

Quo vadis Europe?

Road Safety Policies till 2020

RoSPA Road Safety Conference 2017

Dr. Armin Kaltenecker | Birmingham, UK | March 9, 2017



Scope of KfV study


Main topics & activities in the field of road safety in 2016-2020

Method:

1. Structured & comprehensive analysis of legislation, programmes & policies of European actors in 2010-2015
→ For conclusions about the period of 2016-2020.
2. Expert interviews with representatives of European Parliament & Commission.
3. Country analyses for Germany, Great Britain, Sweden and Norway.

Outlook 2016-2020

Outline in accordance with 7 strategic objectives of European Road Safety Programme 2011-2020:

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- 1: *Improve education and training for road users*
 - 2: *Increase enforcement of road rules*
 - 3: *Safer road infrastructure*
 - 4: *Safer vehicles*
 - 5: *Promote the use of modern technology to increase road safety*
 - 6: *Improve emergency and post-injuries services*
 - 7: *Protect vulnerable road users*

Outlook 2016-2020

Objective 1

Inprove education and training for road users

- Revision of the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (proposal COM(2017) 47 final)
- Revision (in the field of traffic safety) of driving licence categories, driving examination and driving licence document (starting from 2019)
- Distracted driving: scientific conclusions with recommendations (starting from 2019)
- Age & Driving: (only) recommendations (starting from 2019)



Outlook 2016-2020

Objective 2

Increase enforcement of road rules

- Evaluation of cross-border enforcement is completed:
CBE Directive as „effective tool“
but „system has not been used to its full potential“!
Amendments are expected (starting from 2017).



- Traffic enforcement: recommendations and sharing of good-practice (from now on)

Outlook 2016-2020

Objective 3

Safer road infrastructure

- Revision of the directive on road infrastructure safety management, particularly extension to all motorways, motorcycles and ITS applications (starting from mid-2017)
- Improvement of minimum safety requirements for tunnels (starting from mid-2017)



Outlook 2016-2020

Objective 4

Safer vehicles

- Improvement of standards for type approval including driver assistance systems (starting from mid-2017)
- EU-wide entry into force of the directives on periodic roadworthiness tests and on technical roadside inspection of commercial vehicles (national adoption: 05/2017; nat. entry into force: 05/2018)
- „Road Package“ with unification of competition law and coordination of road traffic safety (starting from 2017)



Outlook 2016-2020

Objective 5

Promote the use of modern technology to increase road safety

- C-ITS (cooperative intelligent transport systems): cars with “co-operative systems” as priority topic (already in effect), European Strategy on C-ITS (adopted 2016)
- Focus also on interoperability of national systems
- Revision of the ITS Directive and the ITS Action Plan (2018)



Outlook 2016-2020

Objective 6

Improve emergency and post-injuries services

- Further development of rules on e-call: proposal of the commission for the requirements for a publicly available joint platform (mid-2017)
- Stronger focus on seriously injured road users in statistics and measures (already in effect). Serious injury target will be set in 2017.



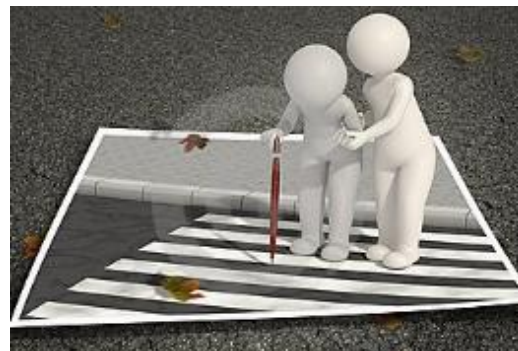
Outlook 2016-2020

Objective 7

Protect vulnerable road users



- Focus on pedestrians and seniors.
- Primarily in form of research and recommendations (for instance “Elder Safe”, completed in December 2015)



Outlook 2016-2020

Further objectives apart from the Programme

- Pedal Electric Cycles (“E-Bikes”)
- Distracted driving
- Gender aspects (particularly male road users)
- Harmonisation of speed limits on motorways
- Establishment of an EU infrastructure fund for elimination of black spots
- Establishment of an EU “Road Traffic Safety Agency”





Thank you for your
Preview 2020
attention!



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