

Internet consultation relating to the preparation of a EUROPEAN ROAD SAFETY ACTION PROGRAMME 2011-2020

1. GENERAL INFORMATION

➤ *Personal perception of the situation on the roads in your country*

| | Safer | Less safe | Don't know |
|---|-------------------------------------|--------------------------|--------------------------|
| Do you think that, in general, traffic in your country has become safer or less safe than 10 years ago for/on? (compulsory) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Car drivers (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Car occupants (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Motorcyclists (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Moped riders (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cyclists (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedestrians (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Motorways (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Rural roads (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Urban roads (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Why? (optional)

CLECAT would like to underline the fact that commercial vehicles continue to provide a significant contribution to the improvement of road safety in the European Union. Apart from other technological improvement, the mandatory fitting of some advanced safety features has contributed to making safety an objective within reach. Professional drivers' training and vehicles' regular maintenance are integral parts of the business process of most companies, with evident advantages.

2. THE SCOPE OF THE NEXT EUROPEAN ROAD SAFETY ACTION PROGRAMME

Citizens and businesses expect safe, sustainable mobility across the European Union. Improvements in road safety are an essential element in public policy to produce improvement in the health and well-being of citizens and reductions in the high socio-economic costs of road traffic injuries.

What are the main problems and issues at stake in road safety?

➤ **Road safety performance and societal costs involved - max 2 options (compulsory)**

- Numbers of death and serious injury
- Level of societal impact of death and long-term injury
- Level of socio-economic cost of road crash injury for society

Comment (optional)

Apart from crucially reducing the number of deaths and serious injuries, the improvement of road safety indirectly leads to reducing the costs associated with the entailing traffic jams.

➤ **Road safety problems linked with category of road users - max 2 options (compulsory)**

Options (compulsory)

- Young novice drivers
- Powered two-wheeler users
- Pedestrians

- Cyclists
- Car users
- Elderly road users
- Children

Comment (optional)

While professional drivers are highly-skilled professionals who receive intensive training throughout their career, other road users have an equal responsibility for road safety, but do not benefit from regular trainings/check-ups. Moreover, road hauliers regret the fact that other road users seem to be insufficiently aware of the speed regulations and safety distances. In so doing they often come to impairing the manoeuvres of heavy commercial vehicles.

➤ The impact of societal changes - max 2 options (compulsory)

- Ageing of society
- Change of transport mode
- Lifestyle change

Comment (optional)

The regular maintenance and upgrading of infrastructure is the only instrument that can accommodate the requirements of an ageing society. Another fruitful approach is to make regular training and updating available to all road users, including those who become older.

Which, in your view, are the most important countermeasures amongst infrastructure, road user (training, education, rehabilitation, enforcement) vehicle safety measures?

➤ **Infrastructure - more than one option possible (compulsory)**

- Road classification - appropriate match between function, speed limit, design, layout**
- Safety impact assessment of land use planning and road infrastructure**
- Implementation of safety audit and safety inspection**
- Facilities for pedestrians and cyclists**
- Facilities for powered two wheelers**
- Design of roadsides and roadside furniture**
- Speed management in rural areas**
- Speed management in urban areas**

Comment (optional)

The road infrastructure plays an essential role in road safety and it is important for the Commission to establish mandatory requirement in all EU Member States to have modern road construction or upgrading existing infrastructure. Indeed, roads designed to minimize bottlenecks and ensure better traffic flow, as well as reducing roadside hazards, can have a significant impact on road safety. Moreover, we would like to remind the reader that the EU ambitious road safety objectives would be almost unreachable if the necessary maintenance and upgrading of the infrastructure are not made a priority. As a last remark, we would like to mention that replacing traffic signals with well-designed roundabouts has been shown to significantly improve the safety of road junctions.

A special mention is necessary on the issue of enforcement. There seems to be a lack of a common approach in the enforcement policy, often both urban and extra-urban roads are left to the good will of the users with little or no control.

➤ **Road user measures: licensing, testing, training, information - more than one option possible (compulsory)**

- Safety quality of driver licensing and testing standards**
- Safety quality of powered two-wheeler licensing and testing standards**
- Safety quality of driver training**
- Safety quality of rider training**
- Rehabilitation courses for repeat offenders**
- Social marketing/ campaigns/ safety education to encourage compliance with rules on safe behaviour**

Comment (optional)

It is not only the road infrastructure or the vehicle that plays a key role in road safety as the driver and his/her behaviour also make an essential contribution to the end result. It is therefore of paramount importance to design and implement measures to improve road safety that address drivers' behaviour. A vast majority of accidents involving trucks are linked to human error, and most of them are caused by other road users. These human errors stem from non-adapted speed, failure to observe intersection rules and improper manoeuvring when changing lanes. By acting on drivers' behaviour, one can substantially decrease the number of accidents. We suggest implementing consistent measures in this area without forgetting that road infrastructure is to be shared by all users, including HDV's.

➤ Road user measures enforcement - more than one option possible (compulsory)

- Combined publicity and police enforcement of important safety rules**
- Automated enforcement**
- Deterrence of drinking and driving/riding**
- Enforcement of use of occupant restraints**

- Enforcement of crash helmets by powered two-wheeler users**
- Enforcement of speed limits**
- Administration of penalties e.g. penalty points system**
- Administration of penalties across EU internal borders (in case of traffic offences committed by non residents)**
- Justice sector problems which impede efficient enforcement**

Comment (optional)

The EU should work on improving its law enforcement system in a coordinated way all over the union. CLECAT regrets that the legislative process of the proposal on “cross border infringement in the field of road safety” is blocked at Council level and urges EU Members to find a political agreement on that piece of legislation as soon as possible.

It may also be worth noticing that speed limits in different MS’s (mainly extra-urban and in case of road works) do not seem to obey the same standards. In some cases they appear too strict and in others even too loose. This creates uncertainty and ends by encouraging careless behaviour.

➤ Vehicle safety - more than one option possible (compulsory)

- Need for improved safety quality of vehicle standards and equipment for cars (incl. electric cars)**
- Need for improved safety quality of vehicle standards and equipment for light commercial vehicles (incl. electric vehicles)**
- Need for improved safety quality of vehicle standards and equipment for heavy commercial vehicles (incl. electric vehicles)**
- Need for improved safety quality of vehicle standards and equipment for buses (incl. electric buses)**
- Need for improved safety quality of vehicle standards and equipment for powered two wheelers**

- Need for improved safety quality of vehicle standards and equipment for pedal cyclists**
- Need for improved safety quality of vehicle standards and equipment for crash helmets**
- Preventing injuries through better occupant protection e.g. seat belts, airbags and vehicle design and better protection of vulnerable road users**
- Preventing crashes through better brakes, lighting, intelligent systems**
- Poor compliance regimes - vehicle inspection**
- Problems associated with new technological equipment**
- Other**

Comment (optional)

The EU road safety policy should continue to work on safety measures that limit the negative consequences of accidents through improved vehicle and safety system standards. CLECAT was pleased to see the EU new regulation (Regulation 661/2009) on type-approval requirements for the general safety of motor vehicles. CLECAT supports this piece of EU legislation as the regulation will foster vehicle safety by new technologies. Modern safety technology should be fitted to all new road vehicles and maintained efficient through the entire vehicles' life-cycle. This being said, installing and maintaining new devices such as Electronic Stability Control (ESC) systems, Advanced Emergency Braking Systems (AEBS) and Lane Departure Warning (LDW) systems for new heavy goods vehicles is costly and these costs should be taken into account in the calculations pertaining to the policy of internalisation of external costs.

Road safety is a shared responsibility at EU, national, regional and local levels with national authorities usually taking the lead. National action typically involves the development and implementation of multi-sectoral strategies and action programmes which address key problems and are focussed on achieving results. Programmes are coordinated across national government and with regional and local authorities, business and civil society.

What do you see as the key problems or issues for institutional management of road safety? Give a number from 1 to 5 (1 is most important) for the 3 categories below

➤ ***Institutional leadership and coordination***

| | 1 | 2 | 3 | 4 | 5 |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Lack of high-level review of safety management performance (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lack of political willingness to prioritise road safety (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lack of definition of road safety objectives (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| No lead office/department/agency for road safety (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Insufficient integration and coordination of activity (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comment (optional)

This is not the only issue pertaining to transport policy that comes to touch upon the concept of subsidiarity. CLECAT is of the opinion that the boundaries of a common EU policy and the limits of subsidiarity should be agreed upon in a way that allows a sufficient degree of harmonisation in the EU.

➤ ***Legislation, funding and resource allocation, promotion***

| | 1 | 2 | 3 | 4 | 5 |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Insufficient harmonisation of road safety rules and standards (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Inefficient funding mechanisms (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--|
| Limited resources dedicated to road safety (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--|

| | | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--|
| Limited resources dedicated to road safety functions in the main governmental sectors with responsibilities (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--|

| | | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|
| Insufficient promotion and communication on road safety (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|

Comment (optional)

➤ ***Monitoring and evaluation, knowledge transfer, research***

| | 1 | 2 | 3 | 4 | 5 | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|
| Lack of harmonised definition of serious injury (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| | | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|
| Problems with crash injury classification (serious, light injuries) (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|

| | | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|
| Lack of health sector monitoring to establish under-reporting on injuries (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|

| | | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|
| Lack of data on distance travelled (vehicle kms) (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|

**Lack of periodic,
independent review of
road safety
performance (optional)**

|

Comment (optional)

3. THE ROLE OF THE EU

Besides considering road safety as an integral element of European transport policy, the EU also contributes to improving road safety by integrating road safety concerns into other EU policies, and by removing obstacles to effective road safety policies that might exist at the EU level.

➤ **Is the integration of road safety into other areas of EU policy effective? (compulsory)**

Yes Partial No

➤ **If not, in which sectors of policy should this integration be improved? - More than one option possible (optional)**

| | | |
|--|---|--|
| <input checked="" type="checkbox"/> Environment policy | <input checked="" type="checkbox"/> Energy policy | <input checked="" type="checkbox"/> Health policy |
| <input checked="" type="checkbox"/> Research policy | <input checked="" type="checkbox"/> State aid, financing, loans | <input checked="" type="checkbox"/> Social policy |
| <input type="checkbox"/> Taxation policy | <input checked="" type="checkbox"/> Internal market policy | <input checked="" type="checkbox"/> Information and communications technology policy |
| <input checked="" type="checkbox"/> Education policy | <input type="checkbox"/> Other | |

Comment (optional)

A sustainable Transport policy is capital for the EU future development. It is sad to read that the new Commission's statement in view of the new term of office devoted about a couple of lines to transport, which in fact is worth in excess of 10% of EU wealth.

- **Do existing European policies/legislation create obstacles to prevent effective road safety policies at national, regional and local levels? (compulsory)**

Yes

No

As we mentioned above, CLECAT would like the Council to reach a political agreement on the proposal concerning "cross-border enforcement in the field of road safety".

The EU carries out a range of activity to improve road safety in support of activity carried out nationally, regionally and locally.

- ***What should be the priority areas for action in the next programme 2011-2020, Give a number (from 1 to 5) for the 5 most important actions (1 is most important)***

| | 1 | 2 | 3 | 4 | 5 |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| Proposing a European road safety objective to 2020 (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Funding effective road safety activities (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Supporting road safety research (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Legislation and recommendations where the EU has competence (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| Launching public awareness campaigns (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Providing information and benchmarking tools for decision makers (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Developing harmonised specifications for road and vehicle safety (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cross-border enforcement of traffic offences (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Applying road safety standards to all roads (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Facilitating networking, exchange visits and 'twinning' between countries to strengthen institutional management capacity (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other (optional) Full harmonisation of safety related rules all over the EU | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comment (optional)

Cross-border enforcement of traffic offences should not be considered as a future priority actions as a relevant proposal is already subject to EU legislative procedure. The entering into force of this proposal should be considered as a current priority. An additional priority area of actions to consider is the improvement of the quality of repairs. On that matter, we support the introduction of a requirement in all Member States to provide evidence of proper repair work following serious accidents. Indeed, the quality of repair can have an important effect on the safety of a vehicle (in particular, importance of adapting the main inspections to the current state of technology).

New technologies, innovative and intelligent transport solutions can improve safety, increase efficiency, protect the environment and offer new customer-oriented services to citizens.

➤ ***Is there a need for EU action to increase the market acceptance of new technologies, innovative and intelligent transport solutions? (compulsory)***

Yes

No

| | 1 | 2 | 3 | 4 | 5 |
|--|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| Establishing the safety effects of new technologies prior to widespread application (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Actively promoting or requiring where appropriate proven safety-related technologies like: (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - alcolocks, initially in commercial and public transport vehicles (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - intelligent speed adaptation / speed adjust / speed alert / speed limiters (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - intersection signal control (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - dynamic traffic management (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| - local danger warning (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - advanced braking and handling systems in all motor vehicles (like ESC/ESP) (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - lane-keeping device systems (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - collision avoidance systems (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - other driver assistance (please specify in no more than 6 words in the next 'Comment' field) (optional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - eCall (112 the European emergency number) (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - event data recorder (black box) (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - seat belt reminders (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - ISOFIX child restraint system in all cars (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - pedestrian protected car fronts (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - energy-absorbing front underrun protection in heavy commercial vehicles (optional) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Supporting the mapping of speed limits across the EU (optional) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other (optional)



Comment (optional)

As we underlined in CLECAT position paper on the Action Plan on ITS released last spring, much development is still needed as regards the deployment of advanced driver assistance systems and the development of integrated and intelligent tracking systems. On that matter, we believe that it is important to have safe and reliable on-board human-machine interfaces and improvements in this area are very useful. Regarding the development of appropriate measures concerning the impact of ITS applications and services on the safety of road users, CLECAT would like to highlight that there is obviously a need for encouragement at EU level, but that these actions this will result in actions from the industry only if proof of investment payback is provided. Finally, the EU institutions should consider the use of incentives to stimulate road safety equipment purchases. CLECAT supports the idea that transport companies receive incentives, for instance in the form of more favourable insurance premiums or tax reliefs, if the vehicles are fitted with new(er) safety systems.