

European Road Safety Action Programme 2011 – 2020 / EU Consultation Comments by Deutsche Post DHL

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DP DHL welcomes the European Commission's Consultation on the future of the European Road Safety Action Programme because Road safety is an essential part of the accident prevention activities of Deutsche Post DHL throughout our global organisation. Being a signatory of the European Road Safety Charter, Deutsche Post DHL supports the goals and measures of the European Commission, making the streets of the EU member states a safer place to be!

However, we think, that the questionnaire used for the consultation is not entirely suitable for a corporate response. Furthermore, we believe that, partly, its questions are designed in a way that leads to answers which will be based on individual experiences or assumptions but not necessarily empirical data. Therefore, we have chosen to respond to this important consultation with a separate paper.

Monitoring the road safety situation as the leading transport and logistics provider, Deutsche Post DHL would kindly ask the European Commission to draw special attention to the following topics, which we believe are of vital importance for the improvement of road safety throughout the member states:

1. Development of an efficient European road safety objective to 2020 as guideline for governments and politicians of the member states, all social groups and organisations, the industry and the European citizens.
2. Development of regulations and guidelines for the safety focused on design, inspection and maintenance of the European road infrastructure.
3. Harmonised improvement of vehicle safety standards (e.g. driver assistance systems, external mirrors and sensors) for both light and heavy commercial vehicles including funding/pricing regulations/possibilities.
4. EU – wide harmonisation of:
 - driver licensing, testing and training standards applicable to the general public
 - road safety education for children and adults
 - enforcement of road traffic related offences
 - definition of injuries and severity of accidents
 - collection and reporting of road accident related data such as number of accidents, number of injuries and fatalities, distances travelled etc.

5. Encourage road safety education and training of drivers and citizens, in particular of children.
6. Support of road safety research including improvement of both infrastructure and vehicle related safety technologies.
7. The European Union should drive forward the completion of the internal market for transport in order to achieve a more optimal usage of transport infrastructure by
 - avoiding empty returns imposed by current restrictive EU cabotage law and
 - increasing capacity for rail freight.

That could lead to a win-win-situation with less traffic, less accidents, and less environmental impact.

8. Provide for incentives for research and deployment of technologies and systems (see (3.)) which will be affordable for users of road transport vehicles.

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