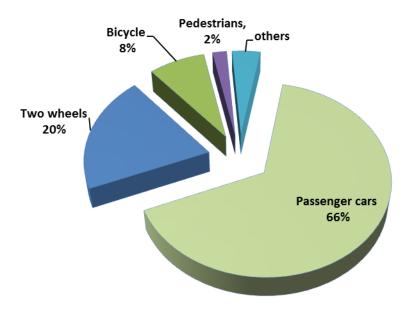
Young people are over represented on road accidents





66% of young people fatalities are on cars

Fatalities by Transport mode





Policy orientations on road safety 2011-2020

Quantitative target:

- 50% reduction of number of road fatalities by 2020, starting from 2010

3 Pillars

A common European road safety area

An integrated approach with other policies (health, environment, employment, etc.)

Shared responsibility (EU, national, local...)

7 Strategic Objectives:

Education and training

Compliance with road traffic rules

Safer road infrastructure

Safer vehicles

Intelligent Transport Systems (ITS)

Emergency and post-injuries services

Vulnerable road users



"A shared responsibility"

Action by ALL stakeholders is needed

- Public Authorities: EU + Central
- Governments + Local Authorities...
- Private Companies: Car industry +
- Transport companies + Road operators
- Users: <u>everybody !</u>

The EU acts wherever it provides an added value



The EU instruments

- Road accident data and information
- Financial support to research and studies
- Best practice guidelines
- Legislation (only when necessary)



Policy orientations on road safety 2011-2020

Objective n° 1. Improve education and training of road users

A holistic approach on long-life education and training of road users addressing:

- Education and pre-test learning
- Improvement of the driving licence regime
- Post-licence training



Policy orientations on road safety 2011-2020

Objective n° 2. Increase compliance with road traffic rules

Enforcement is a key factor to reduce road casualties:

Cross-border enforcement of road traffic offences

Vehicle technology should address inter alia:

- Speed: e.g., speed limiters on board LGVs
- Alcohol: e.g. alcolocks

Member States to establish national plans including enforcement objectives



Policy orientations on road safety 2011-2020

Objective n°7: Improve safety of vulnerable road users

Priority to the development of a strategy to improve the safety of motorcyclists

Improve safety of other vulnerable road users, particularly in urban areas



STATISTICS The EU publishes

various statistics and

other data on road

safety

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ROAD SAFETY

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European Commission > Transport > Road Safety

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European Earcontector	

Fourth European Road Safety Day Nicosia, 25 July 2012 Nicosia Conference Centre "Active Involvement of Youth in Road Safety"



Children Cyclists Elderly drivers Motorcyclists and mopeds users Novice drivers Pedestrians Professional drivers



CY 2012

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- TOPICS
- Behaviour Infrastructure Vehicles Dangerous goods Questions and Answers Public consultations

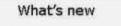


SPECIALISTS

ENGLISH ONLY

EU road safety policy Road safety knowledge base Projects Statistics Toolbox (Manuals and best practices) Fundings

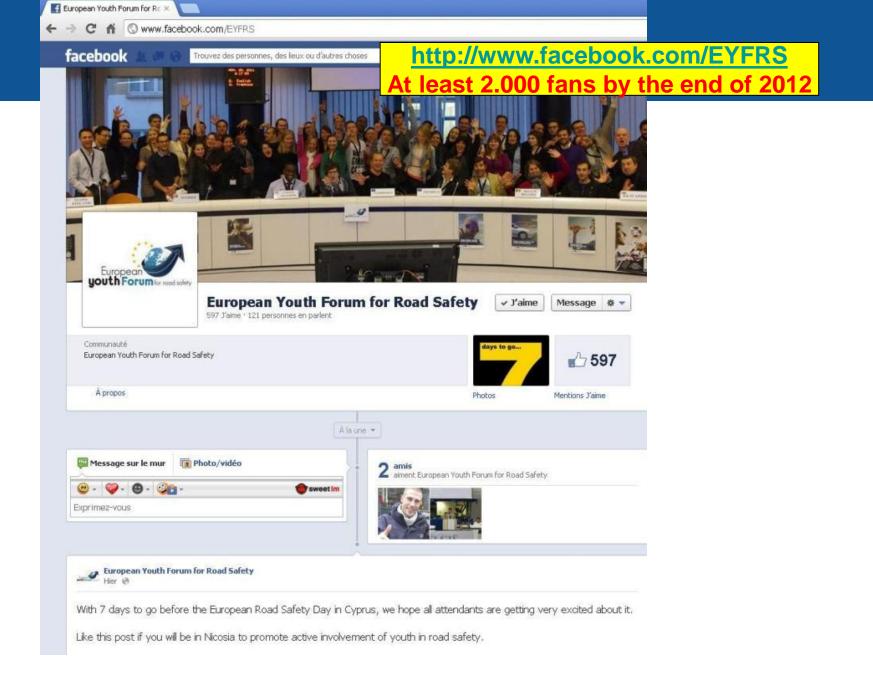
Publications

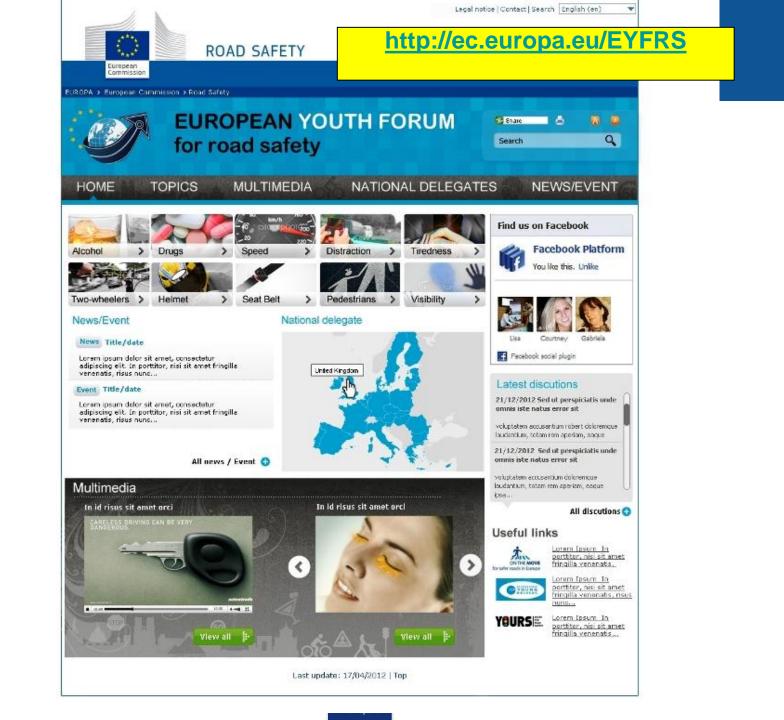


Road worthiness package 13/07/2012

Tougher vehicle testing rules to save lives











100.000 lives saved over the last 10 years. Let's keep the trend by 2020!





Thank you