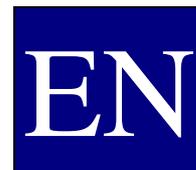




**COUNCIL OF
THE EUROPEAN UNION**



Council conclusions on road safety

3052th TRANSPORT, TELECOMMUNICATIONS and ENERGY Council meeting

Brussels, 2–3 December 2010

The Council adopted the following conclusions:

"THE COUNCIL OF THE EUROPEAN UNION,

1. HAVING REGARD to
 - the results achieved in the framework of the 3rd Road Safety Action Programme 2001-2010, which included an ambitious target of halving the number of road fatalities in the EU as a whole by 2010 as well as a list of 62 measures aimed at improving the safety of road users, vehicles and infrastructure;
 - the Communication from the European Commission: "Towards a European road safety area: policy orientations on road safety 2011-2020"¹;
2. NOTES that the number of fatalities on the roads of the European Union has decreased by 35% between 2001 and 2009, ACKNOWLEDGES that although significant progress has been achieved, it is likely that the goal of reducing road accident victims by 50% until 2010 will not be met;

¹ 12603/10

P R E S S

3. CONSIDERS that the level of road fatalities and injuries remain unacceptably high and STRESSES the importance of adapting motorways, roads, streets and vehicles to human capacity; thereby AIMING towards the long-term "zero-vision" for European road transport safety;
4. RECOGNISES that a safe, sustainable and coherent transport system contributes to European competitiveness and prosperity, employment, safety and security;
5. RECALLS the free movement of persons and the principle of non-discrimination and CALLS for a swift and comprehensive solution for the exchange of information in the field of cross border enforcement of road safety related traffic offences applying, as far as possible, existing systems of information exchange;
6. UNDERLINES that in order to reach maximum efficiency, road safety should be integrated into other policies, together with their enforcement and implementation, such as education, health, social policy and employment, police and judicial cooperation, environment, research, insurance and taxation and therefore a holistic approach is needed;
7. RECALLS that road safety is an issue of shared responsibility which requires that actions are undertaken at various levels within the public and private sectors; INVITES the Commission and the Member States to stimulate the development and use of safety management systems, in order to promote responsibility for road safety among all relevant stakeholders and ENCOURAGES employers to draft work related road safety action plans;
8. STRESSES that the road user stays as the first and main actor in the whole road safety system and the effectiveness of all components of road policy depends ultimately on the users' behaviour; for this reason it is important to give priority to continuous education and training, with a particular focus on young novice drivers;
9. CONSIDERS that infrastructure, vehicles and road users should be seen as a system in which human error and inappropriate behaviour should always be taken into account. Infrastructure and vehicles should be designed as to prevent and limit consequences of such failures;
10. CONSIDERS that controls and sanctions for breaches of road traffic rules remain one of the most effective means to reduce the number of accidents and victims on the roads, notably by its deterrence effect; in this context, the need for further strengthening of enforcement of road traffic rules should be considered by Member States and, where appropriate, at EU level; RECALLS that proposals for new EU legislation should be proportionate and be supported by robust impact assessments;
11. INVITES the Commission to examine possibilities to harmonize traffic rules at EU level where appropriate;

12. RECOGNISES that considerable progress has been made with respect to vehicle safety, in particular on technical standards for the active and passive safety of vehicles; STRESSES however that safety technical requirements should also be maintained and checked during the whole vehicle-life cycle through a strengthening of roadworthiness and roadside inspections, as well as an improved data exchange between Member States on inspections;
13. EMPHASIZES that the further development of intelligent transport systems (ITS) has the potential to significantly contribute not only to establishing a long-term sustainable, efficient and coherent transport system that can give a competitive edge to Europe and to its industry but also to road safety; WELCOMES the ITS Action Plan² as well as the Directive 2010/40/EU of 7 July 2010 of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport³ and ENCOURAGES Member States to give a high priority to the deployment of ITS where it is the most cost effective and affordable means of achieving its objectives;
14. RECOGNISES the need for building road infrastructure and developing road network fulfilling high road safety standards and STRESSES that combination of well-designed road infrastructure and ITS should ensure a high level of road safety;
15. ENCOURAGES a strong cooperation between the bodies responsible for the infrastructure in the Member States and the vehicle industry in order to support the deployment of promising in-vehicle safety systems that can contribute to save lives on the European road-network. New technical solutions of which the effect is proven can contribute to make it possible to deal with problems like speeding and impaired driving (such as driving under the influence of alcohol, drugs and fatigue);
16. UNDERLINES the urgent need to give special attention to reducing the number of injured people, in line with the Moscow Declaration of 20 November 2009 and the UN General Assembly Resolution of 2 March 2010;
17. SUPPORTS the development of a common definition of “injured people” and AGREES to the principle of establishing a specific quantitative target for the reduction of the number of injured people in due time;
18. SUPPORTS the development of a strategy to improve emergency response in case of accidents, reduce injuries by planning dedicated post-crash care and assistance guidelines;

² 17563/08.

³ OJ L 207, 6.8.2010, p. 1.

19. STRESSES that in spite of positive general trends in the reduction of road victims, certain categories of users, such as cyclists, pedestrians, young and elderly persons, people with disabilities, motorcycle riders and moped drivers, remain particularly vulnerable; CONSIDERS the development of a strategy to increase the safety of those vulnerable road users by encouraging the establishment of adequate infrastructures as a matter of urgency; RECOGNISES that, in some cases, individual Member States may be best placed to make decisions based on knowledge of their infrastructure, enforcement and legislative framework;
 20. CONSIDERS in particular that in the light of the most recent statistics available, the development of a strategy to improve the safety of motorcyclists should be considered as a matter of urgency;
 21. WELCOMES the submission by the Commission of the Communication concerning the policy orientations on road safety 2011-2020; ENDORSES the proposal to continue with the objective of halving the number of road deaths in the EU as a whole for the next ten years and to work on the implementation of the seven key strategic objectives described in this paper;
 22. URGES the European Commission to continue to improve existing tools for monitoring and evaluating the efficiency of road safety policies;
 23. INVITES the Commission to prepare and present a study on the impact of a single European temporary registration plate used for cross-border conveyances in the interest of road safety and, if appropriate, present a proposal in due time;
 24. INVITES the European Commission to take the necessary actions, and allocate the necessary resources with a view to developing coherent and cost-effective action plans for each of the strategies in order to implement the road safety policy orientations 2011-2020."
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