

Internet consultation relating to the preparation of a EUROPEAN ROAD SAFETY ACTION PROGRAMME 2011-2020

1. GENERAL INFORMATION	
Title	Mr
First name	Paul
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I speak on behalf of:	an organisation or a public authority
Organisation	VVM De Lijn
Organisation type - select one	Regional government
Main field of activity - select one	Other
Please specify:	public transport operator - mobility management
Sector of activity - select one	Public transport
Region - select one	European Union countries
Select EU country	Belgium
Most frequently used mode of transportation - select one	Public transport
Holder of a motor vehicle driving licence - more than one option possible	Car
Personal perception of the situation on the roads in your country	
Do you think that, in general, traffic in your country has become safer or less safe than 10 years ago for/on ?	Safer
Car drivers	Safer
Car occupants	Safer
Motorcyclists	Don't know
Moped riders	Don't know
Cyclists	Don't know
Pedestrians	Don't know
Motorways	Safer
Rural roads	Don't know
Urban roads	Safer

Why?

2. THE SCOPE OF THE NEXT EUROPEAN ROAD SAFETY ACTION PROGRAMME

Citizens and businesses expect safe, sustainable mobility across the European Union. Improvements in road safety are an essential element in public policy to produce improvement in the health and well-being of citizens and reductions in the high socio-economic costs of road traffic injuries.

What are the main problems and issues at stake in road safety?

Road safety performance and societal costs involved - max 2 options

Numbers of death and serious injury
Level of socio-economic cost of road crash injury for society

Comment

Road safety problems linked with category of road users - max 2 options

Young novice drivers
Car users

Comment

The impact of societal changes - max 2 options

Ageing of society
Change of transport mode

Comment

Which, in your view, are the most important countermeasures amongst infrastructure, road user (training, education, rehabilitation, enforcement) vehicle safety measures?

Infrastructure - more than one option possible

Road classification - appropriate match between function, speed limit, design, layout
Safety impact assessment of land use planning and road infrastructure
Facilities for pedestrians and cyclists
Speed management in rural areas
Speed management in urban areas

Comment

Road user measures: licensing, testing, training, information - more than one option possible

Safety quality of driver licensing and testing standards
Safety quality of powered two-wheeler licensing and testing standards
Rehabilitation courses for repeat offenders

Comment

Road user measures enforcement - more than one option possible

Combined publicity and police enforcement of important safety rules
Deterrence of drinking and driving/riding
Enforcement of speed limits
Justice sector problems which impede efficient enforcement

Comment

Repeat offenders can not even be listed. Penalties for traffic offenders not effective due to reluctance of judiciary.

Vehicle safety - more than one option possible

Need for improved safety quality of vehicle standards and equipment for cars (incl. electric cars)

	Need for improved safety quality of vehicle standards and equipment for light commercial vehicles (incl. electric vehicles) Need for improved safety quality of vehicle standards and equipment for buses (incl. electric buses) Preventing injuries through better occupant protection e.g. seat belts, airbags and vehicle design and better protection of vulnerable road users Problems associated with new technological equipment
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Comment

- no appropriate legislation for new types of vehicle (technical requirements) - driver environment psychological interaction not always a fundamental factor in policies
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Road safety is a shared responsibility at EU, national, regional and local levels with national authorities usually taking the lead. National action typically involves the development and implementation of multi-sectoral strategies and action programmes which address key problems and are focussed on achieving results. Programmes are coordinated across national government and with regional and local authorities, business and civil society.

What do you see as the key problems or issues for institutional management of road safety? Give a number from 1 to 5 (1 is most important) for the 3 categories below

Institutional leadership and coordination
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Lack of high-level review of safety management performance	2
Lack of political willingness to prioritise road safety	1
Lack of definition of road safety objectives	5
No lead office/department/agency for road safety	4
Insufficient integration and coordination of activity	3

Comment

Legislation, funding and resource allocation, promotion
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Insufficient harmonisation of road safety rules and standards	5
Inefficient funding mechanisms	4
Limited resources dedicated to road safety	3
Limited resources dedicated to road safety functions in the main governmental sectors with responsibilities	2
Insufficient promotion and communication on road safety	1

Comment

Monitoring and evaluation, knowledge transfer, research
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Lack of harmonised definition of serious injury	1
Problems with crash injury classification (serious,	2

light injuries)	
Lack of health sector monitoring to establish under-reporting on injuries	5
Lack of data on distance travelled (vehicle kms)	4
Lack of periodic, independent review of road safety performance	3
Comment	

3. THE ROLE OF THE EU

Besides considering road safety as an integral element of European transport policy, the EU also contributes to improving road safety by integrating road safety concerns into other EU policies, and by removing obstacles to effective road safety policies that might exist at the EU level.

Is the integration of road safety into other areas of EU policy effective?	Yes
If not, in which sectors of policy should this integration be improved? - more than one option possible	Environment policy Health policy Taxation policy Education policy
Comment	

Do existing European policies/legislation create obstacles to prevent effective road safety policies at national, regional and local levels?	No
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The EU carries out a range of activity to improve road safety in support of activity carried out nationally, regionally and locally.

What should be the priority areas for action in the next programme 2011-2020, Give a number (from 1 to 5) for the 5 most important actions (1 is most important)

Proposing a European road safety objective to 2020	
Funding effective road safety activities	1
Supporting road safety research	4
Legislation and recommendations where the EU has competence	
Launching public awareness campaigns	
Providing information and benchmarking tools for decision makers	2
Developing harmonised specifications for road and vehicle safety	5
Cross-border enforcement of traffic offences	
Applying road safety standards to all roads	3
Facilitating networking, exchange visits and 'twinning' between countries to strengthen institutional management capacity	

Other

Comment

New technologies, innovative and intelligent transport solutions can improve safety, increase efficiency, protect the environment and offer new customer-oriented services to citizens.

Is there a need for EU action to increase the market acceptance of new technologies, innovative and intelligent transport solutions?

Yes

Possible fields of EU action on new safety technologies. Give a number (from 1 to 5) for the 5 most important actions (1 is most important)

Establishing the safety effects of new technologies prior to widespread application

1

Actively promoting or requiring where appropriate proven safety-related technologies like:

- alcolocks, initially in commercial and public transport vehicles

4

- intelligent speed adaptation / speed adjust / speed alert / speed limiters

5

- intersection signal control

3

- dynamic traffic management

2

- local danger warning

- advanced braking and handling systems in all motor vehicles (like ESC/ESP)

- lane-keeping device systems

- collision avoidance systems

- other driver assistance (please specify in no more than 6 words in the next 'Comment' field)

- eCall (112 the European emergency number)

- event data recorder (black box)

- seat belt reminders

- ISOFIX child restraint system in all cars

- pedestrian protected car fronts

- energy-absorbing front underrun protection in heavy commercial vehicles

Supporting the mapping of speed limits across the EU

Other

Comment

Meta Informations

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N