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## "Time to act"

ETSC's response to the Mid-term Review of  
the Transport Policy White Paper

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# European Transport Safety Council

A science-based approach to transport safety policy

- 30 organisations from across Europe under one unique umbrella promoting science-based transport safety measures at EU level
- More than 150 experts contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc...
- With funding from the European Commission, member organisations and corporate sponsors
- 11 Secretariat staff members based in Brussels

# Priority-based Road Safety Work

Strengthening  
Traffic Law  
Enforcement



Protecting  
Vulnerable  
Road Users (VOICE)

Improving Road Safety in Southern,  
Eastern & Central Europe (SEC  
Belt project)



Monitoring EU  
Transport  
Safety Policy



Addressing the safety  
of non-road modes

# Mid-term Review

## No place for complacency

- Road deaths account for 97% of all transport deaths
- 43,700 deaths in the EU(25) in 2004
- Reduction of only 13% between 2001-2004  
Likely only 40% of the target will be reached by 2010
- Growing inequalities between EU Member States/  
Regions and road user groups: European Citizens have  
a right to be equally safe across the EU (" risk  
cohesion" )

2006 – 2010: Time to act

1. Implement a new safety vision
2. Infrastructure
3. Enforcement
4. Vehicle safety

# ETSC Recommendations

## (1) Develop a new vision

The Mid-term Review should generally...

- Give transport safety equal consideration to economic and environmental aspects
- Develop a compelling vision: the "Vision Zero"
- Have a robust and monitorable roadmap for actions
- Enable more stringent EU legislation
- Get industry to take responsibility

... And specifically

# ETSC Recommendations

## (2) Infrastructure

- A framework Directive on infrastructure safety
  - Harmonised management of " high risk sites" on TERN
  - Safety audit and impact assessment as a pre-condition for EU-funded infrastructure
- Best practice guidelines on infrastructure
  - Urban safety management
  - Speed reduction
  - Safety audit and impact assessment

" Self-explaining" roads

# ETSC recommendations

## (3) Enforcement

14,000 lives and 680,000 injuries could be saved every year if basic road safety legislations on drink-driving, use of seat-belt and speeding were applied on EU roads

- Rapid success rate
- Long-lasting effect
- High public acceptance

The Commission should:

1. Ensure the implementation of the Enforcement Recommendation
2. Propose a Directive on Cross-Border Enforcement

# ETSC Recommendations

## (4) Vehicle safety

- Speed up the use of compliance-enhancing technologies
  - Seat belt reminders
  - Alcohol ignition interlock
  - Intelligent speed adaptation
- Protection of vulnerable road users
  - EuroNCAP: to encourage earlier take-up of requirements of pedestrian protection
  - Improvement of a the weak pedestrian protection Directive
  - Improvement of front and side impact legislation

# From sharing to taking responsibility

## Be ambitious:

- The Commission should initiate legislation whenever it can make a difference
- All actors: (EU, Member States, Private Sector, NGOs)
- EU action: Saving 25.000 lives  
and the remaining 25.000?

Thank you for your attention

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