



The Eurocouncil of the Fédération Internationale de l'Automobile
European Bureau

FIA EUROCOUNCIL ROADMAP TO ROAD SAFETY 2020

Executive summary

The Eurocouncil of the Fédération Internationale de l'Automobile (FIA) represents through its affiliated members, national motoring and touring Clubs in Europe, 35 million motorists.

The improvement of road safety is one of the highest priorities of the FIA Clubs. They carry out vehicle and safety equipment consumer tests, offer driver training, run seat belt campaigns and assess the safety of mobility infrastructure.

The FIA Clubs believe that a shared effort and a shared responsibility as well as a strong political will and leadership are necessary to bring forward drastic changes. Decision-makers at all governance levels should be encouraged by the European Union (EU) to accompany short and long term legislative changes with massive information campaigns. At the same time, the FIA Clubs call for the involvement of authorities and personalities at the highest regional, national and European level.

Based on the FIA expertise, the following roadmap outlines the key areas for road safety improvement – whilst bearing in mind that the challenges faced by the 27 Member States vary greatly. More specifically the FIA Eurocouncil presents targets for each identified area and proposes means to achieve these goals by 2020.

- The diversity of **road safety statistics** and collecting authorities in the EU makes it difficult to effectively define a targeted road safety policy. Therefore, the FIA calls on the EU to further work on standard road safety data sets.
- **Road Vehicles**, and especially **passenger cars**, steadily increased their safety performance in the past years. In order to pursue this positive trend, the FIA Clubs call for a number of additional measures to reduce fatalities by 2020, based on the 2010 figures, by 40% for car occupants and for children as car occupants, fatalities with heavy duty vehicles (HDV) involvement by 50% and to reduce the number of severely injured persons by 30%.
- Some road user such as **motorcyclists**, **cyclists** and **pedestrians** are still disproportionately at risk. Adopting a comprehensive framework regulation on type-approval of powered two- and three-wheelers and a second stage training for powered two wheelers (PTW) riders are actions that the FIA would like to see implemented in view to reduce the number of riders killed and seriously injured by 40% by 2020. In order to reduce fatalities among pedestrians and cyclists by 35%, the FIA calls for increased traffic education.
- Dangerous behaviours can be countered in many ways. In this regard, the FIA Clubs believe that **training** and **education** from an early age would make a significant contribution toward improving road safety. While affordable advanced training opportunities should be available for all drivers, the FIA calls for the inclusion of defensive skills and mandatory second phase driver training in the Driving License directive.
- Finally, more efforts should be dedicated to improving the **road infrastructure** and specific attention should be paid to the design of new roads and to the most dangerous roads, such as rural roads. EU funding (TERN, Structural Fund) should be conditioned to the delivery of safe roads.



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European Bureau

Introduction

The FIA Clubs are key players for road safety in Europe. Their expertise in the areas of road user behaviour, vehicles and infrastructure is brought to the attention of decision-makers and their campaigns contribute to raising citizens' awareness on road safety challenges. Their various assessments and benchmarking programmes participate to reaching the targets set at EU level. The FIA Clubs initiated the European NCAP which has contributed to saving many lives. Their positive role is widely acknowledged and such programmes successfully demonstrate that road safety improvements can be induced, even in the absence of legislation. At the European level, the FIA Clubs signed the European Road Safety Charter, thus showing their commitment to support the European initiative through awareness-raising and education in their countries.

Achievements & unresolved issues

The Eurocouncil of the FIA welcomes the significant progress made by the European Union towards halving the number of road fatalities by 2010¹. This target – considered ambitious for EU 15 – was kept following the enlargement to 27 Member States. While this goal was unlikely to be met in an enlarged Europe, it contributed to noticeable improvements in road safety. Indeed, and in spite of increasing car mobility², fatalities are not increasing and even diminishing in a large majority of Member States. In 2008, the decrease of road fatalities amounts to 35% in the EU 15, but only to 27% in EU 27 compared to 2001.

Whereas it set a reduction target for road accident fatalities, the European Union did not set such a target for severely injured road users. Between 2001 and 2008, the number of severely injured road users decreased by only 18% in the EU 27.

A lot remains to be done to improve road safety in Europe. If the global trend shows a clear decline in the number of fatalities and serious injuries, some road users such as motorcyclists, cyclists and pedestrians are still disproportionately at risk.

The fact that we live longer and healthier lives brings forward a number of challenges and opportunities. These changes will lead to a significant increase of older citizens in traffic. Road safety policy should therefore take into account the specific needs of an ageing population. This includes intelligent transport systems, adapted vehicles and infrastructure, awareness raising and education as well as quality public transport.

Shared responsibility should be further promoted, in order to fully deploy its life-saving potential. Experience shows that strong political leadership is necessary to bring about drastic changes. Decision-makers at all governance levels should be encouraged to accompany short and long term legislative changes with massive information campaigns. The FIA Clubs therefore call for the involvement of authorities and personalities at the highest regional, national and European level: they should get actively involved in the improvement of the regulatory framework and personally engage for ambitious road safety targets. The FIA Clubs expressly welcome the new rationale, according to which both improved driving and social skills are needed to educate tomorrow's safe drivers.

¹ Road Safety Action Plan namely "Halving the number of road accident victims in the European Union by 2010: A shared responsibility" (COM (2003) 311).

² e.g. in Spain it is increasing by 3-4% annually.



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European Bureau

Objectives

The 4th European Road Safety Action Plan gives a unique opportunity to look back at the progress made and call for ever more ambitious road safety actions. In our view, the future EU strategy should be based on high level commitment, strong leadership, clear objectives and precise targets. Further, the future roadmap to 2020 should aim for a 40% reduction target for deaths³.

The risk of being killed on the roads significantly differs throughout the European Union. In 2008, the risk rate of high risk countries was up to four times that of low risk countries. Taking into account the different road safety risk rates, we propose to set differentiated fatality reduction targets for 2020, based on the 2010 figures, aiming at a convergence of road safety in Europe⁴:

- 50% fatality reduction target for countries whose risk rate is clearly more than 25 percentage points above the EU average⁵.
- 35% fatality reduction target for countries whose risk rate is in the range of 25 percentage points above or below the EU average⁶.
- 22% fatality reduction target for countries whose risk rate is clearly more than 25 percentage points below the EU average⁷.

Besides reduction targets for road fatalities we believe that the Action Plan should also set a 30% reduction target for severely injured road users.

Broken down by road user categories we propose the following targets:

- 40% fatality reduction of car occupants
- 40% fatality reduction of children as car occupants
- 30% reduction of severely injured car occupants
- 50% fatality reduction of accidents with HDV involvement
- 40% reduction of the number of PTW rider fatalities and severely injured
- 35% fatality reduction of pedestrians and cyclists

1. Accident Statistics and Accident Research

Achievements & unresolved issues

Accurate accident statistics and research data are the pillars of road safety analysis and evaluation. They show major problem areas, their development over time and also help to estimate the benefit of new safety systems and the timely evaluation of actions taken.

Today each Member State provides basic road safety figures to the EU. However, for several Member States, the quality and the depth of information are still deficient and do not allow for differentiation between road users, road categories, weather circumstances and injury severity.

³ All proposed targets for road death and severe injury reductions base on the situation in 2010.

⁴ Convergence is at the heart of most EU policies.

⁵ Lithuania, Poland, Romania, Latvia, Greece and Bulgaria.

⁶ Slovenia, Czech Republic, Cyprus, Slovakia, Hungary, Estonia, Luxembourg, Belgium, Portugal, Italy, Austria, Denmark, Spain, France, Finland, Ireland and Germany.

⁷ Netherlands, Sweden, United Kingdom and Malta.



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European Bureau

FIA proposed target for 2020

- Enhanced minimum quality standards for road accident data should be available for all Member States, in order to further foster quality research on accident causalities

Clubs' contribution

In addition to national accident data, some FIA Clubs started setting up their own in-depth accident research work in 2005. It is based on their air rescue services data. The outcomes give insights into accident causations and configurations. It enables estimations on the effectiveness of future safety developments such as autonomous emergency brake for trucks or rescue card for passenger cars. The FIA Clubs' accident research will be extended to other countries and external co-operation will be developed.

The FIA is considering setting up an annual reporting on the EU 27 accident data to be published in the FIA Clubs' magazines. This should trigger increased competition in road safety, based on benchmarking programmes that identify both excellence and flaws. It should raise public awareness about the state of road safety in Europe, call for appropriate road safety standards and provide mobile consumers with tips and recommendations. Public debate about identified failings should be stimulated and lead, if necessary, to demand for regulation.

In order to support the 2020 targets, the EU should

- Pursue its work improving the quality of the road safety statistics fed into the European Road Safety Observatory. The data should comprise the type of road on which the accident occurred, the weather circumstances, the time of day, the road users involved (vehicle, age and gender) and the cause.
- Continue to support European-wide research programmes and encourage them to deliver basic knowledge for the development of future safety systems. Particular attention should be spent on the urban environment as road safety progress has been lacking in this area.

2. Light Duty Vehicles (passenger cars and light commercial vehicles)

Achievements & unresolved issues

The death toll for car occupants in EU 15 is expected to have more than halved in 2010 compared to 2001. The newer Member States are more slowly following this trend. Decisive factors for this change are the immense improvements in active and passive safety performance of new cars, driven by more stringent legislation, the FIA Club consumer testing and the Euro NCAP. The FIA and the FIA Clubs are involved in the support of events and campaigns aimed at improving awareness among drivers, fleet managers and dealers about the benefits related to the spreading of on board safety technologies. The "eSafety Challenge 2009" was recently organised with this objective and with the active support of the FIA and the FIA Clubs. Thanks to EU, ESC (Electronic Stability Control) will become mandatory as from 2012.

The quality of child restraint systems significantly improved thanks to the introduction of side impact tests in the FIA Clubs' child safety activities.

Yet, a number of issues remain to be tackled. Some road safety challenges became more acute with the increase in traffic density, which results from European integration and



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European Bureau

growing prosperity. Intensified traffic contributes to making driving an increasingly demanding process. More and more accidents are caused by the lack of driver attention, misinterpretation of the traffic situation or non respect of safety distances. Occupants of smaller cars run a higher road safety risk due to the poor level of car-to-car crash compatibility. The difference in size, weight and design is not addressed by the current crash test procedures. Further challenges to road safety include non-use of seat belts and child restraints. Low price cars with unsatisfactorily low safety standards greatly concern the FIA Clubs.

At the same time, modern safety car structures, whilst more advanced in terms of safety standards, may delay the rescuing of jammed car occupants in case of an accident.

FIA proposed targets for 2020

- 40% fatality reduction of car occupants
- 40% fatality reduction of children as car occupants
- 30% reduction of severely injured car occupants

Clubs' contribution

The FIA Clubs will pursue their consumer testing activities on passive, active and integrated safety. The publication of the test results will accelerate the penetration of safer cars in the market. In addition, the FIA Clubs will continue to elaborate new testing procedures, for instance in the areas of car-to-car crash compatibility and driver assistant systems.

The FIA Clubs also developed a rescue sheet, which aims at minimising the rescue time for jammed car occupants. It contains essential information for the rescue teams, including the cutting areas to remove the car top from the chassis.

In order to support the 2020 targets, the EU should:

- Set up type-approval regulations in the following areas:
 - side impact crash performance of child restraints
 - frontal and side impact crash performance of cars with alternative fuel and propulsion systems
 - update of the present front and side impact test procedures in view of improving compatibility
 - pedestrian protection performance for cars with more than 2.5 t gross weight
 - integration of the rescue sheet into eCall
 - mandatory seat belt reminder systems on all seats
 - dipped-beam headlights which are switched on automatically by means of sensor control at dusk, in darkness or whenever visibility is impaired⁸
- Support the development of the following driver assistant systems⁹:
 - obstacle and collision warning and distance control systems
 - lane departure warning incl. lane keeping assistant

⁸ According to Commission Directive 2008/89/EC concerning the installation of lighting and light-signalling devices on motor vehicles and their trailers for the purposes of its adaptation to technical progress (Official Journal 2008 L 257/14 of 25 September 2008) all new vehicles are to be equipped with daytime running lights as of 7 February 2011 (pursuant to ECE Regulation No. 48).

⁹ ranked according to their expected effectiveness.



The Eurocouncil of the Fédération Internationale de l'Automobile
European Bureau

- pedestrian detection systems using wireless communications, radar and other technologies
- speed alert
- adaptive brake light and emergency brake assist
- inter vehicle hazard warning¹⁰ based on car to car communication
- tyre pressure monitoring system (with CO₂ emission relevance)
- vision enhancement incl. night vision and automatic head light activation

3. Heavy Duty Vehicles

Achievements & unresolved issues

Heavy Duty Vehicles (HDV) occupants represent only approximately 3% of all road traffic fatalities¹¹. However, the number of fatalities caused by HDV rises significantly when all accidents involving this type of vehicles are analysed. HDV actually induce higher risks for other road users such as car occupants, motorcyclists, cyclists and pedestrians.

The main causes leading to HDV accidents are too short safety distances and uncontrolled lane departure. Accident research carried out by the FIA Clubs indicates that distance radar (ACC) combined with automatic emergency braking and lane keeping would significantly reduce the number of such accidents. The EU translated key FIA Clubs' demands into regulation: From 2012, Electronic Stability Control (ESC) and from 2016, Lane Keeping Assistance and Distance Radar will become mandatory for HDV.

The FIA Clubs' crash tests point out that HDV rear under run protection devices, even if designed according to the latest EU Directive, are too weak to protect impacting cars' occupants efficiently.

FIA proposed target for 2020

- 50% fatality reduction of accidents with HDV involvement

Clubs' contribution

The FIA Clubs will continue testing the efficiency of new driver assistance systems and the passive safety performance of HDV equipment, such as rear under run protection devices. Furthermore, the FIA Clubs will continue to campaign for improved rear view devices such as wide angle mirrors and camera systems.

In order to support the 2020 targets, the EU should:

- Develop improved regulations on rear under run protection devices, with increased test loads and improved geometry
- Support the development and introduction of obstacle recognition and pedestrian detection systems, camera systems for improved rear visibility and turn assistant to warn the HDV driver of the presence of people around the truck
- Disseminate best practice in the enforcement of drivers hours regulations, fleet maintenance and the detection of overweight HDVs

¹⁰ e.g. for intersection assistant systems.

¹¹ For the EU 27, these amount to 1.286 victims in 2007.



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European Bureau

4. Powered two wheelers

Achievements & unresolved issues

The driving performances of powered two wheelers (mopeds, scooters and motorcycles) considerably improved in recent years because of the installation of devices such as anti-lock braking systems (ABS). ABS shows the highest accident avoidance and accident mitigation potential of all driver assistance systems.

In 2006, approximately 6.200 powered two wheeler (PTW) riders were killed in road accidents within the EU 25. They represent 16% of the total number of road fatalities. Moreover, while the number of road fatalities considerably declined in the past decade, the number of PTW users killed rose in 13 out of 27 Member States. For the same distance travelled, the risk for a PTW rider to be killed in a road accident is on average 18 times higher than for a car occupant.

An increasing number of commuters opt for PTW due to rising congestion and economic considerations. This brings road safety new challenges since most of them are inexperienced moped, scooter or motorcycle riders.

FIA proposed target for 2020

- 40% reduction of the number of killed and severely injured PTW riders

Clubs' contribution

The FIA Clubs test different PTW and the efficiency of various equipment such as assistance systems (e.g. braking assistance), helmets, protective clothing and airbags¹². Some FIA Clubs are also involved in developing special research programmes investigating the most critical issues related to the PTW accidents, both from the behavioural and from infrastructural side¹³.

In order to support the 2020 targets the EU should:

- Adopt a Framework Regulation on type-approval of two- and three-wheel motor vehicles and quadricycles, which includes mandatory ABS for PTW, at least from 150ccm upwards
- Adopt a Directive on PTW roadworthiness testing
- Adopt a stricter Regulation, which would forbid moped engine modification affecting safety
- Include a second stage training for PTW into the revision of the Driving Licence Directive
- Support the introduction PTW rider assistance systems such as inter vehicle hazard warning (based on PTW to car communication), object sensing, distance support, ABS combined with enhanced braking and the further development of airbag systems
- Include PTW needs such as skid-resistance into revised TERN¹⁴ guidelines
- Support awareness raising campaigns to secure compliance with key safety rules
- Encourage the uptake of post test advanced rider training schemes and lifelong learning approach to rider safety

¹² A FIA Club test carried out in 2008 was the first independent test showing that a PTW airbag can have an enormous protection potential.

¹³ EuroRAP - Motorcycle Review Panel developed the position paper: "Barriers to change: designing safe roads for motorcyclists (many FIA Clubs involved)

¹⁴ Trans-European Road Network



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European Bureau

5. Training, education & enforcement

Achievements & unresolved issues

Statistics on the number of deaths per million inhabitants in the various Member States show that the best performing countries have a wide-spread road safety culture and a long experience in training. All in all, more than half of the fatalities are considered to be directly imputable to behavioural factors¹⁵, which are best addressed by education and training measures. Traffic is one of the main causes for the death of young people. Moreover, the risk of being killed in traffic per kilometre travelled is more than nine times higher for pedestrians and more than seven times higher for cyclists than for car occupants. This shows that Member States should strive to provide their citizens with detailed training programmes without limiting their efforts only to motorists. Countries proposing extensive traffic education for citizens from all age range also had very positive results in terms of road safety.

The 3rd Road Safety Action Plan shows that a too strong focus on enforcement, without clear road safety goals, fails to achieve ambitious targets. The emphasis should be shifted to the education and training of all road users. Particular attention should be further granted to so-called risk categories, such as vulnerable road users (pedestrians, cyclists, children, seniors) and novice drivers – who are more likely to be involved in a road accident according to the statistics. The potential of rehabilitation of road offenders to improve road safety should be addressed. Eco-driving should be encouraged, as it has a potential positive impact both on the environment and on road safety. The FIA Clubs show how differentiated education and training for each age group can contribute to producing better and safer road users.

FIA proposed targets for 2020

- Encourage all Member States to introduce a mandatory minimum amount of mandatory traffic education in school curricula and voluntary opportunities to deepen this knowledge for all categories of road users throughout their lives
- Introduce affordable advanced training for all categories of users in all Member States
- Increase offenders' opportunities for rehabilitation through targeted training and support

Clubs' contribution

The FIA Clubs dispose of a wealth of know-how on traffic education and driver training. They are active at all stages of traffic education and driver training. They propose training for driving instructors and most of them cooperate with driving schools¹⁶.

Moreover, they also provide their members with novice driver training on all types of vehicles: cars and light commercial vehicles, motorcycles, trucks, buses and caravans. Training is carried out on the roads or in specialised training parks across Europe and includes road safety and fuel efficiency elements. The FIA Clubs have a long

¹⁵ According to the Action Plan mid-term review, not adhering to speed limits could be responsible for 12,400 deaths/ year, young and novice drivers for around 4,100 deaths and drink driving results in 5,000 – 7,500 deaths a year.

¹⁶ According to an internal survey carried out in September 2009 more than 63% of FIA Clubs are used to working in cooperation with driving schools.



The Eurocouncil of the Fédération Internationale de l'Automobile
European Bureau

experience offering advanced driver assessment and training and developed programmes addressing the specific needs of professional drivers (freight forwarders, emergency services). They are also involved in life long learning processes and assessments¹⁷.

The FIA Clubs initiate and take an active part in traffic education for children, no matter whether traffic education is mandatory or not at national level. They organise traffic contests, provide the schools and teachers with educational materials and make adapted presentations in schools. The focus lies on children as pedestrians, cyclists and passengers. Their know-how and involvement is well recognised in many Member States. They regularly initiate campaigns on road safety topics and organise related events.

In order to support the 2020 target, the EU should:

- Amend the Driving License Directive so as to include defensive driving skills (eco-driving) into theoretical and practical driver training as well as knowledge about how to deal with specific risky situations (e.g. tunnels)
- Implement mandatory periodical advanced driver safety training for professional drivers, to teach them how to deal with risks and dangerous situations
- Amend the Driving License Directive to include mandatory second phase driver training for novice drivers, whilst making sure that the extra costs induced are kept to the lowest possible level
- Issue a Recommendation on minimum requirements to make advanced training and periodic assessment affordable for all drivers
- Develop a Recommendation encouraging Member States to introduce traffic education for children from an early age and throughout their education
- Develop awareness raising tools and material for road safety campaigns addressing more specifically vulnerable road users and the positive road safety potential of eco-driving.
- Encourage an effective implementation of the cross-border recognition of penalties
- Encourage the uptake of post test advanced driver training schemes and a lifelong learning approach to rider safety

6. Infrastructure

Achievements & unresolved issues

The design of the road and roadside is thought to play a role in as many as one in three accidents. An analysis of national road safety strategies shows that road infrastructure improvements could deliver greater fatalities reduction than improvements in vehicle design and driver behaviour. Much of this potential has been neglected up to now.

Accident research shows that, according to the location, crashes are often predictable and preventable. The main obstacles to more safety are not only linked to financial constraints, but also to a general lack of awareness. To be safest, roads must be

¹⁷ Such training should highlight risk factors such as peer pressure, rural roads, night driving, drink and drugs contributes to longer term reduction of fatalities on the roads.



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European Bureau

“functional” (matching design and use), “homogeneous” (avoiding significant differences in speeds, driving directions and vehicle mass), “self-explaining” (reducing the likelihood of an accident occurring) and “forgiving” (providing protection when an accident occurs). Statistics show that rural roads are often the most dangerous¹⁸.

The design of new roads and the improvements of existing roads should focus on safety considerations at every conception stage. Levers include road and roadside design such as measures to avoid tree-accidents and improve the design and maintenance of pedestrian crossings, traffic management, traffic telematics¹⁹, traffic calming schemes in residential areas, safety management of road work zones, better signposting, and investment into ring roads, tunnels and roundabouts. The particular needs of two wheelers²⁰ should be taken into account. Moreover, many lives can be saved by reducing the rescue time, especially the time up to the first medical care on the spot, but also the travel time to hospital.

The EU took a series of legislative measures outlined in the 3rd Road Safety Action Programme, including the directive on road infrastructure safety management (2008/96/EC), the directive on safety in tunnels (2004/54/EC), the development of technical guidelines on road infrastructure safety²¹ and research projects on intelligent roads. The infrastructure related measures for the Deployment of Intelligent Transport Systems²² have not been adopted yet.

While the directive on safety in tunnels had a strong impact Europe-wide, the effect of the directive on infrastructure safety management taking effect as of 2012 remains uncertain. Its main weaknesses lie in the fact that the technical annexes are not binding and that the implementation remains circumscribed to the TERN.

FIA proposed targets for 2020

- Bring the safety level of the TERN roads and 25% of the non-TERN roads (100% by 2050) up to the actual state of the art
- Make road operators responsible for safety standard of road infrastructure

Clubs' contribution

The FIA Clubs believe that road users are entitled to a proper re-investment of their road taxes and charges in safe road infrastructure. They should also get sufficient information about the road network safety. Through the European Road Assessment Programme (EuroRAP), the European Tunnel Assessment Programme (EuroTAP), the EuroTest programme²³ as well as numerous national initiatives, the FIA Clubs provide an independent measurement of the safety of Europe's roads and track how quickly and effectively measures improving road safety are implemented.

¹⁸ 58% of road deaths occur on rural roads.

¹⁹ Variable traffic messaging is an excellent tool to increase road safety as it adapts to the actual traffic situation, the state of the road infrastructure and the weather conditions.

²⁰ for example road design and provision of appropriate road side barriers with under-run protection.

²¹ Based on the identification of best practices by projects such as Rosebud, Supreme and Ripcord-Iserest..

²² Conditioned to the full implementation of the European emergency number the emergency eCall system will for example dramatically improve people's chances of survival after a major traffic accident.

²³ A EuroTest stressed the importance of resting areas along motorways in improving road safety, since they provide road users with a safe spot for breaks during their journeys. Another EuroTest assessed the safety of pedestrian crossings all over Europe and presented a series of practical recommendations to users and responsible authorities (see <http://www.eurotestmobility.eu>).



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European Bureau

The FIA Clubs' activities raise public awareness on the quality and the safety of Europe's mobility infrastructure, calling for appropriate quality and safety standards, informing consumers, stimulating a healthy public debate about the best ways to tackle identified shortcomings and persuade operators to improvements.

Standardised protocols allow for geographic comparisons and establish a link between single-site auditing and road safety policy. The FIA Clubs have also developed specific training methodologies for road infrastructure safety auditors and offer training courses for road authorities.

By participating in international field operational tests, the FIA Clubs contribute to the deployment of the eCall system foreseen in the beginning of the coming decade.

In order to support the 2020 targets, the EU should:

- Condition TERN funding to the delivery of safe road infrastructure following minimum safety standards²⁴ and to the provision of road-related risk information.
- Make use of regional funds to promote European-wide safe road infrastructure programme making safe road design a priority, with special attention to more dangerous roads²⁵
- Support research and monitoring to establish the economic costs and benefits that can be achieved with safe road infrastructure programmes
- Promote further development of car-to-infrastructure communication (C2I), effective incident detection and warning systems and set-up systems for crash removal
- Support educational programmes on safe road design for all stakeholders of a safe road system - public, road professionals, safety professionals and policy makers
- Design European guidelines for safe urban road infrastructure
- Support efficiency increase of rescue services to reduce rescue time

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²⁴ Where appropriate, provision of Real Time Traffic Information through in-car information and variable traffic messaging taking into account the traffic situation, the state of the road infrastructure and the weather conditions, and installation of emergency telephones at regular intervals should also be foreseen.

²⁵ e.g. EuroRAP.