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PRACTICAL ACTIONS PACKAGE

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ACCUMULATED KNOWLEDGE

- Experts of various different road safety disciplines at local, national and European level.
- Scientists and Researchers involved in road safety research projects financed by the European Union and/or the Member States (European Road Safety Research Institutes and Universities).
- Policy and decision makers and Experts from NGOs (ETSC, IRF, ERF, ERTICO, etc.)
- High Level Group of Governmental Experts on Road Safety.

PRACTICAL ACTIONS WITHIN THE EU ROAD SAFETY POLICY

- **The Gerondeau report**
(list of 81 concrete actions)
- **1st EU Road Safety Action Programme (1993 - 1997)**
(priorities, legislation, research, subsidiarity)
- **2nd EU Road Safety Action Programme (1997 - 2001)**
information gathering and dissemination (17 actions)
accident avoidance (37 actions)
reduction of consequences of accidents (10 actions)

2ND EU ROAD SAFETY PROGRAMME 1997-2001

Ranking of Practical Actions

Multi-criteria analysis (MCA)

(European added value, institutional commitment, social acceptance, political feasibility, ease of institutional implementation, ease of target group implementation, lack of negative external effects on third parties, independence)

Cost-effectiveness assessment (CEA)

Costs of the measure

$$\text{Cost-effectiveness} = \frac{\text{Costs of the measure}}{\text{Fatality Reduction Potential} \times \text{Coverage} \times \text{Compliance}}$$

2ND EU ROAD SAFETY PROGRAMME 1997-2001

Ranking of Practical Actions

1. EuroNCAP
2. Seat belts and child restraints
3. Alcohol
4. Speed limiters for light vehicles
5. Black spot management and forgiving roadside design
6. Safer car fronts for pedestrians and cyclists
7. Medical standards for driving licences
8. Testing for driving licences
9. Daytime running lights
10. Effect of medicines on driver behaviour
11. Post accident care
12. CARE database
13. Integrated information system
14. Research into vehicle standards and telematics

3RD EU ROAD SAFETY ACTION PLAN 2002-2010

A set of about 100 Concrete Practical Actions

- Investing in safety
- Better compliance with road safety rules
- User training and testing standards
- Use of safety equipment
- Safer vehicles
- Safer roads
- Safer professional goods transport
- Post-accident care
- Accident and injury data gathering and analysis

1. INVESTING IN SAFETY

- Spending on infrastructure should consider incentives or requirements for whole-area safety impact assessments to be carried out on projects as well as safety audits on particular designs.
- Exploration of the potential for fiscal incentives to accelerate the introduction of safer cars on EU roads.
- Inclusion of safety requirements in all public expenditure transport contracts.
- Cooperation with the insurance industry for premiums to reduce high accident and injury risk.

2. BETTER COMPLIANCE WITH ROAD SAFETY RULES

- Support of the awareness raising campaigns in connection with nationally organised police activity on alcohol, seat belts, speed and fatigue.
- Support of compliance surveys with key road safety rules.
- Establishment of European traffic police networks and training programmes and compilation of information on national highway codes, key traffic offences and penalties.
- Promotion of best practice guidelines on police enforcement including automatic controls.
- Harmonisation of standards for enforcement equipment (alcohol screening devices, interlock systems, cameras).

3. USER TRAINING AND TESTING STANDARDS

- Improvement of driving theory and practice tests and harmonisation of standards for driver instructor and examiner testing (use of simulators).
- Elaboration of a EU graduated licensing system to reduce young novice driver risk.
- Establishment of information exchange between Member States on driving licensing.
- Promotion of lifelong road safety education and improvement of standards for medical fitness to drive.
- Elaboration of effective rehabilitation schemes to reduce recidivism.

4. USE OF SAFETY EQUIPMENT

- Promotion of front and back seat belt use.
- Promotion of the use of crash helmets by two-wheeled motor vehicle users.
- Examination of cycle helmet use by pedal cyclists.

5. SAFER VEHICLES

- Consumer information.
- Passive safety.
- Research and development towards harmonised specifications.
- Accident avoidance or active safety.
- Intelligent transport applications.
- Roadworthiness testing.

6. SAFER ROADS

- Support of a European programme for safety impact assessment and road safety audits of current and future infrastructure.
- Assessment of the casualty reduction potential of harmonised limits, road engineering and equipment standards.
- Promotion of best practice engineering guidelines on low cost measures at high-risk sites, safety audit, urban safety management, forgiving roadsides and speed reduction.
- Research and demonstration projects on 'smart roads'.

7. SAFER PROFESSIONAL GOODS TRANSPORT

- Introduction of measures dealing with driving fatigue.
- Strengthening of the enforcement of EU goods and passenger transport rules.
- Best practice guidelines on company policies to reduce accident and injury risk.
- Extension of speed limitation to lighter goods vehicles.
- Adaptation to technical progress of the legislation relating to the transport of dangerous goods.
- Harmonisation of HGV frontal energy absorbing underrun protection.
- Introduction of blind spot mirrors.

8. POST-ACCIDENT CARE

- Establishment of a EU system to link hospital data and national road accident data.
- Elaboration of best practice in post accident care.
- Development of specifications for satellite positioning accident-warning systems.
- Establishment of a EU standard for automatic mayday systems.

9. ACCIDENT & INJURY DATA GATHERING & ANALYSIS

- Development of the **CARE** data system as a comprehensive web-based CARE road safety information system, leading progressively to the establishment of an independent European Road Safety Observatory.
- Encouragement and provision of support for the collection of **risk exposure data**.
- Establishment of a framework for independent **in-depth** data collection on road accident and injury causation.
- Development of a specification for **on-board crash recorders** for vehicles.

PERSPECTIVES

- Exploitation and exchange of actual experience can lead to important reduction in the number of road casualties.
- Programs and actions should be intensified and generalised all over Europe, especially in the Southern countries.
- Investment in road safety projects should increase, as these investments are economically highly justified.
- Improvement of road user behaviour requires time and is the combined result of all measures implemented at local, regional, national and European level.

CONCLUSION

*Large sacrifices are easy:
it is the small continual sacrifices which are difficult.*
J.W. Goethe

Every single casualty is one too many
and every citizen and authority in the European Union
should always be on the alert.