



ECTRI INPUT

“EC Workshop related to the preparation of the mid-term evaluation of the Commission Road Safety Policy Orientations 2011-2020”

November 17th, 2014

The European Conference of Transport Research Institutes (ECTRI) is an international non-profit association that was officially founded in April 2003. It is the first attempt to unite the forces of the foremost multimodal transport research centres across Europe and to thereby promote the excellence of European transport research.

Today, it includes 24 major transport research institutes or universities from 19 European countries. Together, they account for more than 4,000 European scientific and research staff in the field of transport. ECTRI as the leading European research association for sustainable and multimodal mobility is committed to provide the scientifically based competence, knowledge and advice to move towards a green, safe, efficient, and inclusive transport for people and goods.

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ECTRI launched its Thematic Groups (TGs) in September 2007 as a means to facilitate exchanges among ECTRI researchers interested in similar research fields and in order to promote joint initiatives and positions. One of the groups is the Thematic Group on Transport Safety (TG-Safety). The group consists of 31 experts from 17 Transport Research Institutes and Universities representing 15 countries. Most of the institutes are working in the field of road safety, railway safety, nautical safety, safety management and safety culture and some are also involved in aviation safety. Members are: AIT, CDV, CERTH-HIT, Fraunhofer, LNEC, IFSTTAR, ITS, KTI, TØI, RWS, TRL, UPM, UVEG, VTI, VTT, UNEW and UNIZA.

TG-SAFETY wants to play an active role in the development of high qualified and innovative knowledge on transport safety by bringing in their expertise on safety issues in different European countries, their scientific knowledge on integrated safety policies and research issues and their experience in safety research for the different transport modes: roads, waterways, railways and aviation.

TG-SAFETY has attentively read the discussion paper accompanying the agenda of the EC Workshop on the preparation of the mid-term evaluation of Commission road safety policy orientations 2011-2020 to take place on November 17th, 2014, and would like to provide some inputs to the questions raised.

3. Discussion questions: assessing the work 2011-2014

- *Do you believe that EU level initiatives have contributed to the decreased number of road fatalities during the last couple of years? In what areas do you consider EU actions for road safety to have been most efficient and successful?*

Answer: Yes. The most efficient and successful actions are: putting road safety on the agenda of the national governments in the EU, the stimulation of passive and active safety measures in the car industry and the implementation of the directive on road infrastructure safety management

- *Do you see any unintended positive or negative effects produced by Commission road safety initiatives – if so, what?*

Answer: Too much legislation and too much accountability creates resistance in the participating countries. Countries should keep, with respect to subsidiarity and proportionality principles, their own responsibility.

Positive is the creation of a uniform safety approach in Europe.

- *Do you believe the same results could have been achieved easier or at a lower cost in other ways (e.g. by soft measures instead of legislation or vice-versa)?*

Answer: It depends of the safety measures which are taken. Safety measures in the car industry can only be regulated by European legislation. Measures such as the directive, are only effective if the right measures are taken. More knowledge about cost-effective measures and best practices can lead to a higher result.

- *Do you believe the same results could have been achieved by Member States at national and/or regional level without the EU interventions?*

Answer: The effect of the measures depends on the road safety situation in a country. Countries that scored well on road safety have already taken the most effective road safety measures. They have done that without the interventions of Europe. However, without EU interference road safety would not be so high on the agenda of countries that perform not so well. There is positive pressure to enhance safety in all countries, because Improvements by the countries that did not perform so well earlier.

- *Do you believe the same or better results could have been achieved by an alternative organisational set-up at EU level (e.g. a separate road safety agency)?*

Answer: No, the influence of an agency is not as great as that of the European Commission. But an agency can be helpful in the transfer of knowledge.

4. Discussion questions: reviewing the framework for continued efforts

- *Do you consider the strategic target on 50% reduction of road deaths to still be relevant and realistic with regard to the size and characteristics of road safety problems in the EU today?*

Answer: Despite achievements made in the field of road safety in Europe, an ambitious target for fatalities is still of great importance. However, the measures now being taken are especially effective in reducing the number of fatalities. The number of severe traffic injuries does not decrease or is even increasing in some countries. There is also a need for a challenging target for the road injuries.

- *Do you consider the seven strategic objectives of the Policy orientations on road safety still relevant in relation to the current main road safety problems and challenges – should anything be deleted or added to this list?*

Answer: The seven objectives are still more or less relevant but the ECTRI Transport Safety Thematic Group asks also extra attention for the ageing society, the introduction of all kinds of new modes (like e-bikes) and in the influence of that on transport and spatial planning, response and adaptation to new transport technologies, fitness to operate and distraction, safety culture and the use of big data for new interventions on road safety management.

- *Would you propose any additional, realistic measures at EU level (respecting the subsidiarity and proportionality principles and within EU competence) that could address the current/future problems and challenges of road safety in order to contribute to the 2020 strategic target?*

Answer: Because differences in safety situation between countries, it is not possible to mention one specific measure that should be implemented at EU-level. However, attention on vehicle safety remains, taking into account acceptance of new measures by the road users – and behavioral adaptation.

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