



Ministry of
Economy
and
Sustainable
Development



UNECE

National Road Safety Policy development
trends and challenges
13-14 November 2018

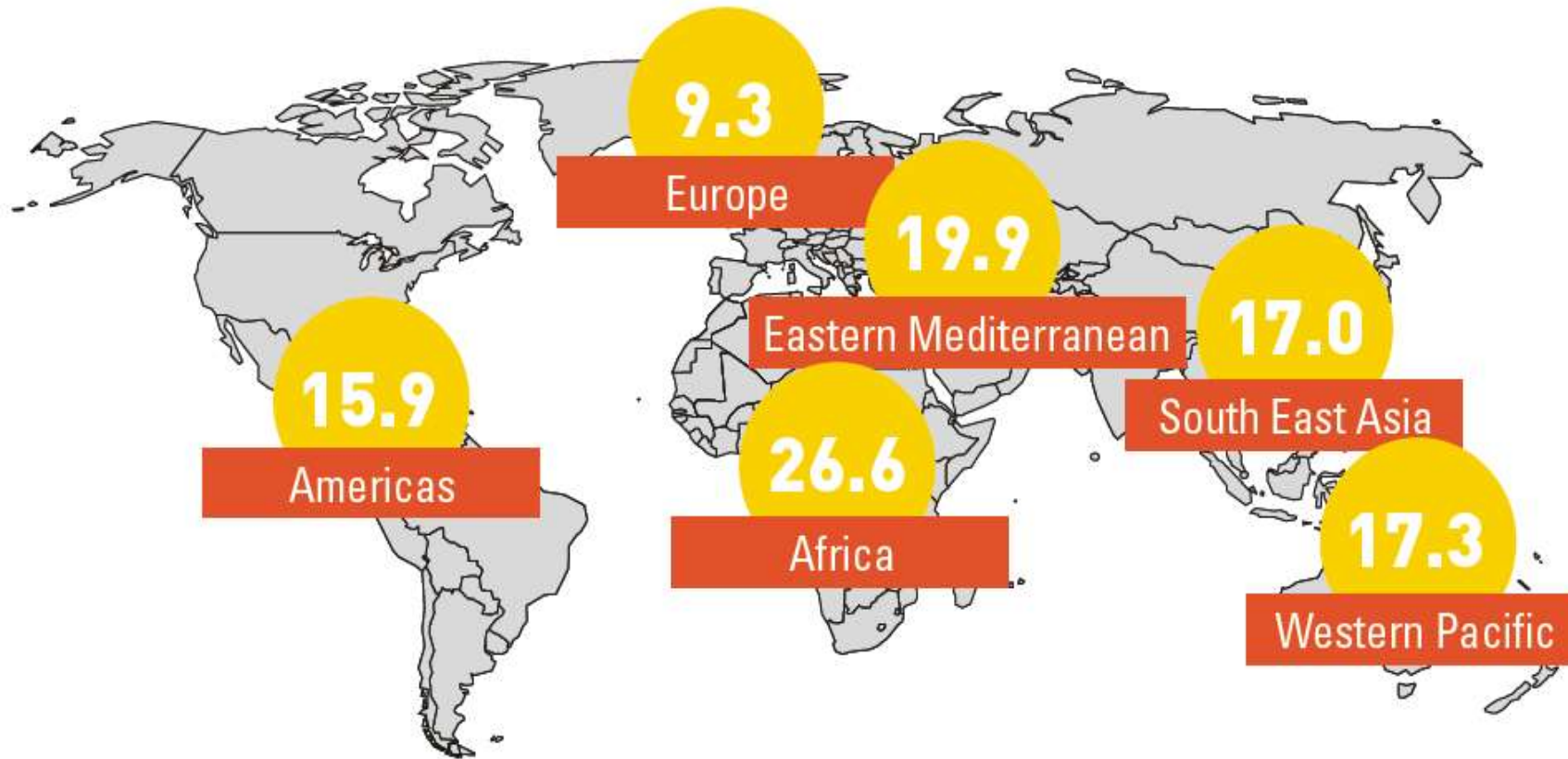
The European Union Road Safety Action Plan



Katerina Folla, PhD Candidate NTUA
Dimitris Nikolaou, Researcher NTUA
George Yannis, Professor NTUA

Tbilisi, 13 November 2018

Road safety worldwide



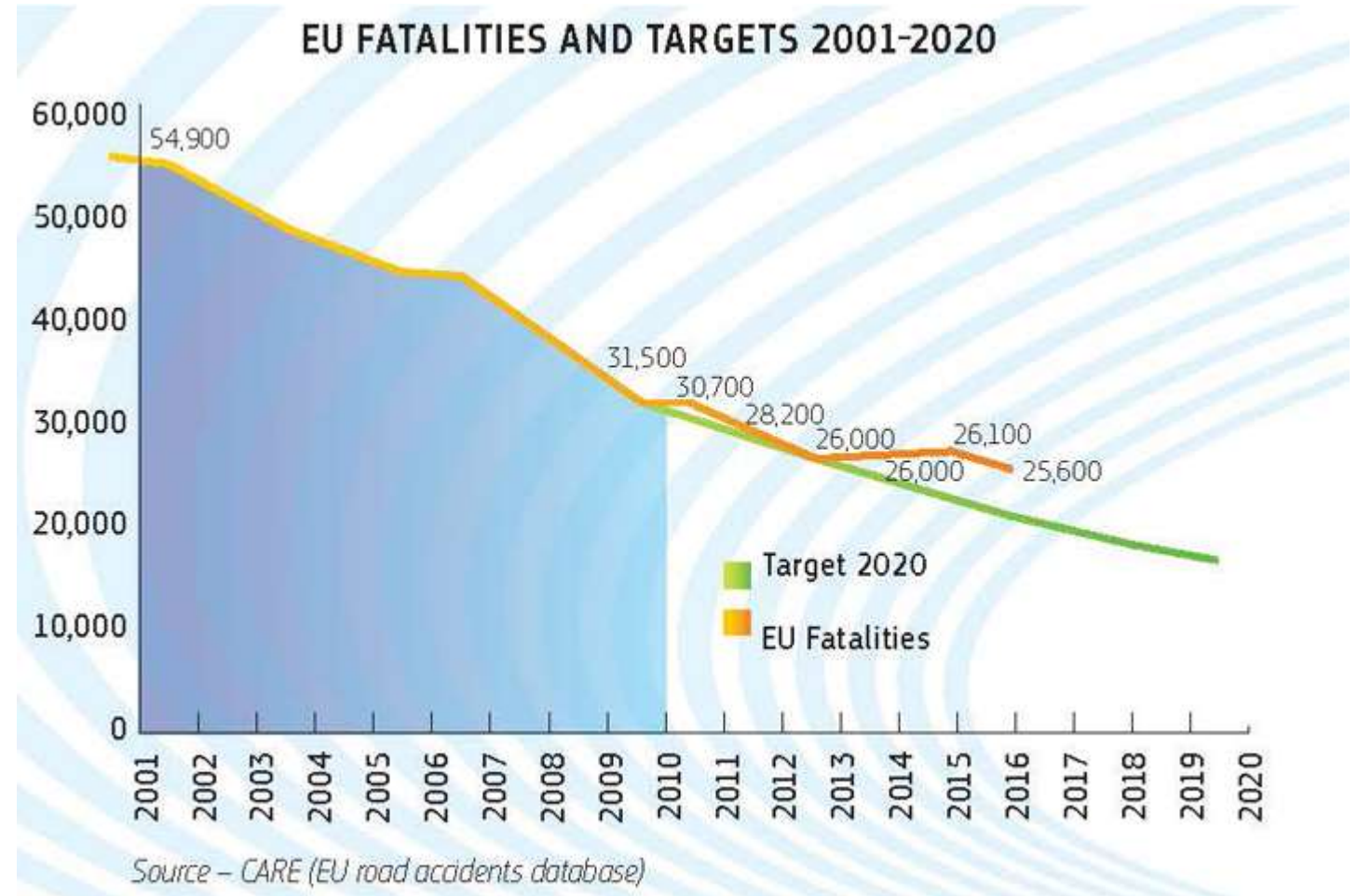
Source: WHO, 2015

- Europe presents the **lowest traffic fatality rate** per population globally.



Road fatality trend and targets in the EU

- EU has made **significant progress** in road safety during the last years.
- However, **more efforts are required** in order to meet the target of halving road fatalities between 2010 and 2020.



Source: European Commission, 2018



The first steps (1986-1993)

- 1986: the **first common efforts** were made to deal with Road Safety problems at European level
- 1991: the Gerondeau report was drawn up and was the basis for the **first Road Safety action plan**. Moreover, a high-level group of experts was set up.
- 1992: The **White Paper** on the development of the common transport policy in the EU was drawn up.

European Road Safety policy is limited by the "**principle of subsidiarity**", according to which action will be taken at European level only for road safety problems that can not be solved at local or national level.



The First Action Plan on Road Safety (1993-1996)

- An approach to road safety based on **qualitative objectives and the setting of specific priorities** is introduced.
- The process of **harmonization with legislative instruments and the implementation of common research programs** remain the main types of action covering the three main factors of road accidents: driver behavior, road infrastructure and vehicles.
- Particular emphasis is given on active and passive vehicle safety, road user education, actions on drivers' behavior (speed limitation, drink-driving, etc.).



The Second Action Plan on Road Safety (1997-2001)

- A long-term quantitative target was set: the progressively **reduction of fatalities by at least 18,000** up to 2010.
- The Plan was proposed to be implemented at Community level and consists of the following **three pillars of action**:
 1. Collection and dissemination of information and good practices.
 2. Effective implementation of measures for the prevention of accidents.
 3. Strengthening the means aiming to reduce the consequences of accidents.



The Third Action Plan on Road Safety (2003-2010)

- Target: **reduction of fatalities by 50%** in 2010 compared to the respective number in 2000.
- The need of **monitoring the road safety progress** by establishing performance indicators and the preparation of a mid-term review was highlighted.
- The road safety measures proposed in the third Action Plan are included in the following **pillars of action**:
 1. Encourage road users to improve their behavior.
 2. Exploitation of technological progress for the improvement of vehicle safety.
 3. Encourage the improvement of road infrastructure.
 4. Safety of commercial transport of goods and passengers.
 5. Rescue and care of injured people in road accidents.
 6. Collection, analysis and dissemination of accident data.



Action Plan on Road Safety (2011-2020)

- Target: **reduction of fatalities by 50%** in 2020 compared to the respective number in 2010.
- **3 actions** are included:
 1. Establishment of a framework for cooperation based on good practices in the Member States.
 2. Development of a strategy on injuries and first aid provision to address the need to reduce the number of road accident injuries.
 3. Improvement of safety of vulnerable road users and especially of motorcyclists.
- **7 strategic targets** are included:
 - Improvement of road users' education and training
 - Increase of traffic law enforcement
 - Safer road infrastructure
 - Safer vehicles
 - Promotion of the use of technology for the improvement of road safety
 - Improvement of first aid and post-crash care services
 - Protection of vulnerable road users



EU Strategic Action Plan for Road Safety (2020-2030)

- On 17 May 2018, the European Commission adopted its **EU Strategic Action Plan for Road Safety** with an outline of actions planned for the 2021-2030 period.
- The EU Strategic Action Plan was published as part of the **3rd mobility package**, which also includes a revision of the directive on road infrastructure safety management and a strategy for connected and automated mobility.
- The EU Strategic Action Plan for Road Safety includes **actions within eight pillars** to be set out into a specific target time frame:
 1. Enhanced road safety governance
 2. Stronger financial support for road safety
 3. Safe roads and roadsides
 4. Safe vehicles
 5. Safe road use
 6. Fast and effective emergency response
 7. Future-proofing road safety
 8. The EU's global role: exporting road safety

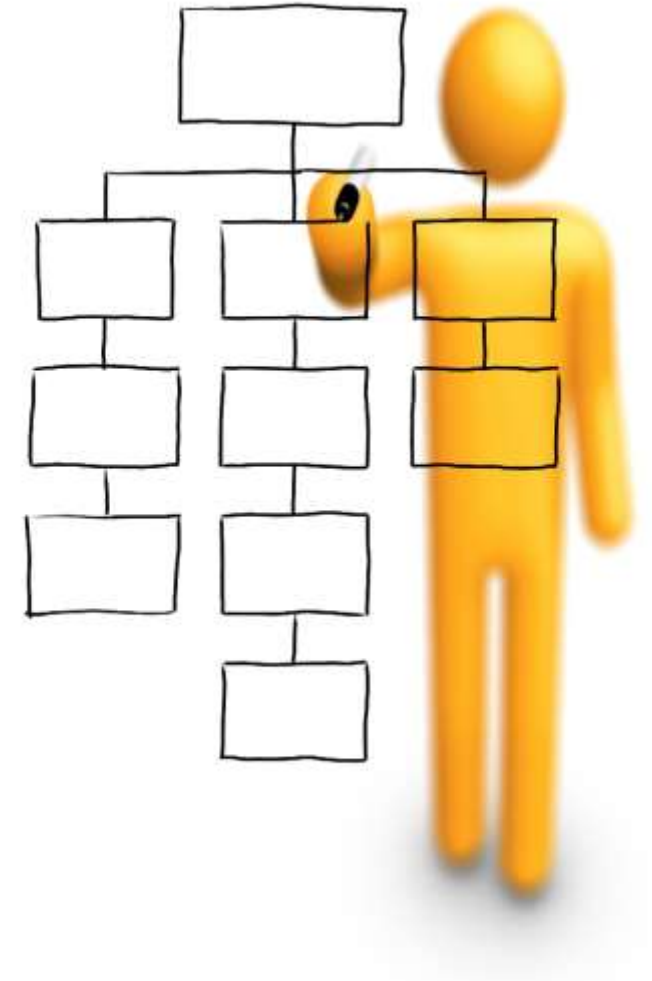


Enhanced Road Safety Governance

- The EU road safety policy framework 2021-2030 is based on the **Safe System approach**.
- The coordinated action of all sectors and for all road users under an **enhanced governance structure** is required.

Key Actions on governance:

- a list of **KPI's** to be connected to target outcomes
- an enhanced mandate of the **High Level Group on Road Safety** to include strategic advice and frequent feedback
- the new role of **European Road Safety Coordinator**, to coordinate road safety efforts with Member States and spread good practice.



Stronger Financial Support for Road Safety

- Provide **stability and coherence in funding solutions** for infrastructure upgrades and other road safety actions.

Key Actions on enabling and funding:

- encourage the use of EU financial support from the European Structural and Investment Funds for **road safety upgrades of infrastructure**.
- streamline and strengthen funding support for road safety actions in the next **Multiannual Financial Framework**.
- investigate how to provide **stability in funding support** for road safety actions (e.g. joint cross-border road traffic enforcement operations).
- investigate possibilities to financially **support capacity building** at Member State level (e.g. KPIs measurement methodology).



Safe Roads and Roadsides

- Revision of the Road Infrastructure Safety Management Directive is proposed to mandate **more transparency and network-wide risk mapping** and extend its scope to all primary roads.

Key Actions for safe roads and roadsides:

- carry out preparatory work and establish an expert group in order to elaborate a framework for a **better road classification** in line with the Safe System approach.
- facilitate **exchange of experience** on Safe System methodologies between practitioners.

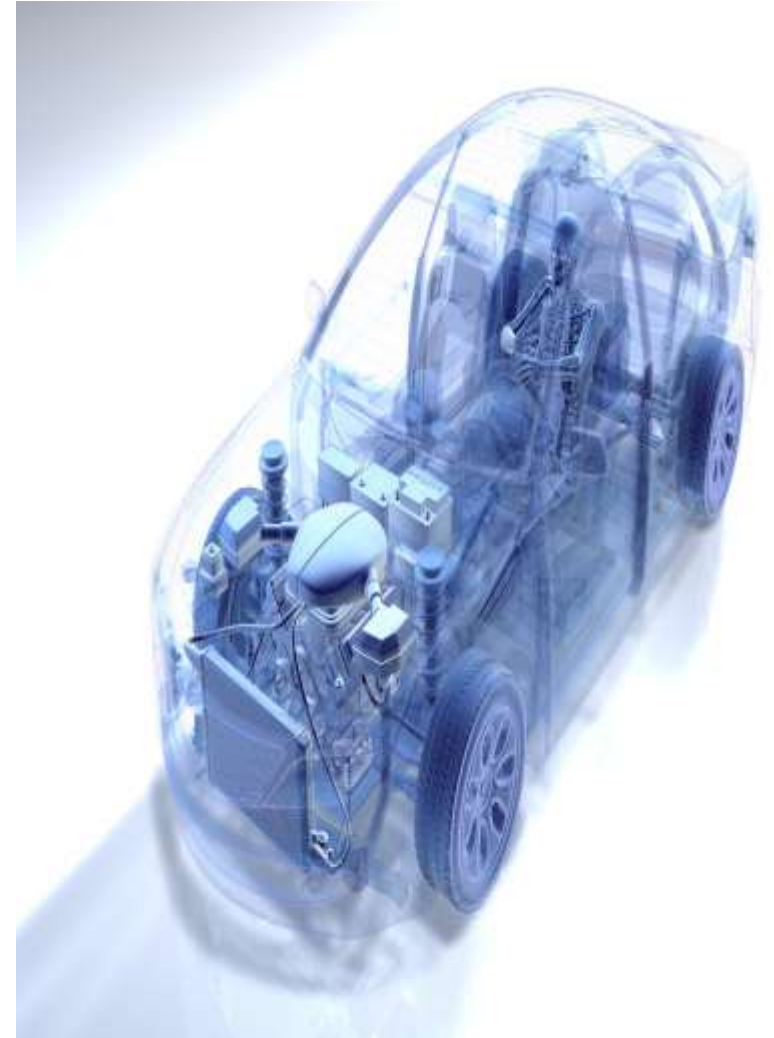


Safe Vehicles

- Revision of the Vehicle General Safety Regulation and the Pedestrian Safety Regulation is proposed in order to make some **important safety features mandatory** (e.g. Intelligent Speed Assistance, Autonomous Emergency Braking etc.).

Key Actions for safe roads and roadsides:

- assess whether **retrofitting the existing fleet with ADAS** is feasible and cost-effective.
- encourage Member States to **consider national incentives to fast-track proven technologies** by a range of means including procurement, safe travel policies, tax and insurance incentives.



Safe Road Use

- Proposal for a **revised General Safety and Pedestrian Safety Regulation**, covering some features that promise high safety gains.

Key Actions for safe road use:

- assess options to improve the effectiveness of the **directive on cross-border enforcement** of traffic offences.
- launch a study into the feasibility of a possible legislative initiative on the **mutual recognition of driving disqualifications**.
- transpose UNECE regulation making **seatbelt reminders mandatory for all seats**.
- enable necessary conditions for the functioning of overridable **Intelligent Speed Assistance**, including regarding the availability of speed limits in a digital format.
- assess how to strengthen the EU recommendation on permitted **blood alcohol content**.



Fast and Effective Emergency Response

- The effects of the roll-out of **eCall** should be closely monitored.

Key Actions on emergency response

- assess the **effect of eCall** and evaluate the possible extension to other categories of vehicles.
- facilitate **closer contacts between road safety authorities and the health sector** to assess further practical and research needs.



Future-proofing Road Safety

- **Connectivity and automation** have tremendous road safety potential in the long run, but their risks need to be addressed.
- The **collaborative economy** and some **environmental measures** offer opportunities for mutual benefits when they are combined with road safety measures.
- The specific needs of **vulnerable road users** and of different user groups have to be taken onto account.

Key Actions on emerging challenges

- adopt specifications on **cooperative intelligent transport systems**
- launch a process towards developing a code of conduct for the **safe transition to the higher levels of automation**, by taking road safety considerations into account
- set up a **Safe City challenge** or award



The EU's Global Role: Exporting Road Safety

- The Commission's road safety focus beyond the EU is on its immediate neighbours, particularly on countries of the **Western Balkans** and of the **Eastern Partnership**.

Key Actions for improving road safety outside the EU:

- further develop road safety cooperation with the EU's neighbours, in particular the Western Balkans and the Eastern Partnership by sharing best practice and supporting capacity building



The New European Coordinator for Road Safety

- In October 2018, **Matthew Baldwin** was appointed the new European Coordinator for Road Safety to help drive forward the new road safety strategy as set out under the key actions.
- The role will involve the **coordination of road safety efforts** with Member States, the European Parliament, cities, regions and all stakeholders in the road safety community.





Ministry of
Economy
and
Sustainable
Development



UNECE

National Road Safety Policy development
trends and challenges
13-14 November 2018

The European Union Road Safety Action Plan



Katerina Folla, PhD Candidate NTUA
Dimitris Nikolaou, Researcher NTUA
George Yannis, Professor NTUA

Tbilisi, 13 November 2018