

# On the move

## for safer roads in Europe

### A new Commission (2010-2014)

*On 10 February the new Commission took office. With it, the new Commission brought several big changes: new Directorate-Generals and divisions of old ones. DG Transport and Energy is one of the DGs affected. As from 17 February 2010, DG TREN has been split into two separate entities: DG Mobility and Transport and DG Energy. DG Mobility and Transport is looking forward to working in close cooperation with the new Commissioner in charge of the Transport policy, Mr Siim Kallas.*



Siim Kallas, Vice-President, EU commissioner for transport

### From finance to transport

Vice-President Kallas has already served in two previous Commissions. He arrived in Brussels in 2004, serving as the Commissioner for Economic and Monetary Affairs. Then, in the Barroso I Commission, Mr Kallas was appointed Commissioner for Administrative Affairs, Audit and Anti-Fraud. During his tenure, Mr Kallas made progress on improving transparency, both in terms of lobbying and distribution of EU funds. He also worked to tackle fraud and corruption, protecting the interests of European tax payers.

Before his time in Brussels, Mr Kallas was a fixture on the Estonian political scene. He served as Prime Minister of Estonia, Minister of Finance and President of the Bank of Estonia. Moreover, he was a central figure in the restoration of Estonia statehood after the fall of the Soviet Union.

[http://ec.europa.eu/commission\\_2010-2014/kallas/index\\_en.htm](http://ec.europa.eu/commission_2010-2014/kallas/index_en.htm)



European Commission





## Working towards sustainable transport

In his hearing before the European Parliament's transport committee, Mr Kallas set forth his ideas and plans for European transport over the next five years. He highlighted the important role transport play in combating climate change. As such, he vows to make the legislative changes necessary to reach targets for carbon reduction by 2020. At the same time, he showed sympathies for business interests and the need to find a working balance between environmental regulations and profitability saying, 'We must be careful not to have a compromise that leaves everyone unsatisfied.'

Mr Kallas also underscored the importance of rail harmonisation and liberalisation. Removing barriers to functional rail transport, such as administrative issues and incompatible signalling systems, are a key part of ensuring the optimal use of railways.



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## Mobility and Transport DG and road safety

Road safety is an important part of Mr Kallas' dossier as Commissioner for Mobility and Transport. When questioned about cross-border enforcement of sanctions for road offences during the EP hearing, he said he regretted the fact that the Council could not reach an agreement on the Commission proposal, despite a strong support from the European Parliament. He underlined that he is committed to working towards a solution that is acceptable for all Member States and the European Parliament.

Intelligent Transport Systems are another crucial issue for Mr Kallas. Once these systems are properly implemented at EU level, European roads will be safer and road accidents and fatalities will be greatly reduced.

Mr Kallas will have a busy five years as the Vice-President of the European Commission in charge of mobility and transport.

[http://ec.europa.eu/transport/road\\_safety/index\\_en.htm](http://ec.europa.eu/transport/road_safety/index_en.htm)  
[http://ec.europa.eu/dgs/transport/index\\_en.htm](http://ec.europa.eu/dgs/transport/index_en.htm)



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## New funded projects to make our roads safer

*In July 2009 the European Commission launched a call for proposals with specific funding for road safety projects. Six projects were selected to receive a total of €4 million of funding from the EU. The selected projects focus on issues such as vulnerable users, powered two-wheelers, user behaviour and infrastructures. With a presence across the EU, these new funded projects will help make Europe's roads safer and make road users more aware.*



### Better infrastructure for safer roads

Two of the new projects, WhiteRoads and Pilot4Safety, will focus specifically on road infrastructures. Tackling very different elements of road infrastructure, each project aims to better understand and make infrastructures safer.

WhiteRoads, lead by the European Union Road Federation, will take a look at so-called 'white spots'. Understanding white spots – sections of road where no accidents have occurred over



a specified period of time – is important for making all roads safer. As such, researchers are studying these areas and gathering relevant data about design, maintenance and management of 'white roads'. Analysis and understanding of these roads can then be applied to other areas of Europe's road infrastructure in an attempt to make them safer.

The Federation of European Highway Research Laboratories is working with partners in Italy, the Czech Republic, Spain, Greece and Denmark to improve safety on rural roads. In 2008, the EU adopted legislation on infrastructure requiring safety checks, training and certification on TEN-T motorways. However, most road accidents and fatalities occur on secondary roads which are not part of TEN-T road network. To counteract this, the Pilot4Safety project will implement the principles of the above-mentioned Directive concerning infrastructure on selected regional roads and analyse if these measures are truly effective on secondary roads.

### Focus on users

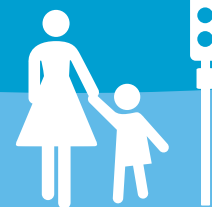
The other four funded projects focus on users and their road habits. The AVENUE project, lead by the Panos Mylonas Road Safety Institute of Greece, aims to create referral centres for road safety in several Member States of the European Union. Citizens will be able to visit these centres and find information on all sorts of road safety topics and actions; the idea being that informed citizens are safe citizens.

BEST POINT, led by the Austrian Kuratorium für Verkehrssicherheit, aims to identify and share point best practices across the EU. Researchers will look at the driving licences penalty/demerit systems currently in use across the EU and identify those systems that have proven to be the most effective. BEST POINT's larger goal is to develop standardised procedures across Europe.

SAMERU is specifically focused on elderly drivers. Working with partners in the UK, France, Spain and Germany, researchers are examining best practices regarding technology and sociological research to ensure safe and effective mobility for the elderly.

Safety on all types of vehicles is important. That is why the ROSA project, lead by RFME (Real Federación Motociclista Española), aims to educate citizens about safety on powered two-wheel vehicles. To achieve this, the project will distribute a European handbook and best practices for two-wheel vehicle safety.



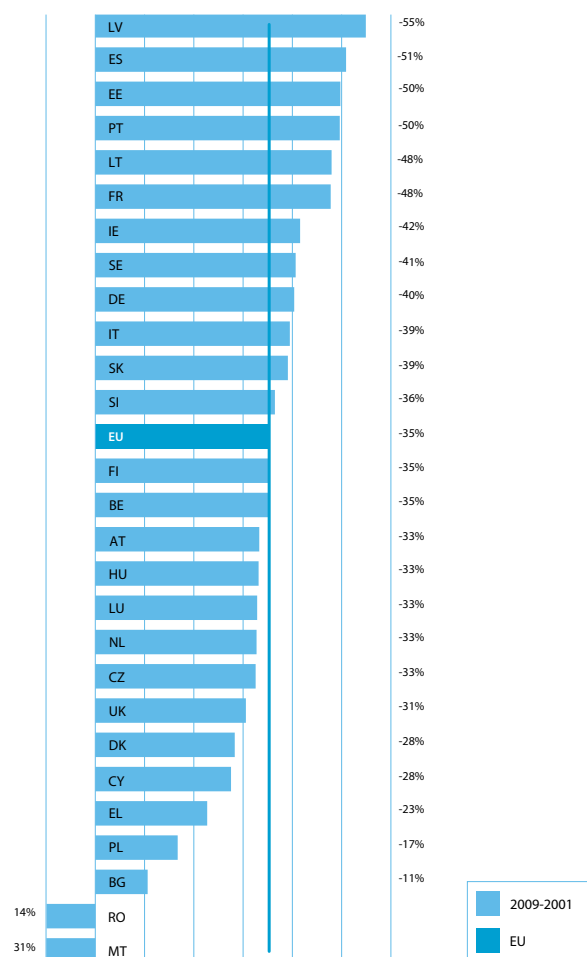


## Statistics

### Reducing road fatalities

Since 2001, the number of road fatalities has decreased dramatically across the EU. Today there are 35% fewer road fatalities than there were in 2001. Some countries have seen even more dramatic reductions, such as Latvia with a 55% reduction and Portugal, Estonia and Spain with half the road fatalities as in 2001.

### Reduction in fatalities between 2001 and 2009\*



\* per million inhabitants

Source: CARE (EU road accidents database).

[http://ec.europa.eu/transport/road\\_safety/specialist/statistics/care\\_reports\\_graphics/index\\_en.htm](http://ec.europa.eu/transport/road_safety/specialist/statistics/care_reports_graphics/index_en.htm)

### Event diary

- Meeting of the High Level Road Safety Group (authorities of the Member States)

29 April 2010

- The European Youth Forum for Road Safety

1-2 July 2010 – <http://ryd.be>

- European Road Safety Day Brussels, Belgium

13-14 October 2010

- Workshop EU Vehicle Owner Protection Forum 'Technical inspection' and 'Manipulation of odometer-reading'

17-18 November 2010

- European Road Safety Charter Awards

December 2010

<http://www.erscharter.eu>

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