



**COUNCIL OF
THE EUROPEAN UNION**



Council Conclusions on road safety

**2735th TRANSPORT, TELECOMMUNICATIONS and ENERGY Council meeting
Luxembourg, 8-9 June 2006**

The Council adopted the following conclusions:

"THE COUNCIL OF THE EUROPEAN UNION,

HAVING REGARD to

- the Communication from the European Commission: "European Road Safety Action Programme - Mid-term Review";
- the results of the Informal Meeting of European Ministers of Transport on "Crossing Borders in Road Safety" which took place in Bregenz on 2 and 3 March 2006;
- the debate held on the occasion of the TTE Council on 27 March 2006.

NOTING that

- the mid-term review on the Road Safety Action Programme presents a comprehensive overview and a report on the state of play of the Community's and Member States' activities and programmes in that field;
- the number of fatalities on European roads has fallen by 17,5 % between 2001 and 2005 and especially pointing out that
 - the number of fatalities among motorcyclists, as a proportion of total road deaths, has risen considerably between 2001 and 2003;

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- young people between 18 and 25 years of age are a high-risk group having accounted for 21% of all fatalities in 2003;
- the yearly reduction in the number of fatalities rose from 2% a year between 1994 and 2000 up to 5% from 2001 to 2005;
- the number of accidents which had been on the rise until 2000 fell by an average of 4% a year between 2001 and 2005 and 5% between 2003 and 2004, which shows that additional measures are already beginning to bear fruit;
- this decrease, while significant, is not yet satisfactory as it will not allow the Community to reach its goal of reducing road accident victims by 50 % until 2010;
- these results confirm that Member States are on the right track, but are still moving too slowly.

WELCOMES the various contributions and efforts already made by all the European institutions and national stakeholders involved, providing adequate legislative, technical and political measures.

WELCOMES the positive effects of the Member States' national campaigns on individual aspects of road safety as a possibility to affect changes in road user behaviour.

RECOGNISES the importance of the Community legislation on issues of road safety where harmonised standards are advantageous, such as on tunnel safety, digital tachographs, speed limiters, and seat belts, and WELCOMES especially the recently adopted Community legislation on the driving and resting times for lorry and bus drivers and the progress made concerning the proposal for a Directive on Driving Licences.

AGREES on the need to strengthen road safety measures and initiatives on Community or Member States' level in particular in the following areas:

- 1) Devising practical and concrete measures addressing the accident situation, especially prevalent where the age and experience of drivers are an issue.
- 2) Additional attention and protective measures should be directed towards motorcyclists and extremely vulnerable road users, especially pedestrians and cyclists.
- 3) Measures concerning road infrastructure safety should be further improved taking into account the best practices and the need to meet the specificities of each situation. Intelligent infrastructure features, such as variable speed signing linked to active traffic monitoring systems, should be used when appropriate.

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- 4) Measures concerning cross-border enforcement of offences committed by non-resident drivers should be pursued in the appropriate fora with a view to providing improvement of road safety in an increasingly integrated and enlarged European Union. Measures to combat drink/drug driving, excessive speeding and the promotion of the use of seat belts are particularly relevant.
- 5) New initiatives on vehicle safety, as set out in the Report "CARS21", such as Electronic Stability Control, Seatbelt Reminders, Brake Assistant Systems, Heavy Duty Vehicles' rear view vision and conspicuity and Daytime Running Lights should be subject to special attention. In addition, advanced technologies such as collision avoidance systems, the introduction of speed limiters and speed management systems together with alcolocks to combat drink driving may warrant further political and scientific evaluation.
- 6) A joint European awareness-raising campaign fighting accident risks, such as drivers' fatigue or drink driving, could acquire synergetic effects and show higher efficiency.
- 7) The positive effect of committing non-governmental stakeholders to additional road safety measures in the sense of a shared responsibility for fighting the suffering on European roads should be further supported, especially via the European Road Safety Charter.
- 8) Raising road users' awareness towards possible risks, through the European Commission's initiative for a road safety day, preferably in cooperation with other such initiatives of the United Nations.

INVITES the European Commission to take the necessary actions, including, where appropriate, legislative proposals, as intensive work on road safety needs to be continued."

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