

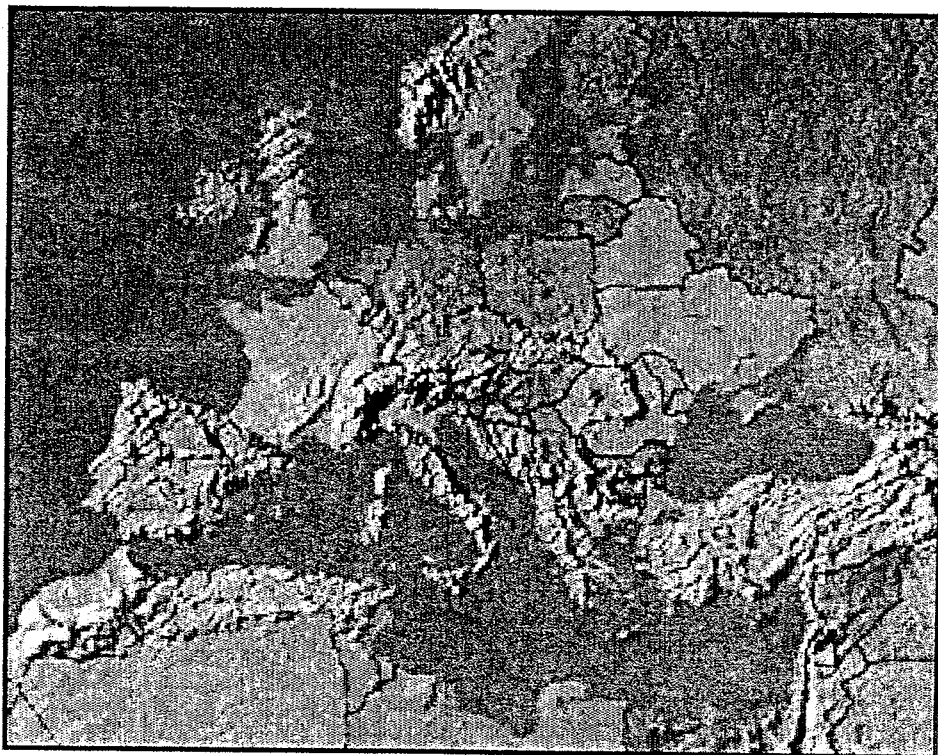


MINISTRY OF TRANSPORT OF ITALY

NATIONAL ROAD SAFETY COUNCIL

THE FOURTH VERONA CONFERENCE

**MEASURES AND PRIORITIES
FOR THE ROAD SAFETY IN
THE EUROPEAN COUNTRIES**



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"MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE" HAS BEEN DONE BY THE ITALIAN MINISTRY OF TRANSPORT (MINISTERO DEI TRASPORTI) WITH THE CONTRIBUTION OF THE TECHNICAL SECRETARY OF THE NATIONAL ROAD SAFETY COUNCIL (SEGRETARIA TECNICA DELLA CONSULTA NAZIONALE SULLA SICUREZZA STRADALE).

THE STUDY HAS BEEN PREPARED BY RST – RICERCHE E SERVIZI PER IL TERRITORIO SRL AND IT IS BASED ON THE SURVEY OF THE ROAD SAFETY PRIORITIES AND OF THE MEASURES TO IMPROVE ROAD SAFETY DONE IN 2005 WITH THE COOPERATION OF THE MINISTRIES COMPETENT ON ROAD SAFETY OF THE COUNTRIES PARTICIPANT TO THE VERONA CONFERENCE.



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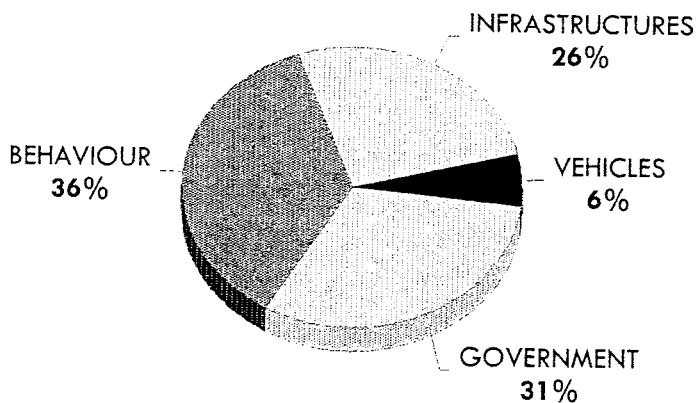
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1 ACTIONS

1.1 ACTIONS TO IMPROVE ROAD SAFETY

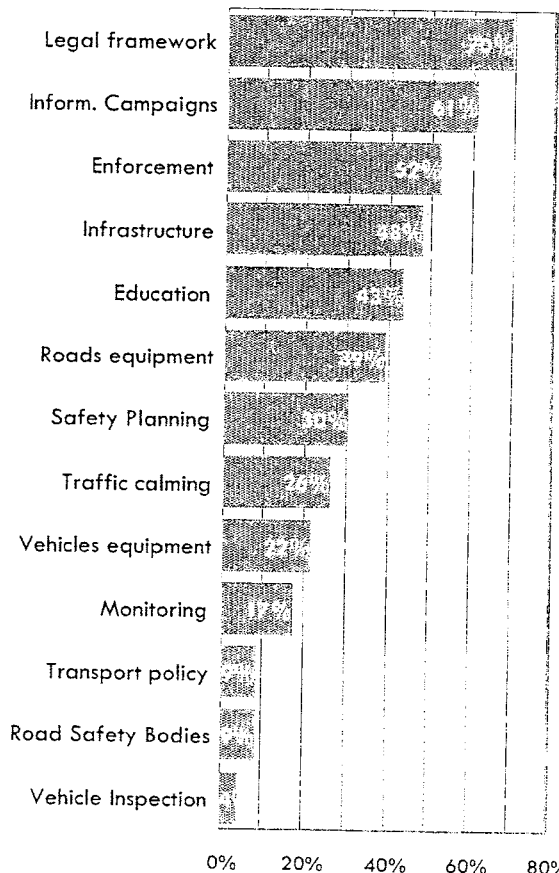


Question

Which are the main actions carried out to improve road safety in the last two years? Describe the main typologies and the prevailing field of action.

The European Countries answered*:

- **Human Behaviour** (Road safety Education, Road safety Information, Informative Campaigns, Enforcement) (36 Countries).
- **Road Safety Government** (Transport policy, Road Safety planning, Traffic rules and Legal framework, Road Safety Bodies, Studies and Monitoring) (31 Countries).
- **Infrastructures** (Standards, Urban Roads and Traffic calming, Roads Equipment) (26 Countries).
- **Vehicles** (Design and Technical characteristics, Vehicles Inspection) (6 Countries).



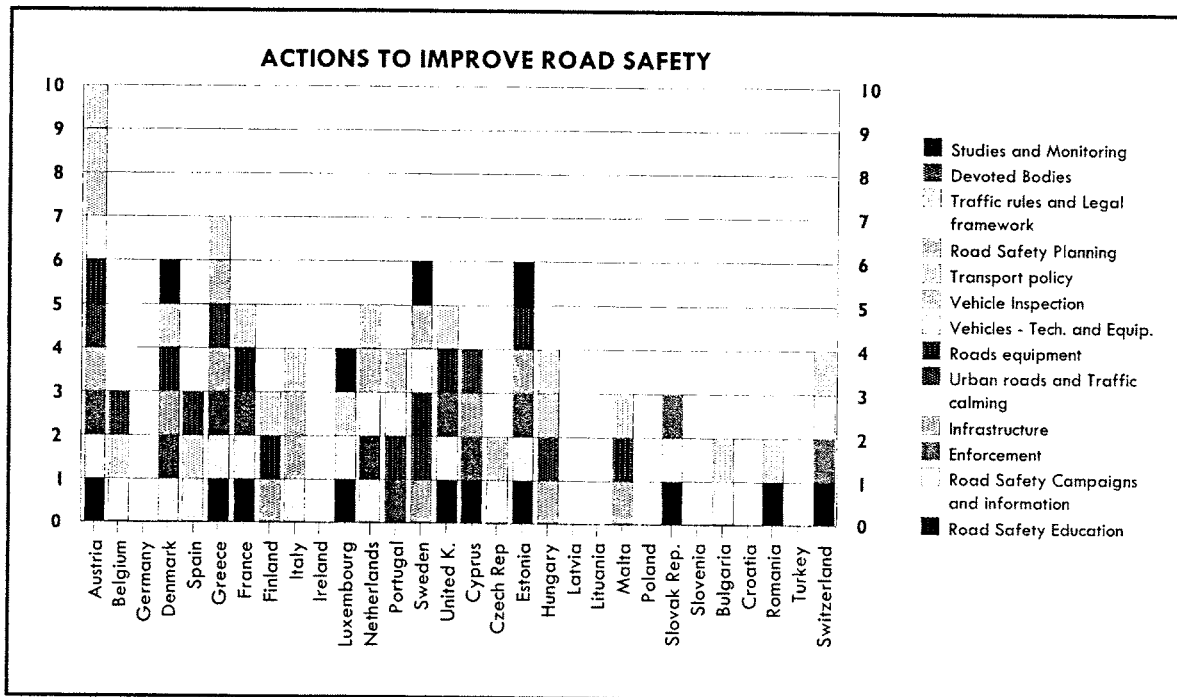
**) For each question the European Countries could give more than one answer.*



1 ACTIONS

1.1 ACTIONS TO IMPROVE ROAD SAFETY

- Rules and Legal framework (16 Countries).¹
- Road Safety Campaigns and information (14 Countries).²
- Enforcement (12 Countries).³
- Infrastructures (11 Countries).⁴
- Road Safety Education (10 Countries).⁵
- Roads equipment (9 Countries).⁶
- Road Safety Planning (7 Countries).⁷
- Urban roads and Traffic calming (6 Countries).⁸
- Vehicles Equipment (5 Countries).⁹
- Studies and Monitoring (4 Countries).¹⁰
- Transport policy (2 Countries).¹¹
- Road Safety Bodies (2 Countries).¹²
- Vehicle Inspection (1 Country).¹³



¹ Austria, Belgium, Denmark, Spain, Greece, France, Finland, Italy, Luxembourg, Netherlands, Hungary, Malta, Bulgaria, Romania, Switzerland, Norway.

² Austria, Belgium, Denmark, Spain, Greece, France, Italy, Luxembourg, Netherlands, United Kingdom, Czech Rep., Estonia, Slovak Rep., Bulgaria.

³ Austria, Denmark, Greece, France, Netherlands, Portugal, United Kingdom, Cyprus, Estonia, Slovak Rep., Switzerland, Norway.

⁴ Austria, Denmark, Greece, Finland, Italy, Sweden, Cyprus, Estonia, Hungary, Malta, Norway.

⁵ Austria, Greece, France, Luxembourg, United Kingdom, Cyprus, Estonia, Slovak Rep., Romania, Switzerland.

⁶ Austria, Denmark, France, Finland, Sweden, United Kingdom, Estonia, Malta, Norway.

⁷ Greece, Italy, Netherlands, Portugal, Sweden, Czech Rep., Hungary.

⁸ Austria, Greece, Portugal, Sweden, Cyprus, Hungary.

⁹ Austria, Netherlands, Portugal, Sweden, Switzerland.

¹⁰ Denmark, Luxembourg, Sweden, Estonia.

¹¹ Austria, United Kingdom.

¹² Belgium, Spain.

¹³ Austria.



Question

Which are the main actions carried out to improve road safety in the last two years? Describe the main typologies and the prevailing field of action.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	<p>A Priority areas for human behaviour (Distribution of information brochures and folders, homepage (www.autokindersitz.at), and provision of practical training on child restraints for sales staff to increase the use of child restraints to at least 95%. Awareness building and police enforcement campaigns to increase seat belt use by at least 10%. Alcohol tests for all drivers involved in injury accidents; police and medical personnel training in drug-use recognition and increased alcohol surveillance activities (planned introduction of Quicktest-Breathalysers) to reduce the number of accidents due to alcohol. Introduction of "Section Control" to enforce speed limits. Introduction of the multi-phase driving licence & feasibility study to prosecute high risk repeat offenders. Introducing higher minimum fines for disobeying pedestrian priority on crossings; review of existing crossings and relevant guidelines. Support of the introduction of the EU Driver Certificate by the EC. Increasing the number of practice hours required for motorcycle driving licence training; carrying out of continuous and motor-cyclist specific awareness campaigns; carrying out of a detailed study on accidents involving motorcycles to reduce the number of motorcycle related accidents. Targeted enforcement of following distances and related media campaigns to reduce the risk of high speed rear end collisions esp. on motorways. Improved traffic safety education in kindergartens and pre-schools).</p> <p>B Priority areas for infrastructure (Increased tunnel safety by improved lighting systems, tunnel walls, curbs and entrance design, installation of rumble strips, increased speed and following distance controls, standardised training of tunnel operators and emergency personnel, improved emergency action plans for police, fire and rescue services. Implementation of a new guideline to prevent wrong way driving; creation of a training video. Creation of a handbook with checklist for road safety audits and a pilot project on the entire road network to point out road safety issues. Construction of median concrete barriers on motorways (esp. along motorway construction zones). Continuous optimisation of construction logistics).</p> <p>C Priority areas for vehicle technology (Line control by means of variable message signs on high traffic motorway sections, in combination with congestion-, accident-, and weather warnings. Legal amendments to include improved cargo restraints for lorries. Permission for the use of reflective contour markers for heavy goods vehicles. Support for the EU speed limitation device directive to all lorries weighing more than 3.5 tons).</p> <p>D Priority areas for transport policy and legal framework (Creation of a lorry control platform to centrally coordinate personnel and technical resources as well as controls in heavy goods transport. Implementation of distance-based road pricing for heavy vehicles. Examining existing lorry passing regulations on motorways. Modification of legal provisions for the transport of dangerous goods in tunnels. Creation of a homogeneous system for route signing along major road networks. Support of European cross-border infringement).</p>
2	BELGIUM	<p>A Implementation of the law on road safety (7th of February 2003) on the 1st of March 2004 (New categories in the penalties: 1st, 2nd and 3rd of heavy penalties. Launching of "road safety conventions" between the local police forces and the federal government: the local police forces develop actions in the field of road safety (prevention, enforcement, formation, etc.); in order to realize them, the federal government finances partially the actions. New method of collecting the fines so that the penalty follows shortly after the infraction was committed and registered. The increased government revenue from the new traffic offence fines have been used for additional road safety actions. In 2004 the budget for extra road safety actions was 42 million euro. In 2005 64 million euro is foreseen).</p> <p>B Implementation of the "street code" on the 1st of January 2004 (New rules that takes the subtle balance between those who use the public terrain into account; it favours the pedestrians, the cyclists, the vulnerable users of the street. As from 1 September 2005 every local authority must have a zone 30/km/hour in the vicinity of primary and secondary schools).</p> <p>C Road Safety Coalition. The project is aimed at uniting individual citizens, organisations and companies who stands positively towards road safety, and wanting to improve road safety in their own domain. The Road Safety Coalition links all existing road safety initiatives, actions and campaigns, and by doing so enlarges their impact. Furthermore, the Coalition encourages individuals, organisations and companies to commit themselves actively to improving road safety, each within his own capabilities. This initiative is a long term initiative which is intended to be further developed during the coming years.</p> <p>D Euchires. The project is meant to promote the use of seat belts and child's restraints in motorcars and commercial vehicles. The project will set up an action around 4 cornerstones: a public awareness campaign (for children between 4 and 12 years old), an information part, enforcement and the measurement of the efficiency of the actions. A common concept was used in ten European countries through the coordina-</p>



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		<p>tion of the Belgian Road Safety Institute. Each public awareness campaign is supported by contacts with police forces to strengthen the enforcement on the topic covered by the campaign. Following the example of the Netherlands, another seat belt campaign was recently started to promote the use of seat belts for children with a media campaign and the distribution of the little plastic armadillos. The police also intensified the controls.</p> <p>E Euro-BOB. Starting from the Belgian "BOB" concept, 13 European countries have implemented the concept of the designated driver. Although every country organises a designated driver campaign according to their cultural needs and sensitivities, the main elements of the Belgian concept is always respected: a positive, non-paternalistic approach, the importance of taking turn etc. Each public awareness campaign is supported by contacts with police forces to strengthen the enforcement on the topic covered by the campaign.</p>
3	GERMANY	
4	DENMARK	<p>A Blind Spot-mirrors or cameras. Regulations have been modified such that it is now required for all trucks to carry blind-spot mirrors or cameras.</p> <p>B ESP (Electronic Stability Programme). Reduced registration tax for new passenger cars as well as vans. Furthermore ESP is required for new coaches above 12 tonnes.</p> <p>C Bull bars have been prohibited.</p> <p>D Euro-NCAP. Crash test results have to be included on the fuel consumption/CO2 label.</p> <p>E Automatic traffic control. A nationwide automatic traffic control has been established by the police in order to reduce speeding.</p> <p>F Alcohol strategy. A new alcohol strategy has been introduced entailing that all persons stopped by the traffic police are submitted to a breathalyzer test in order to reduce drunk driving.</p> <p>G Driving/ resting times. The Danish National Police has established a special unit for "heavy vehicles" with the purpose of controlling, among other things, the compliance with the rules of driving and resting times concerning lorries, busses, heavy freight transports etc.</p> <p>H Targeted police enforcement actions. The Danish National Police has conducted targeted police enforcement actions focusing on drunk driving, speeding, seat belt use, and the control of lorries and busses.</p> <p>I Campaigns. The Danish Road Safety Council and the Danish National Police have conducted campaigns concerning automatic traffic control, young drivers, speeding, cyclist, seat belt use, etc.</p> <p>J Actions against speeding. A number of legislative initiatives aimed at improving road safety have been carried out. For instance speeding violations are now fined on an intensified progressive scale; the driving license is suspended if a driver has reached a speed of 160 kilometres an hour or more, or if the speed limits are exceeded with more than 60 per cent. Also, a penalty system is expected to be put into force this autumn.</p> <p>K Black Spot identification and improvement. Based on a detailed analysis of the occurred accidents the identified black spots are corrected by the road authorities. This technique reduces the number of all types of accidents and the serious consequences for the people involved.</p> <p>L Traffic Safety audit. All new road projects on the main road system are subject to traffic safety auditing, and many projects on the secondary road system as well. This technique reduces the number of all types of accidents and the serious consequences for the people involved.</p> <p>M Reducing the number of obstacles along motorways. After road site inspection obstacles (trees, masts, deep ditches, etc.) were either removed or screened off by guardrails on nearly half of the motorway system.</p>
5	SPAIN	
6	GREECE	<p>A Intensive enforcement by Traffic Police especially on: a. Motorcycle/mopeds helmets, b. Safety belts, c. Speed, d. Alcohol.</p> <p>B Improvements of Road Infrastructure accelerated in Athens and the four other Olympic Cities (Thessalonica, Patras, Volos, and Iraklion) as well as in the main National highways, due to the 2004 Olympic Games: 60 kms long Attiki Odos freeway in Athens, major sections of the Athens-Thessalonica, and Eg-natia National Roads, Traffic Management.</p> <p>C Awareness campaigns intensified at national and/or local level, especially before and during holiday periods of increased traffic. Bob campaign for alcohol.</p> <p>D Pedestrianization of areas with large pedestrian flows: Project for the unification of archaeological sites in Athens, pedestrianization of Central Business Districts of large and medium size cities.</p> <p>E Educating the next generation. Acceleration in the programme for the construction of traffic education parks, a lot of which are now operating in the major cities of Greece. Incorporation of traffic education lessons in the primary and secondary education.</p> <p>F Implementation of stricter traffic bans to heavy lorries on holidays and weekends.</p>



		G Strategic Plan for the improvement of Road Safety and Operational Plans by all related Ministries.
7	FRANCE	A To ensure a better respect for the rules (strengthening of controls and targeting of controls on the subjects: speed, alcohol, seat belts). B Use of an automated speed limits enforcement system. C intensification of the communication towards the users. D Effort for young people (adoption of the probationary licence and development of the educational continuum).
8	FINLAND	A Legal activities against compliancy of driving rules and driving capabilities; Ministries, driving while intoxicated -1) zero level for drugs -2) doctors' obligation to report on driving inabilities -3) extension of driving bans - 4) obligation to use cycle helmets. B Improvements of dangerous road sections, junctions and separation of unprotected road users and networks for pedestrians and cyclists; Road Administration/Cities. C Introduction of progressive speed limits in urban areas; adjustment of national speed limit system, introducing country wide wintertime speed limit system; Ministries, Road Administration/Cities. D Expanded automatic enforcement on main roads and mobile enforcement for urban areas; Police/Road Administration/Cities.
9	ITALY	A National level. "Road Act" revision, with particular reference to penalty point system; driving license for mopeds; lights turned on in the daytime also; obligation to wear the retro-reflecting jacket to improve the visibility of the drivers that go down from the vehicle in scarce visibility conditions; retro-reflecting strips to improve the visibility of the heavy vehicles. Objective: to improve the driving behaviours of the Italian citizens and to improve the visibility of vehicles and drivers. Start of the National Road Safety Plan: definition and realization of the first annual programme of the National Road Safety Plan; definition and realization of the second annual programme of the National Road Safety Plan; start of the strategic intervention national programme. Objective: to promote and to finance (up to 70%) innovative and multisectorial interventions in the priority fields; to find the best practices and to promote their diffusion; to favour the constitution of public offices and monitoring bodies devoted to the road safety, to promote the elaborations of Road Safety Plans by Regions, Provinces and Municipalities. One of the greater objectives is to promote interventions based on accurate road safety analyses and whose results are checked for at least three years, with the purpose to verify its effectiveness. National campaign of information and sensitization. Objective: to promote a quick adhesion to the new norms of the new Italian Road Act. B Regional and local level. Realization of road safety interventions according to the indications of the first one and the second annual program of the National Road Safety Plan. Objective: to improve road safety the situations where there are the greater numbers of road accidents' victims or where the ratio between victims and population or between victims and traffic are very high (maximum risk situations). Due to the guidelines and the economic incentives of the Road Safety National Plan some provinces (counties) and some municipalities have constituted: technical organisms exclusively or primarily devoted to the road safety management; municipal or provincial council for the road safety. Objective: to create a network of technical organisms and councils to plan, manage and verify the most effective measures for the road safety improvement. A smaller number of Provinces and Municipalities have started the elaboration of the first Road Safety Plans of municipal and provincial level. Objective: to coordinate all the interventions to improve the road safety and to optimize the available resources.
10	IRELAND	
11	LUXEMBOURG	A Road safety programme in the 1st class of primary school (ages 6/7) aiming at sensibilising young children for dangers in traffic, especially for those they might encounter as pedestrians and passengers of cars. B Road safety programme "Mobility and Safety on the Road" in secondary schools (ages 14/16). The subject of road safety is being treated in a transdisciplinary way within the existing curricula and completed by a practical part illustrating some of the aspects dealt with in theory. C In depth analysis of some 175 road accidents involving motorcyclists (injuries/fatalities) with focus on the most common accident factors, followed by the development of a specific training for motorcyclists and a road safety campaign ("Expect the unexpected"), both based on the findings of the previous analysis. D Legislative initiative in the field of driving under the influence of alcohol and drugs. The BAC is to be lowered from 0,8 g/l to 0,5 g/l as a general rule and to 0,1 g/l for certain categories of road users (novice drivers, professional drivers, etc.). Furthermore, driving under the influence of drugs should be considered as an offence.
12	THE NETHERLANDS	A Public campaigns in combination with increased enforcement efforts. Agreed approach and combined efforts of all stakeholders on five topics: alcohol, seatbelts, speed, aggressiveness and cycle lights. B Continuation of the "Sustainable safety" approach as the leading principle for road safety including more responsibility for regional and local authorities to decide how and where to tackle road safety issues on their own road networks.



		<p>C New approaches with regard to driving licences: first part is improvement of driving education and the driving exam (including risk assessment of traffic situations and "understanding" of traffic situations). The second element is the obligation for new drivers for a "come back course", a half a year after having passed the driving licence exam. The third part is an obliged licence for moped drivers.</p> <p>D Dead angle mirrors for lorries. Stimulated with small subsidies.</p>
13	PORTUGAL	<p>Under with National Plan for Road Prevention (PNPR), agreed by March of 2003, the main areas of intervention, in terms of road safety, are the following ones:</p> <p>A Best security to pedestrians: Advertising campaign "Use the pedestrian crossing" and "It's better to stop here" aiming a better security for the pedestrians. "Leaflets of Road Education" addressed to pupils of primary schools about road safety. In legislative and control terms, aggravation of penalties to the parking on sidewalks and enhance of control the speed near the pedestrian crossings.</p> <p>B Best security for two wheels vehicle users: Sensibilization of parents and pupils for the use of helmets by the cyclists. Fiscalization of the use of the helmet.</p> <p>C More and best security equipments use: seat belts and child restraint systems: Advertising campaign with pamphlets, posters, outdoors and spots of radio set and television. Enforcement of fiscalization and aggravation of the penalties.</p> <p>D Drink and drugs driving control: Campaign "100% Cool" directed the young, based in the concept of appointed driver not to inject alcoholic drinks. Campaign "Driving and medicines" divided in two parts: one directed the population; another one to the health technician. Tightening up controls and penalties.</p> <p>E Speed of travel control: Enforcement of fiscalization and aggravation of the penalties concerning the observance of the speed limits; Intervention in design of roads.</p> <p>F Other actions and/or measures: Campaign "See and to be seen" about visibility, road security and visual tracing of the drivers; Campaign "To be responsible is to live in security", aiming security aspects of the vehicles technique survey; Carry out a thematic competition "Road Accidents" - I want to prevent" aiming the university students; Carry out a thematic competition "Security for all us" directed to the pupils of Primary School; Coming in force, last March, of the revised Road Code.</p>
14	SWEDEN	<p>A New road design. Vision Zero has created a need to develop new solutions to improve road safety and thereby also a demand for a wide range of development and pilot projects. New measures and methods for designing roads have been developed and introduced, for example, median guardrails.</p> <p>B New quality system. Follow-up provides new information about road accidents and what can be done to prevent them. The National Road Administration conducts in-depth studies of all fatal accidents and examines whether they could have been prevented. After each in-depth study, a declaration of intent is presented outlining the measures to be taken as a result of the accident.</p> <p>C New technology. New technology can be used to reduce risks at intersections and pedestrian crossings, reduce driving speeds, reminding drivers of inappropriate behaviour, or slippery road conditions. Technology such as systems to prevent driving under the influence of alcohol, effective seat belt reminders and support for speed adaptation. The Automatic Speed Control system using speed cameras has proven to have very positive effects on road safety and will therefore be continued.</p> <p>D Safer traffic in the municipalities. The development of a safe road traffic environment in built-up areas is being implemented through both short and long-term measures. Short-term measures include redeveloping intersections, introducing speed reduction measures at pedestrian crossings, reductions in speed limits etc.</p>
15	UNITED KINGDOM	<p>A Children: Pilot pedestrian training programme "Kerbcraft" at the roadside with the objective of teaching basic skills such as choosing a safe place to cross. Aimed at ages 5-7, but not promoted as equipping children for independent travel. Development of web-based database of road safety education materials to assist teachers and road safety officers. Publicity under the Think! logo and further use of the Hedgehogs adverts and advertising aimed at adolescents. New guidelines for bicyclist training. DfT resources include online lesson plans for teachers, hard-copy booklets for parents in several languages, roadside and PC-based pedestrian training materials, materials aimed at children of various ages and other items.</p> <p>B Speed: continuing roll-out of safety camera programme. There are currently some 2,707 fixed speed camera sites (with cameras rotated around them) and 2,671 locations approved for mobile cameras. Ongoing support and encouragement for local safety schemes (such as 20mph zones, traffic calming and improved pedestrian and cyclist facilities).</p> <p>C Enforcement and Drink-drive: DfT has continued to develop powerful anti-drink driving advertising campaigns in all media (including prime time TV) and throughout the year. The police have been given wider enforcement powers to deal with drink drivers: section 154 of the Serious Organised Crime and Police Act 2005 enables them to carry out roadside evidential breath testing for the first time. This removes the need for a suspected drink driver to be taken to a police station for the measured alcohol level to be taken. A joint DfT, Home Office and Association of Chief Police Officers (ACPO) statement on roads policing was issued in January 2005. This aims to provide the strategic framework for policing of road traffic law.</p> <p>D Motorcycling. The Department published the first fully fledged National Motorcycling Strategy in February</p>



		<p>2005. A principal aim of the strategy is to "mainstream" motorcycling. This means all organisations involved in the development and implementation of transport policy should now recognise motorcycling as a legitimate mode of transport. Motorcycling can be a modern, practical way of getting around. The strategy sets out a framework for action over the next few years. Many of these actions are for central Government to implement; others are for Local Government and non-government stakeholders, such as the manufacturers, retailers and user groups.</p>
NEW 10		
16	CYPRUS	<p>A Implementation of remedial measures at accident black spots. Remedial measures at 50 from a total of 73 accident black spots identified in a relevant study were implemented in 2004. The measures comprised mainly of the improvement of road signs and markings, traffic calming, enhancement of visibility, modifications in the operation of traffic signals and increased enforcement. The engineering measures were implemented by the competent road authorities and enforcement action by the Police.</p> <p>B Implementation of traffic calming measures. Traffic calming measures were implemented on roads outside schools, churches, hospitals and other institutions which relate to vulnerable road users. They were also implemented on trunk roads through villages. These measures included road humps, plateaux, pinch points and intense warning road signs and markings. He measures were implemented by the competent road authorities i.e. Department of Public Works, District Administrations and Municipal Authorities.</p> <p>C Improved and intensified enforcement. Since autumn 2004 the Police has significantly intensified the traffic enforcement activities by engaging non-traffic police in such duties, as part of their weekly schedule or during their other activities on the roads. Furthermore the control of speeding and drink-and-drive violations on roads near entertainment spots during Friday and Saturday nights was significantly intensified since autumn 2004.</p> <p>D Road Safety Education Park. In September 2004 a road safety education park opened its gates in Nicosia and groups of primary and secondary school students are hosted daily. The students go through theoretical and practical training on the use of the roads and are informed about the dangers and how to avoid them. The park covers an area of 29.000 sq. mtrs and is a full-size model of the urban street environment, with signalized junctions, pedestrian crossings, footways, cycleway, roundabouts, traffic calming measures and many other road features. The theoretical training is given in a lecture theatre at the edge of the park. The park is a very useful tool in support of road safety education in schools, as it provides training in realistic road conditions, in a safe environment.</p>
17	CZECH REPUBLIC	<p>A National Road Safety Strategy – strategy planning, coordination. National Road Safety Strategy with goal to cut fatalities by 50% up to 2010 approved by the Government in April 2004. The Strategy includes measures from Education, Legislation, Enforcement and Traffic Engineering. The English version of the Strategy is available on www.mdcz.cz The Czech Governmental Council for Road Safety as the national co-ordinating body has been established in 2004.</p> <p>B Alcohol awareness. The National campaign with slogan "Do not Drink and Drive" was launched by the Ministry of Transport in 2003 and is done every year with strong support of the alcohol industry. Campaign includes TV, outdoor, indoor and special events in pubs. As new approach to young drivers and passengers is prepared "Designated driver" campaign inspired by "BOB campaign".</p> <p>C Seat belt + child restraint systems awareness activity. Seat Belt and Child Restraint Devices Campaign was launched in 2004. The campaign on the same topic using the EU EUCHIREs materials has been carried out by the Ministry of Transport in April 2005. Co-operation among "Visegrad Four" countries devoted to this topic has been started in March 2005. Campaigns includes ATL as well as BTL type of activities, special promotion in the maternity hospitals, open-air promo events, schools. Audience is given by info about reasons, arguments, instructions and recommendations.</p> <p>D Speeding awareness activity. National campaign on speeding in urban areas with slogan "50 has a sense" has been launched by the Ministry of Transport in March 2005.</p>
18	ESTONIA	<p>A Information dissemination and public campaigns: Drive hard-headed! – targeted to the drivers; aim to reduce of drunken drivers number; methods – a chain of actions on the big festivities in summer time, also using the places of alcohol consumption and supported by media, police enforcement. Accompanied by private initiative "Sober group leader". Buckle up! – media campaign targeted to drivers, car users, parents and whole population; aim - to increase the number of seatbelts and children restraints use in the cars; methods – outdoor media, radio, TV spots, police enforcement. Let man across the street! – targeted to drivers mostly in urban areas; aim – to enhance the possibilities of pedestrians, schoolchildren to cross safely the streets at pedestrian crossings; methods – outdoor media, radio, TV spots, police enforcement. Be visible! – targeted to pedestrians in urban and rural areas; aim – to enforce the reflecting and retro-reflecting devices wearing on the clothes in night time and in the places with limited visibility; methods – outdoor media, radio, TV spots, direct posting, advertising on the places of sales; police enforcement. Fix the car – campaign targeted to the technical condition of the car. Ones in a year at fall, organised by private organisation Automobile Club of Estonia.</p> <p>B Police operations. "Everybody blow!" – randomly and for the enforcement of campaigns against drunk driv-</p>



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		<p>ing. Control of the pedestrians on the rural roads to enforce the reflecting devices and retro-reflectors wearing.</p> <p>C Roads infrastructure. Safety audits ordered by local governments and road offices of the main and local roads and crossings. Discovering of the road traffic accident's concentration points and their treatment. Development of pedestrian and bicycle tracks and pathways (also on the roads). Development of the diversion roads for urban areas.</p> <p>D Drivers education. Improvement of the motor vehicle drivers instructors training system, implementation of the basic training and skill conversion plans. Implementation of compulsory slippery road driving training and risk avoidance training for all the drivers or professional drivers groups (special training centres were developed). Training courses for eco- and safe driving skills development.</p> <p>E Road User Behaviour Monitoring. Arrangement of surveys and observations and research work. Special commission work for discovering the causes of serious road injury accidents. Managing of road user behaviour monitoring including: red traffic signal infringement (drivers and pedestrians); usage of turning signal and daytime running lights; yielding to pedestrians at zebra crossings; speeding and tailgating on rural roads; usage of restraints (seat belts, children restraint); drinking and driving; usage of reflectors (pedestrians, bicyclists).</p>
19	HUNGARY	<p>A Adaptation of all road safety related directives of the EU after the accession.</p> <p>B The modification of the Highway Code which includes among other changes: Increased penalty points for certain traffic rule offences; Traffic management of residential zones and bus lanes; Obligatory use of yellow flash light on hazardous goods transport vehicles and oversized vehicles.</p> <p>C Eliminating Black Spots mainly by increasing the number of roundabouts and safety pedestrian islands at zebra crossings.</p>
20	LATVIA	
21	LITHUANIA	
22	MALTA	<p>A Improvement of Road Design – In November 2003, regulations relating to new standards for road design works entered into force. These standards covered all aspects of road construction including skid resistance, geometrical requirements and tunnel / bridge safety. In 2004, safety audits were carried out through the whole of Malta's TEN-T road network.</p> <p>B Change in Seat-belt legislation – In January 2004, new legislation entered into force introducing mandatory requirements for the wearing of rear seat belts and child restraint devices in vehicles under 3.5 tonnes.</p> <p>C Upgrade of driver licensing and testing - In May 2004, a new driving test was introduced for all categories of driving licences. The test comprises two parts; namely: a) a computer based theory test (whereby the candidate must correctly answer 80% of 35 multiple choice questions) and b) comprehensive test of driving skills and behaviour. All candidates who pass their driving tests are issued with a three probationary driving licence that is subject to a penalty point system.</p> <p>D Introduction of speed cameras - From November 2004, stationary speed cameras were installed at a number of locations on the main road network. The penalty for any contravention of road speed limits is €75.00.</p>
23	POLAND	
24	SLOVAK REPUBLIC	<p>Following actions were executed by the traffic control police in 2004:</p> <p>A In the days of 5th to 11th of April 2004 traffic-safety actions in connection with the 4th international week of Road Safety targeted to drivers aggressive behaviour took place nationwide.</p> <p>B In the days of 30th April to 2nd May 2004 a nationwide inspection on following the traffic rules by pedestrians and drivers of non motor vehicles and driving under the influence of alcohol (drink-driving) was realized.</p> <p>C In the days of 3rd to 13th May 2004 there was an action named "Apple-Lemon" executed by the police in cooperation with GENERALI Insurance company, teachers and students of Grammar school which had been targeted to speeding violations, it is a national wide preventive-educational police action.</p> <p>D During the summer holidays 2004 six nation wide actions were executed to control the restriction of the usage of alcohol and other drugs before and during the driving, protection of young people, procedures to follow-up on speeding violations, usage of seat belts.</p> <p>E In the days of 27th September to 2nd October 2004 Ministry of Interior of Slovak republic had stated a nation wide traffic-safety action targeted on following the traffic rules.</p>
25	SLOVENIA	



CANDIDATES		
26	BULGARIA	<p>During year 2003 the most large-scale was the operation "SPEED". Target of the campaign were the drivers and their families. The campaign lasted during the whole year. The main events during the campaign were: TV sports, TV and Radio transmissions, dissemination of booklets and posters, organization of seminars and round tables, press-conferences, sport competitions, etc. Many massive road control inspections of the traffic police on the observation of speed limits by the drivers were carried out. The motto of the campaign was "REDUCE SPEED, SAVE LIFE!"</p> <p>A competition for a best children's drawing was organized with the participation of more than 8000 children.</p> <p>During 2004, in the frames of the "4-th Road Safety Week", which was held under the aegis of UN ECE (Bulgaria, 4-11 April), a campaign devoted to the aggressive driving was held. The ways and means used in the campaign were similar to those of the campaign 2003.</p> <p>The penalty point system was additionally updated and the sanctions for different traffic offences were increased.</p>
27	CROATIA	
28	ROMANIA	<p>A Expeditious Governmental Ordinance no.109/2004, for the supplement of the Criminal Code, which refers to the performance of road transport without transport execution or route licenses.</p> <p>B Road Safety Education for children aged between 7 and 14 years: Road Traffic Police - Annual National Competition for school children on bikes - "Road Safety Education: Education for Life"; Romanian Automobile Club- Mobile Road Safety Lab, Road Safety Labs in the schools, Carting competitions for children; Michelin Romania- Bike competition and education regarding the use of helmets for bike users; 3M Romania and Road Traffic Police - "Policeman, my friend"</p> <p>C Education for road users: Road Traffic Police, Romanian Automobile Club- information campaigns (leaflets, brochures); Michelin Romania - on spot checking of the tires pressure.</p> <p>D Registering and marking, by local administration, of the wagons tracked by horses according with the Expeditious Governmental Ordinance 195 / 2002, regarding the traffic on public roads.</p> <p>E Drafting a Road Safety Audit Law, which will make the road safety audit compulsory for all the road infrastructure projects, both for the new roads and for the rehabilitated roads.</p>
29	TURKEY	
EFTA		
30	SWITZERLAND	<p>A Le taux limite d'alcoolémie a été abaissé de 0,8‰ à 0,5‰ et les contrôles de l'air expiré en l'absence d'indice d'ébriété ont été rendus possible (1er janvier 2005) ainsi que la tolérance zéro pour certaines drogues.</p> <p>B Les mesures relatives au retrait du permis de conduire ont été rendues plus sévères.</p> <p>C Renforcement des dispositions concernant la formation des conducteurs, la modération des vitesses, les prescriptions techniques relatives aux véhicules et leur équipement; nouvelles dispositions concernant l'usage des rollers, etc.</p> <p>D Intensification des contrôles de poids lourds.</p> <p>E Recommandation de l'usage diurne des feux (grandes campagnes de communication).</p>
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	<p>A Enforcement of seat belt regulations campaigns.</p> <p>B Guard rails on two and three lane roads.</p> <p>C Reduction of speed limits on roads with high severity rate (80 – 70 km/h), and use of automatic camera enforcement.</p> <p>D Construction of roundabouts to reduce speeds and organise traffic.</p> <p>E Penalty Point System.</p>

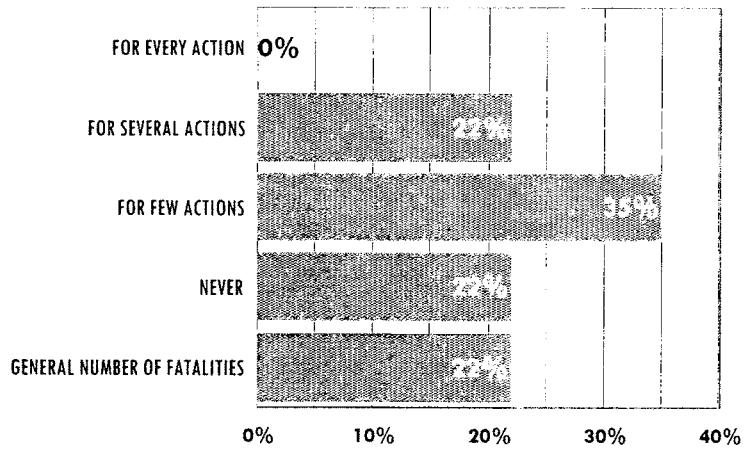


2 RESULTS

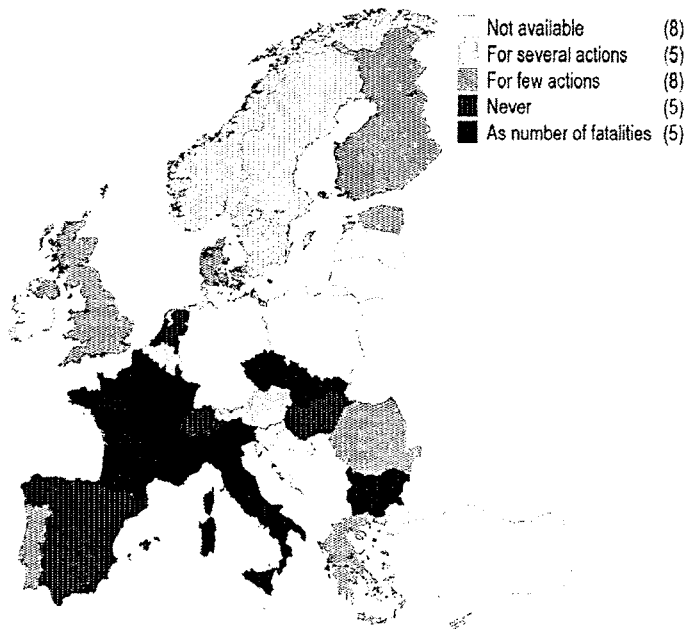
2.1 RESULTS ACHIEVED THROUGH THE ACTIONS

Question

Please point out, if there are, the quantitative measure of the results reached in terms of victims' reduction



The European Countries answered:



- For every action (0 Countries).
- For several actions (5 Countries).¹⁴
- For few actions (8 Countries).¹⁵
- Never (5 Countries).¹⁶
- As general number of fatalities (5 Countries).¹⁷

¹⁴ Austria, Belgium, Sweden, Malta, Norway.

¹⁵ Denmark, Greece, Finland, Portugal, United Kingdom, Cyprus, Estonia, Romania

¹⁶ Spain, Luxembourg, Netherlands, Hungary, Switzerland.

¹⁷ France, Italy, Czech Rep., Slovak Rep, Bulgaria.



Question		
<i>Which are the main results achieved through the above described actions? Please point out, if there are, the quantitative measure of the results reached in terms of victims' reduction.</i>		
In detail, the European Countries answered:		
		UE 15
1	AUSTRIA	<p>An evaluation study is currently being prepared that will determine the effects of all measures discussed under section 1. of this questionnaire. For now, only estimates for victims' reduction can be presented according to the Austrian Road Safety Programme 2002 - 2010.</p> <p>A Priority areas for human behaviour: Annual potential reduction of all measures of up to 570 deaths by the year 2010.</p> <p>C Priority areas for infrastructure: Annual potential reduction of all measures of up to 134 deaths by the year 2010.</p> <p>D Priority areas for vehicle technology: Annual potential reduction of fatalities of up to 20% for vehicles equipped with the latest vehicle technology by the year 2010.</p> <p>E Priority areas for transport policy and legal framework: No estimates.</p>
2	BELGIUM	<p>A Actually, an evaluation of the "law on road safety" is taking place with all the relevant stakeholders and experts.</p> <p>B Although the official statistics are not yet available, provisional statistics called "the road security barometer" were developed and indicates a decreasing number of fatalities and accidents.</p> <p>C Road Safety Coalition: After only four months of existence, the Coalition has set up 2 large-scale awareness rising campaigns (child restraints + safety of motorcycle drivers), and includes specific actions on speed reduction, bicycle education and sustainable mobility. It receives increasing support from the general public and counts about 10,000 members (individuals + organisations).</p> <p>D Euchires: 10 countries take part in the project : Slovenia, Czech Republic, The Netherlands, Portugal, Germany, Sweden, Spain, Poland and Belgium. The Belgian post-test result will be available at the end of April. A common post-test is set up and applied in all countries.</p> <p>E EuroBOB: The Belgian Bob campaign has revealed to be very successful, both in terms of appreciation of the campaign and the familiarity with Bob (Bob has even entered the dictionary) and in terms of breath testing statistics. During the last campaign (December 2004 – January 2005), less people than ever took a positive breath test. Other countries are starting to have the same good results.</p>
3	GERMANY	
4	DENMARK	<p>A There is no statistically valid results yet. At least one year has to pass before results can be measured.</p> <p>B ESP has been shown to reduce the number of fatalities in single accidents by 30% and by 67% for SUV's (Sports Utility Vehicles).</p> <p>C Not yet estimated.</p> <p>D Not yet estimated.</p> <p>E The automatic traffic control has lowered the average speed by around 3 kilometres an hour.</p> <p>F Not yet estimated.</p> <p>G The number of inspected heavy vehicles rose from 10,888 in 2002 to 12,379 in 2004.</p> <p>H-J The number of road casualties and injured persons has been reduced from 463 killed and 9,254 injured in 2002 to 369 killed and 7915 injured in 2004.</p> <p>K-M Not yet estimated.</p>
5	SPAIN	<p>There is no evaluation of the results of every measure that is putting into practice. But a control of the accident rate is made, both of its figures and other parameters that form part of it. In the year 2004 the deadly road accidents were reduced in a 12% and the casualties were reduced in a 13% as regards the year 2003.</p>
6	GREECE	<p>A Overall decrease of fatalities and casualties and of related indexes. During the last years, despite the high increase in car ownership, the number of fatalities has decreased from 2000 to 1600 i.e. by some 20%.</p> <p>B The percentage of motorcycles/mopeds' drivers wearing helmets has greatly increased, depending on the intensity of enforcement in the various areas of Greece. In Athens the percentage has doubled from 40% to more than 80%.</p> <p>C The number of accidents in the sections of National Highways converted to freeways were dropped to the 1/3. In the 60 kms long Attiki Odos Freeway in Athens thw number of fatalities is 1.0 per 100 million veh-kms i.e. compatible with the same index in EU countries while the same index in other urban arteries is at least 3 times higher.</p>



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

		D In the whole city of Larissa where an extensive pedestrianization programme was implemented in the central area, the percentage of accidents involving pedestrians has dropped from 35% before pedestrianization to 24% after the completion of the first phase of the programme.												
7	FRANCE	<p>A Decrease of average speed and high speeding on all the road network. B Decrease in number of killed, injured and accidents.</p> <table border="1"> <thead> <tr> <th></th> <th>Killed</th> <th>Injured</th> <th>Accidents</th> </tr> </thead> <tbody> <tr> <td>Evolution 2003/2002</td> <td>-20,9%</td> <td>- 19,4%</td> <td>- 17,5%</td> </tr> <tr> <td>Evolution 2004/2003</td> <td>-8,7%</td> <td>-6,2%</td> <td>-6,5%</td> </tr> </tbody> </table>		Killed	Injured	Accidents	Evolution 2003/2002	-20,9%	- 19,4%	- 17,5%	Evolution 2004/2003	-8,7%	-6,2%	-6,5%
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Evolution 2004/2003	-8,7%	-6,2%	-6,5%											
8	FINLAND	<p>A Legal activities are still monitored and it is too early to make conclusions of the results as a whole. Zero level for drugs seems to be a good solution and improves enforcement. Dogtrots obligation has been criticized but mainly by doctors and needs more training and detailed instructions. The use of cycle helmets has not improved very significantly so far. The problems of unprotected road users has been improving remarkably during the last ten years. Effects of all these safety orientated counter-measures are well documented internationally.</p> <p>B The effects of e.g. wintertime speed limit system seems to be: decreased speed level, -28 % of person injury accidents and -36 % of fatal accidents.</p> <p>C We made a scenario analysis for the development of automatic enforcement. This analysis pointed out that there is a very good potential for high cost-benefit ratios (from 5-30 depending of strategies).</p>												
9	ITALY	<p>A Strong change of the driving behaviours of the Italian citizens. Reduction of the road accidents' victims: in 2003 occurred a reduction of 724 killed (-10,7%) and of 22.699 injured (-6,6%). Such result is entirely determined by the reduction in the second semester and that is after the application of the new "Road Act". In the first semester 2003 we had a light growth of the road accidents victims (+33 killed and +3.750 injured). In the second semester 2003 we had a wider reduction of the road accidents victims (-757 killed and +26.449 injured). For year 2004 we expect a reduction of entity analogous to that recorded in year 2003.</p> <p>B Creation and strengthening of the technical abilities to elaborate and to manage measures for the road safety.</p> <p>C Creation of public bodies where is favoured the involvement of the private sector and of the civil associations in the process of road safety improvement. Strong growth of the road safety awareness among people, technicians, public administrators, politicians.</p> <p>D Formation of a catalogue of interventions of verified effectiveness for the different road accident situations. Reduction of the times for finding the most effective measures. Relevant increase of the investments in road safety in a small number of regional and local administrations (but there is a quick increase of the number of the administrations deciding to give a higher priority to the road safety intervention).</p>												
10	IRELAND													
11	LUXEMBOURG	<p>A Not available yet (mid/long term action). B Not available yet (mid/long term action). C No results available. D Not applicable (legislative process still lasting).</p>												
12	THE NETHERLANDS	Substantial reduction of the number of fatalities in 2004 (figures will be published 27 April). In this stage difficult to indicate what are the main causes for that reduction. One of the probable reasons is that the enforcement efforts together with campaigns paid off very well last year. There is a decrease general average speed and less accidents on main network and regional networks; an increase of seatbelt wearing for driver (already high) and front passenger, as well back seat passengers. In depth analysis of the results will be available in due course.												
13	PORTUGAL	<p>A The main objective of the National Plan for Road Prevention consists on a concrete 50% reduction on dead and severe wounded persons till 2010, relatively to the 1998-2000 average. So, in 2004, the number of fatal accidents and serious injury were 18,8% and 31,1% lower than this average.</p> <p>B Pedestrians – The National Plan for Road Prevention aims at a 60% of victims' reduction. In 2004 the number of killed and serious injuries was 22,4% and 34,5% lower than the 1998-2000 average 34,5%.</p> <p>C Motorcycle users - As for pedestrians, the National Plan intends a 60% of victims' reduction. In 2004 the number of deaths and serious injuries were 18% and 34,6% lower the average.</p>												
14	SWEDEN	<p>A Efforts to reduce the risk and consequences of head-on, single vehicle and overtaking accidents on country roads will continue. Therefore, SEK 4.9 billion will be earmarked for physical road safety measures such as roads with median guardrails, safer intersections and road shoulders.</p> <p>B The National Coalition for Road Safety. A number of actors have made far-reaching pledges to improve road safety. The taxi and road haulage sectors, for example, have made commitments regarding the in-</p>												



		<p>creased use of seat belts, better observance of speed regulations and sober driving. The Swedish Work Environment Authority will introduce road safety as an important factor when evaluating work environment activities. Road safety initiatives will now continue through regional and local coalitions for increased road safety. In this context should the benefit from the vehicle fleet exchange be mentioned. It comes both from general improvements in passive safety, to a large degree driven by Euro NCAP.</p> <p>C The public sector plays an important role when it comes to creating a market for Intelligent Speed Adaptation (ISA), alcolocks and seat belt reminders. Measures for creating a market of this kind include quality assurance for transport and consumer information. Government agencies and companies, in line with the expectations of society, should develop their own initiatives that take into consideration the requirements of the environment and road safety. This applies to both the procurement process and the provision of transport services. The Government will continue to take initiatives aimed at accelerating these efforts.</p> <p>D Municipalities will continue their successful road safety initiatives with further improvements to urban traffic environments. The responsibility they have for their citizens is extensive, and includes their role as employer and transport purchaser. This should serve as a guide for municipalities' road safety initiatives. There are examples of municipalities who have reduced the number of deaths by 50% under a 10 year period.</p>																																																																																								
15	UNITED KINGDOM	<p>A Child killed and seriously injured casualties have fallen by 40% (provisional June 2004 data) compared with the baseline average 1994-98. The target for 2010 is a reduction of 50%. The Kerbcraft programme is being evaluated and early indications show improvements in children's skills and behaviour.</p> <p>B Evaluation report published June 2004 showed 40% reduction in killed and serious casualties at camera sites.</p> <p>C Too early to see effects.</p>																																																																																								
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16	CYPRUS	<p>A The time elapsed since the implementation of the measures is not sufficient in order to assess the effectiveness of the measures but a comparison between the road accident casualty numbers in the first 3 months of 2005 with the numbers in the same period of 2004, shows a significant decrease of 34%.</p> <p>B Similarly with A) above, not enough time has elapsed for an assessment of the effectiveness of the measures in terms of accident reduction, but the preliminary indications are that the traffic calming measures which included road humps and plateaux were very effective in controlling excessive speeding.</p> <p>C The significant reduction in road accident casualties mentioned in A) above indicates that the improved and intensified enforcement activities were effective, but thorough analysis of the accident data and of road safety performance indicators will be carried out in due course for the extraction of definite conclusions.</p> <p>D The feedback provided from the students and the teachers who have visited the road safety education park indicates success in the objectives set.</p>																																																																																								
17	CZECH REPUBLIC	<p>Overall results (comparison 2003/2004): decrease in number of persons killed by almost 8% (7,9%), decrease in number of seriously injured by 7,1%; decrease of number of slightly injured by 2,5%. In 2004 the number of seriously injured was the lowest figure in last 10 years.</p> <p>Decrease in persons killed in accidents caused by speeding by 35 persons (7,1%) has been registered in 2004 comparing to 2003.</p> <p>Decrease in number of accidents caused by alcohol impaired drivers by 7% and decrease of persons killed during these accidents by 46,8% has been registered in 2004 comparing to 2003.</p>																																																																																								
18	ESTONIA	<p>Implementation of road safety activities has influenced in ensemble the road users behaviour by following manner:</p> <table border="1"> <thead> <tr> <th rowspan="2">sub-theme</th> <th rowspan="2">subject</th> <th colspan="4">ignoring, relative importance %</th> </tr> <tr> <th>2001</th> <th>2002</th> <th>2003</th> <th>2004</th> </tr> </thead> <tbody> <tr> <td>1. Yielding to pedestrians at zebra crossings</td> <td>driver</td> <td>68,1</td> <td>59,8</td> <td>64,7</td> <td>64,0</td> </tr> <tr> <td>2. Drunk driving (> 0,5 prom)</td> <td>driver</td> <td></td> <td>2,4</td> <td>2,0</td> <td>1,9</td> </tr> <tr> <td>3. Red traffic signal infringement</td> <td>pedestrians</td> <td></td> <td></td> <td>11,9</td> <td>9,6</td> </tr> <tr> <td>4. Red traffic signal infringement</td> <td>driver</td> <td></td> <td></td> <td>1,8</td> <td>1,4</td> </tr> <tr> <td>5. No usage of turning signal</td> <td>driver</td> <td></td> <td></td> <td>26,0</td> <td>23,3</td> </tr> <tr> <td>6. No usage of daytime running lights</td> <td>driver</td> <td></td> <td></td> <td>0,5</td> <td>0,6</td> </tr> <tr> <td>3. No usage of reflecting devices at night</td> <td>adult pedestrians</td> <td>62,0</td> <td></td> <td>55,0</td> <td>52,0</td> </tr> <tr> <td>4. No usage of reflecting devices at night</td> <td>children</td> <td>20,0</td> <td></td> <td>15,0</td> <td>29,0</td> </tr> <tr> <td>5. Seat belts no usage</td> <td>driver</td> <td>37,0</td> <td>37,0</td> <td>28,1</td> <td>27,0</td> </tr> <tr> <td>6. Seat belts no usage</td> <td>passenger front seat</td> <td>36,0</td> <td>35,0</td> <td>21,1</td> <td>24,8</td> </tr> <tr> <td>7. Seat belts no usage</td> <td>passenger pillion</td> <td>92,0</td> <td>78,2</td> <td>76,1</td> <td>79,7</td> </tr> <tr> <td>8. Seat belts no usage</td> <td>children</td> <td>74,0</td> <td>65,0</td> <td>64,6</td> <td>67,6</td> </tr> <tr> <td>9. Over speed (allowed V=90km/h)</td> <td>driver</td> <td>22,6</td> <td>16,1</td> <td>20,1</td> <td>24,6</td> </tr> </tbody> </table>	sub-theme	subject	ignoring, relative importance %				2001	2002	2003	2004	1. Yielding to pedestrians at zebra crossings	driver	68,1	59,8	64,7	64,0	2. Drunk driving (> 0,5 prom)	driver		2,4	2,0	1,9	3. Red traffic signal infringement	pedestrians			11,9	9,6	4. Red traffic signal infringement	driver			1,8	1,4	5. No usage of turning signal	driver			26,0	23,3	6. No usage of daytime running lights	driver			0,5	0,6	3. No usage of reflecting devices at night	adult pedestrians	62,0		55,0	52,0	4. No usage of reflecting devices at night	children	20,0		15,0	29,0	5. Seat belts no usage	driver	37,0	37,0	28,1	27,0	6. Seat belts no usage	passenger front seat	36,0	35,0	21,1	24,8	7. Seat belts no usage	passenger pillion	92,0	78,2	76,1	79,7	8. Seat belts no usage	children	74,0	65,0	64,6	67,6	9. Over speed (allowed V=90km/h)	driver	22,6	16,1	20,1	24,6
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MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

19	HUNGARY	A Roundabouts significantly decrease the number of fatalities and serious injuries. B No sufficient experiences are available on the effect of the legislative measures.
20	LATVIA	
21	LITHUANIA	
22	MALTA	A The new standards for road design and construction are currently being applied to new road construction projects. Between 2004-6 around 15% of Malta's main road network shall have been upgraded in accordance with the new standards of design and construction. B The introduction of the mandatory requirement for adult rear seat passengers to wear seat belts and for children to make use of child restraint devices has resulted in an increase compliance rates for wearing seat belts by 43% in adults and 24% in children. C The upgrade of the driving test has resulted in a reduction in the percentage of first time pass rates. For example, in 2003 over 93% of passenger car driving test candidates passed their driving test first time, in 2004 this figure reduced to 66%. Over the year, it has been evident that the introduction of more stringent driving test standards has brought about an overall improvement in the level of driving instruction and better preparedness of driving candidates. D The introduction of speed cameras has resulted in greater compliance with speed limit restrictions on main roads where speed limit signage was being disregarded by a high percentage of motorists.
23	POLAND	
24	SLOVAK REPUBLIC	We have registered 60,300 traffic accidents in 2003. In year 2004 the number of traffic accidents had increased to 61,233 In year 2004 we had 929 more traffic accidents than in year 2003 (- 531 fatalities (decrease of 35); 1,758 seriously injured (decrease of 12); 6,154 lightly injured (decrease of 61); 52,790 material damages (increase of 1,037). The 89% of the traffic accidents were involved by the drivers of motor vehicles. Most often, reasons of traffic accidents are improper driving manner (36%), breaking of rules (32%) and traffic accidents caused by speeding (18,6%). Pedestrians caused 1,8% of traffic accidents and drivers of non motor vehicles caused 1,6% of traffic accidents. We have registered that number of accidents caused by people using roller skates and scooters has increased. The 72% of traffic accidents took place in villages. Considering the type of roads the percentage of traffic accidents is as follows: local roads - 57%; roads of 1st class - 22%; roads of 2nd class - 10%; roads of 3rd class - 9%; highways - 2%.
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	As a result of the carried out campaigns as well as a result of the complete undertakings on securing road safety in the period after year 2000, a stable tendency for decreasing the number of killed in road accidents may be observed (below 1000). In 2001 the number of killed was 1011, in 2002 was 959, in 2003 was 960 and in 2004 was 943.
27	CROATIA	
28	ROMANIA	A More than 3 000 cases found in the first 5 months of application. B-C Improving the awareness of the road users. D Increasing the visibility in the night of the slow vehicles with animal traction, and reducing the risk of collision in the night traffic with high speed traffic.
29	TURKEY	
EFTA		
30	SWITZERLAND	Réduction du nombre des tués, blessés et accidents. A observer toutefois que cette évolution favorable n'est pas forcément la résultante des seules mesures décrites sous le chiffre 1. Elle est due à la conjugaison de plusieurs facteurs.
31	LIECHTENSTEIN	
32	ISLAND	



33	NORWAY	A Reduction of accident severity; B 70 % reduction of head on accidents and single vehicle accidents; C 30 % reduction of accidents, but varies; D 10 – 40 % reduction; E Currently under evaluation. Results expected in 2007 at the earliest.
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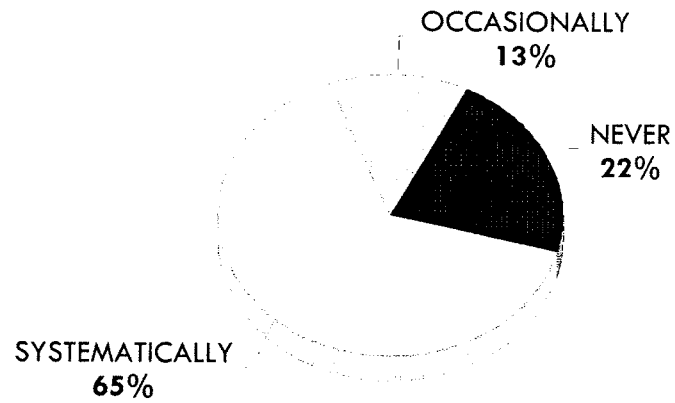


3 EFFECTIVENESS

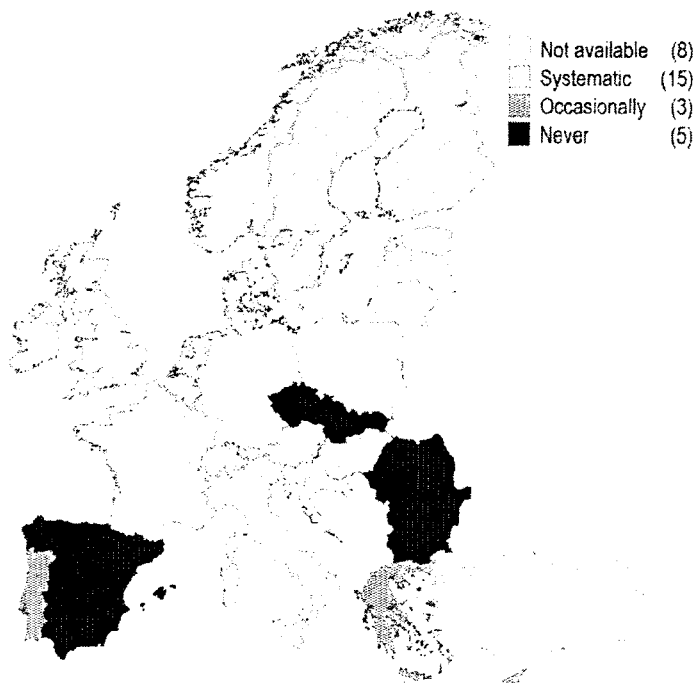
3.1 EVALUATION OF EFFECTIVENESS

Question

There is a systematic measurement of the results and of the effectiveness of the actions undertaken?



The European Countries answered:



■ **Systematically** (15 Countries).¹⁸

■ **Occasionally** (3 Countries).¹⁹

■ **Never** (5 Countries).²⁰

¹⁸ Austria, Belgium, Denmark, France, Finland, Italy, Luxembourg, Netherlands, Sweden, United Kingdom, Estonia, Hungary, Malta, Switzerland, Norway.

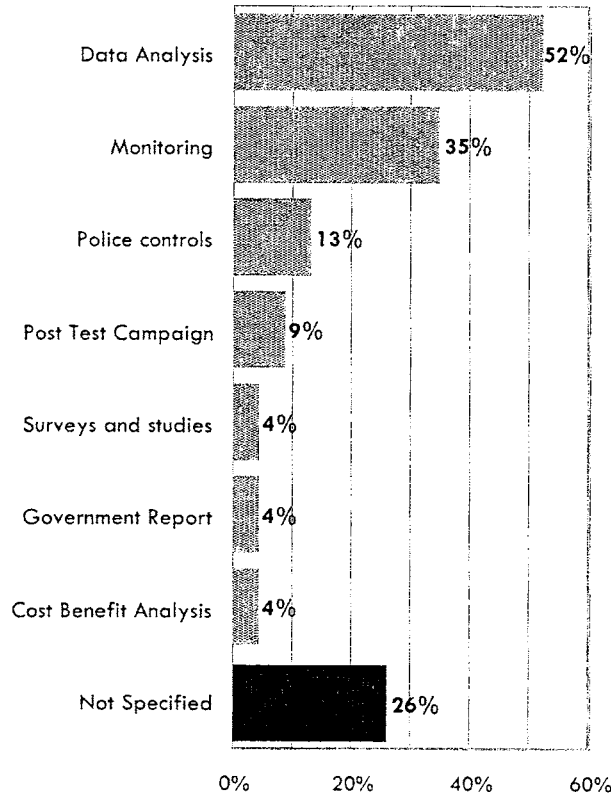
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²⁰ Spain, Czech Rep., Slovak Rep., Bulgaria, Romania.



3 EFFECTIVENESS

3.2 PROCEDURES AND PARAMETERS TO EVALUATE EFFECTIVENESS



Question

If there is a systematic measurement of the results and of the effectiveness of the actions realized, please point out the parameters and the procedures used for appraising the effectiveness.

The European Countries answered:

- **Accident Data Analysis / Reports** (12 Countries).²¹
- **Monitoring** (speed, seat belt wearing, human behaviour) (8 Countries).²²
- **Report with results of police controls** (3 Countries).²³
- **Surveys and studies** (1 Country).²⁴
- **Extensive Post Test for Campaigns** (2 Countries).²⁵
- **Report of the Government** (1 Country).²⁶
- **Cost / Benefit Analysis** (1 Country).²⁷
- **Not Specified** (6 Countries).²⁸

²¹ France, Finland, Italy, Luxembourg, Netherlands, Portugal, United Kingdom, Hungary, Malta, Bulgaria, Switzerland, Norway.

²² France, Finland, Italy, Estonia, Hungary, Switzerland, Norway.

²³ Belgium, Denmark, Sweden.

²⁴ Hungary.

²⁵ Belgium, Estonia.

²⁶ Italy.

²⁷ Czech Rep.

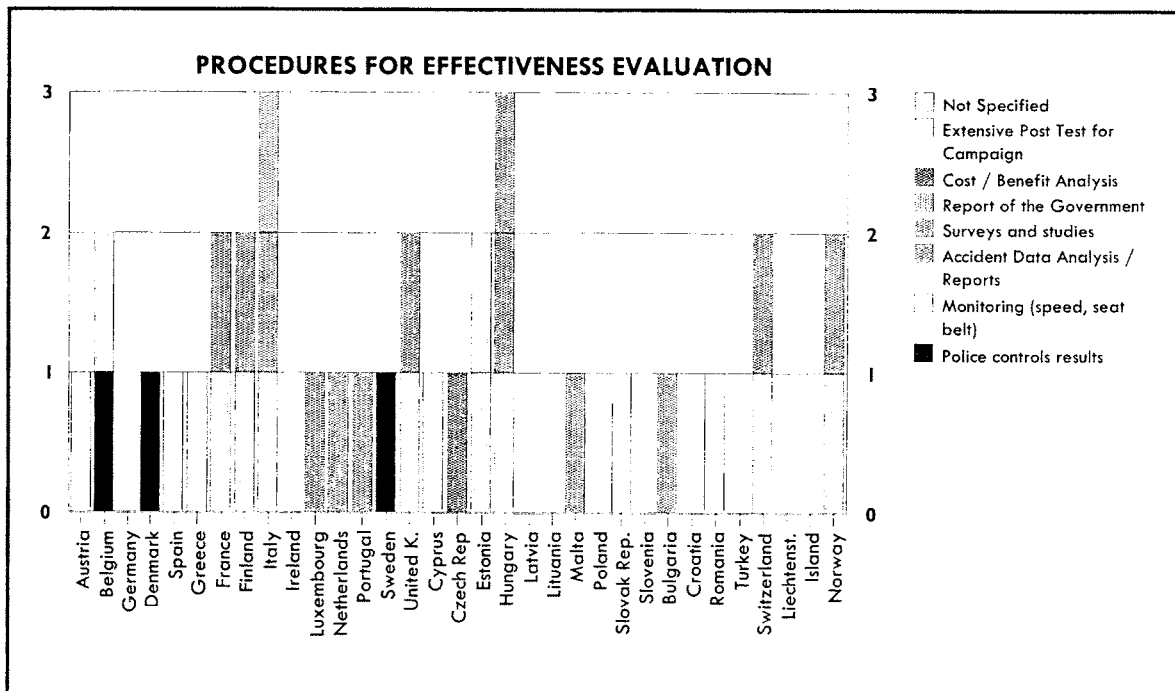
²⁸ Austria, Spain, Greece, Cyprus, Slovak Rep., Romania.



3 EFFECTIVENESS

3.2 PROCEDURES AND PARAMETERS TO EVALUATE EFFECTIVENESS

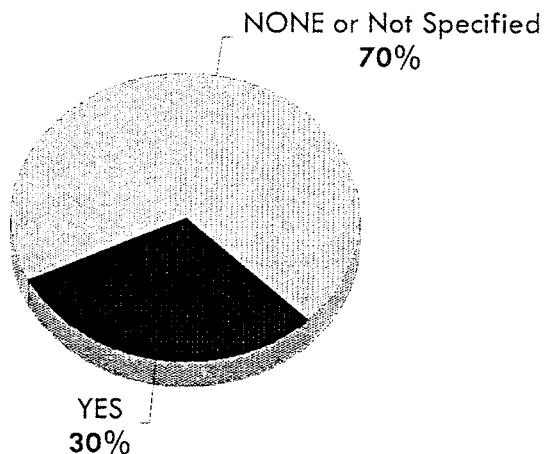
The following elaboration represents in detail the specific conditions so as every country described.





3 EFFECTIVENESS

3.3 TECHNICAL BODIES FOR EFFECTIVENESS EVALUATION

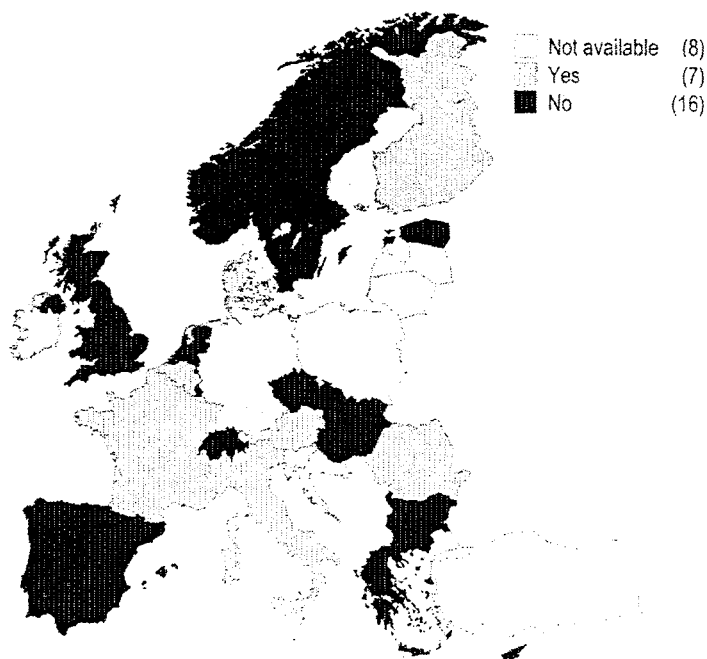


Question

If there is a systematic measurement of the results and the effectiveness of the actions realized, please point out the subjects devoted to the evaluation.

The European Countries answered:

- Yes (7 Countries).²⁹
- None or Not Specified (16 Countries).³⁰



²⁹ Austria, Belgium, Denmark, France, Finland, Italy, Romania.

³⁰ Spain, Greece, Luxembourg, Neitherlands, Portugal, Sweden, United Kingdom, Cyprus, Czech Rep., Estonia, Hungary, Malta, Slovak Rep., Bulgaria, Switzerland, Norway.



Question

*There is a systematic measurement of the results and of the effectiveness of the actions realized? In case of affirmative answer, please point out **the parameters used for appraising the effectiveness, the appraising procedures and the subjects that evaluate the effectiveness.***

In detail, the European Countries answered:

UE 15

1	AUSTRIA	A systematic measurement of the results and of the effectiveness of the actions is currently under way. The Austrian Road Safety Board (Kuratorium für Verkehrssicherheit (KfV)) is responsible for conducting this study.
2	BELGIUM	A provisional measurement was developed called the road security barometer. The local police forces and local offices of the public prosecutor communicate the registered accidents, victims, deceased at the place of the accident. Deceased + 30 days are not taken into account. The final results will be available as soon as the national bureau of statistics releases the figures. All Belgian awareness raising campaigns are evaluated through an extensive post-test. This post-test is carried out with at least 1000 persons, representative of the Belgian population. The results of this study allow measuring the effectiveness of the communication and the impact of the message. On top of this, the Belgian Institute for Road Safety (BRSI) organises on a regular basis "attitude and behaviour" studies, giving an indication of the effectiveness of the different road safety measures over a larger period of time.
3	GERMANY	
4	DENMARK	The results of the actions, campaigns, and legislative measures are subject to a continuously updated appraisal. As an example, the operative traffic patrols of the Danish National Police report the results to a central unit where the number of executed hours of control, the number of controlled vehicles, and the number of charges are measured and appraised.
5	SPAIN	Not at the moment. With the starting of the 2005-2008 Road Safety Strategic Plan indicators will be established and the different measures to be put into operation will be able to be evaluated.
6	GREECE	No systematic measurement of the results and effectiveness of the actions realised is carried out. The indications given above result from isolated efforts by Universities and Research Institutes within related research projects or without concrete assignment.
7	FRANCE	The inter ministerial national road safety observatory evaluates the effectiveness of the measures: - by the setting up of an observatory of speeds; - by the monitoring of the development of the seat belt wearing; - by the analysis of the accident data: development of the accidents according to the category of user, the age, the road category, urban environment or rural roads, the period of the day, etc.
8	FINLAND	We do not implement countermeasures usually if we do not know that they are effectiveness. We usually do feasibility analysis and if necessary piloting. With the legal activities we have in some cases to make before and after analysis and monitoring of effects. Those organisations responsible for implementation take care of the necessary studies of effectiveness of countermeasures. Usually when the effects of the countermeasures are not known we make scientific analysis. Ministry of Transport and Communications monitors the progress of road safety activities towards the national targets and has to take into account the effects and the problems with increasing mobility (larger exposure).
9	ITALY	The principal tool for the systematic analysis of the state and the evolution of the road safety, for the evaluation of the effects determined by the measures for the road safety, for finding the main problems and the possible lines of solution is constituted by the "Report to the Parliament on the State of the Road Safety" (as foreseen by the Art. 1 of the "Road Act"). The third "Report to the Parliament on the State of the Road Safety" has been completed by the Minister of the Infrastructures and the Transports on April 2005. Regional and local governments begin to carry on reports on the state of the road safety and on the perspectives of road safety improvement with contents analogous to the national Report to the Parliament. Some Provinces have constituted a Monitoring board devoted to the analysis of the state and the evolution of the road safety, of the measures to reduce the road accidents' victims and of the results that such measures have concretely achieved. The creation of a regional and local monitoring boards network is one of the main strategic lines of action of the Road Safety National Plan.
10	IRELAND	



11	LUXEMBOURG	Yes, in particular by means of accident data analysis.
12	THE NETHERLANDS	In The Netherlands there is a systematic measurement of results and effectiveness of the actions. The effects are measured in terms of the decrease of number of fatalities and injured as the result of the measures. That reduction can be expressed in a reduction of the cost for the society. Important element of that calculation is that a measure that leads to a reduction of one fatality, also leads to a reduction of 8 seriously injured, 26 light injured and 200 accidents with only material damage we each reduced fatality. Thus calculated, a reduction of one fatality in The Netherlands, will lead to a saving € 7,7 mln. If we also include saving in terms of immaterial cost (recent new calculations), the total adds up to € mln 10,4.
13	PORTUGAL	Concerning the National Plan for Road Prevention, it has been defined a set of points of performance in road accidents evolution relatively: user; infra-structure; vehicles and immediate assistance. However, a systematic evaluation of effectiveness of carried actions is still not made.
14	SWEDEN	The road administration report yearly together with the police the road safety improvements. Analysis of the traffic safety level in 2004 has indicated 42 saved lives can be attributed to known actions and states in the road transport system during the year. This is compared to the situation in 2003. 16 of the saved lives can be attributed to improvements in the national road network. These improvements contain both the up-grading of existing roads and investments in new infrastructure. An increase of police enforcement of seat belt use can explain 6 saved lives and increased surveillance of speeds, using both police force and automatic cameras have saved two more persons. The police forces have also increased their alcohol breath tests and that has saved 7 more lives. An increased use of bicycle helmets explains one more saved life. The exchange of cars in the vehicle fleet is estimated to improve the situation in a way that 10 more fatalities are saved.
15	UNITED KINGDOM	Effectiveness of measures is evaluated in several ways. There is ongoing monitoring of casualty trends and progress to meeting the targets for 2010; measures are piloted and evaluated using research methods including before and after studies, case control studies, and statistical monitoring. There are large ongoing evaluations of major policy initiatives combining qualitative and quantitative methods.
NEW 10		
16	CYPRUS	There is a measurement of the results and of the effectiveness of some of the actions taken, but not a systematic basis.
17	CZECH REPUBLIC	There is no systematic approach to measure efficiency of road safety measures taken in the Czech Republic. The cost/benefit analysis is under preparation to be used for evaluation of the National Road Safety Strategy as soon as possible.
18	ESTONIA	We are contributing lot of efforts to evaluate each traffic education and road safety activity performed. We are using mostly two instruments. For the campaign activities, we have 5 years surveys based on CAPI 1000 methodology, which shows clearly the trends. From another side we are performing yearly (mostly at the same period) the complex Road User Behaviour Monitoring – combination of surveys and poll. For training courses, we are using evaluation questionnaires. Criteria – change in attitudes, level of information actuality, understanding of its message, clearness, self estimation of changes, notice ability of campaign and its message. By observations we see the concordance of declared and performed behaviour. Yearly statistical analysis of road accidents data.
19	HUNGARY	<ul style="list-style-type: none"> - Results can be shown by the number of prevented accidents. - By before-after studies. - Monitoring the number and the distribution of traffic rule offences.
20	LATVIA	
21	LITHUANIA	
22	MALTA	After a number of months of localised piloting from January 2005, a new road-accident reporting system for injury accidents was introduced nationwide. The accident report sheet contains important details that may be used to assess the effectiveness of traffic regulations and their enforcement, driver training and road design. The collected data on road traffic injuries is being entered into a database for future application into a GIS system. By the end of this year, it is envisaged that road transport planners, designers and policy makers will be able to carry out an appraisal of the effectiveness of national road safety strategy with a view to identifying specific areas for improving road safety.
23	POLAND	



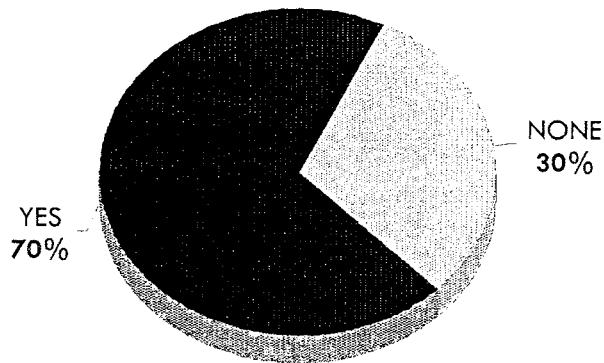
MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	In 2001 the number of killed was 1011, in 2002 – 959, in 2003 – 960 and in 2004 – 943.
27	CROATIA	
28	ROMANIA	This will be one of the roles of a future Institute for Road Safety Research and Development. A. The number of cases won in the court of justice by the governmental authorities.
29	TURKEY	
EFTA		
30	SWITZERLAND	<ul style="list-style-type: none">- L'évolution de l'usage diurne des feux;- L'utilisation des ceintures de sécurité et des dispositifs de retenue pour les enfants;- Du port du casque (obligatoire pour les motocyclistes, les cyclomotoristes et recommandé pour les cyclistes);- Analyse de l'accidentologie par catégorie d'usager, type de route, âge ,etc.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	In general, all measures and actions are evaluated. The system of evaluation will vary according to type of measure. If possible we always try to use personal injury accidents, but we also use counts of seat belt usage, speed measurement and different kinds of studies on driver behaviour and driver opinion surveys. The results are always published and are open to the media.



4 POLICIES SPIN-OFF

4.1 PROCEDURES FOR POLICIES SPIN-OFF

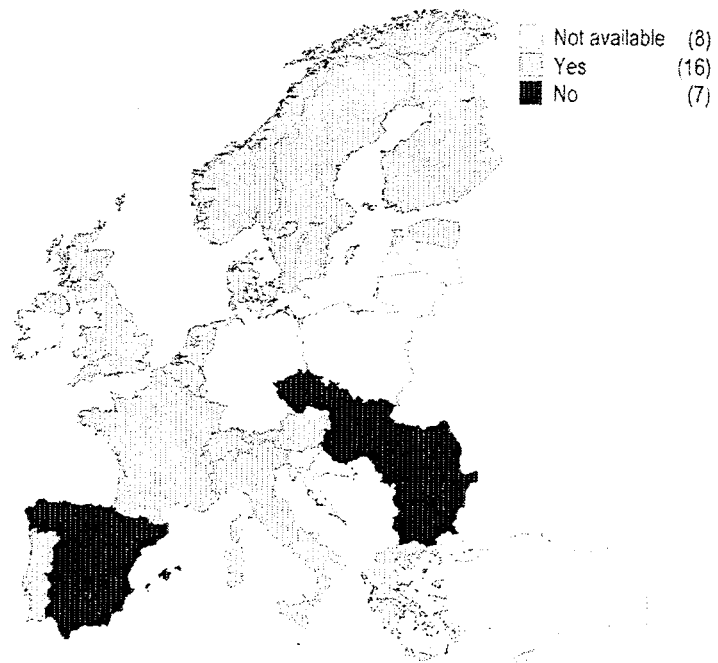


Question

*The evaluation of the effectiveness of the measures and the interventions has some spin-off for the road safety policies?
In case of affirmative answer, please point out if there are specific procedures.*

The European Countries answered:

- Yes (16 Countries).³¹
- None (7 Countries).³²



³¹ Austria, Belgium, Denmark, Greece, France, Finland, Italy, Luxembourg, Netherlands, Portugal, Sweden, United Kingdom, Cyprus, Estonia, Switzerland, Norway.

³² Spain, Czech Rep., Hungary, Malta, Slovak Rep., Bulgaria, Romania.

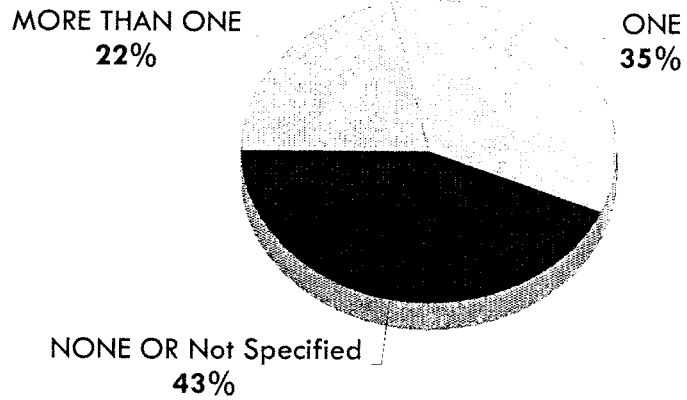


4 POLICIES SPIN-OFF

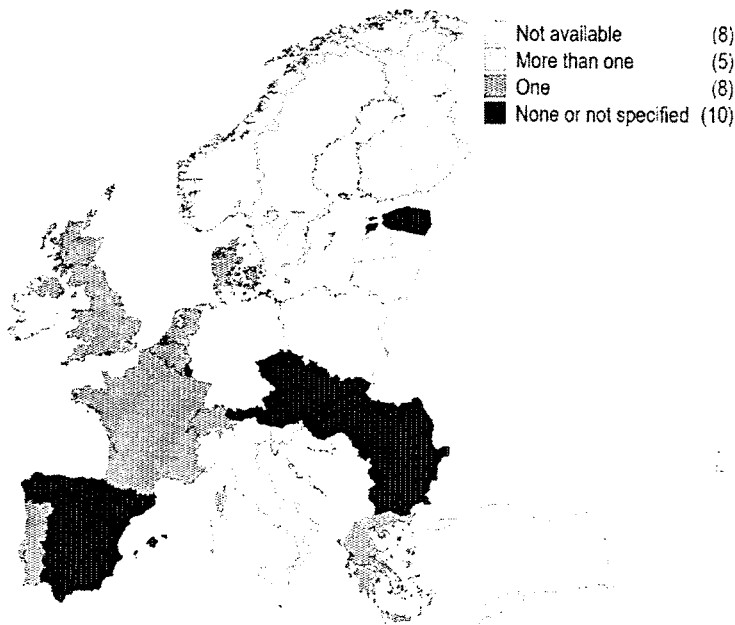
4.2 TECHNICAL BODIES FOR POLICIES SPIN-OFF

Question

The evaluation of the effectiveness of the measures and the interventions has some spin-off for the road safety policies? In case of affirmative answer, please point out if there are public bodies devoted to spread the results of the evaluation of effectiveness.



The European Countries answered:



- More than One (5 Countries).³³
- One (8 Countries).³⁴
- None or Not Specified (10 Countries).³⁵

³³ Finland, Italy, Sweden, Cyprus, Norway.

³⁴ Belgium, Denmark, Greece, France, Netherlands, Portugal, United Kingdom, Switzerland.

³⁵ Austria, Spain, Luxembourg, Czech Rep., Estonia, Hungary, Malta, Slovak Rep., Bulgaria, Romania.



Question		
<p><i>The evaluation of the effectiveness of the measures and the interventions has some spin-off for the road safety policies? In case of affirmative answer, please point out how, through what procedures and if there are public bodies devoted to spread the results of the evaluation of effectiveness, etc.</i></p>		
<p>In detail, the European Countries answered:</p>		
		UE 15
1	AUSTRIA	The effectiveness of the measures is currently being evaluated in detail. Thus, a direct impact on road safety policies in Austria can not be observed yet. Nevertheless, policies will be developed according to the results of the different carried out studies.
2	BELGIUM	<p>A federal commission of road safety was created a few years ago. The commission consists of representatives of official governmental bodies (federal, regional, local, police forces and justice) and representatives of federations or organisations such as cyclists, pedestrians, truckers, car industry, parents of deceased children. The Minister of Mobility and Transport asked the commission to evaluate the new legislation and 3 working groups were created in November 2003: WG on statistics; WG on enforcement and criminal policies; WG on the depenalisation of some traffic offences and on the "road safety conventions". The results are expected in the near future.</p> <p>The recommendations formulated by the working groups will be discussed in the commission. If the recommendations are confirmed by the Commission, the recommendations will be presented to the Minister and to the Inter Ministerial Committee of Road Safety in which all the federal and regional ministers – involved in road safety – are gathered. The results will be taken into account for the modifications of the law on road safety. The parliament invited recently a number of experts in the field to question them on their experiences and findings of the law.</p>
3	GERMANY	
4	DENMARK	<p>The results of the actions, campaigns and legislative measures are continuously being distributed to a number of relevant road safety partners and to the press.</p> <p>The most essential results and experiences are discussed by the Danish Road Safety Commission, which among other things assesses presented proposals and presents its own proposals for changes in the Danish Road Traffic legislation. In addition to road safety experts from the Danish authorities and relevant Danish organisations, the Danish Road Safety Commission consists of a member of parliament from each political party represented in the Danish Parliament.</p>
5	SPAIN	<p>As it has been said before, every measure taken to the improvement of safety is not evaluated. At present, the accident rate parameters are being analysed to reinforce those respects in road safety that can be improvable, as for example the use of passive safety elements, speeding, driving under the effects of alcoholic drinks, the use of the mobile phone, etc.</p> <p>As soon as the measures are evaluated, the Road Safety National Observatory will be the organization in charge of spreading the results of the evaluations.</p>
6	GREECE	The Ministry of Transport is the public body devoted to spread the results of the evaluation of effectiveness. The proposals made for the improvement of Road Safety are now being considered in the framework of the Strategic Plan.
7	FRANCE	<ul style="list-style-type: none"> - The Observatory, referred to above, disseminates the results of the measures and evaluations. - The National Council for Road Safety (CNSR) bases its proposals for action on these measures. - The Authorities reports to the Inter ministerial Committee for Road Safety (CISR). This Committee brings together the Ministers concerned by road safety under the presidency of the 1st Minister: it decides the road safety policy and monitors the results to guide its decisions. - Specific evaluation missions are given to inspectors of the administration to evaluate the policies set up (for example, mission currently on automated control).
8	FINLAND	As already pointed out in Finland the responsible organisation as Police, Road Administration etc. is responsible for the effectiveness of practical activities and countermeasures including the necessary research of effectiveness. When larger activities as coming countrywide alcohol testing is starting we include research on effectiveness and process monitoring and establish a necessary working-group to take care of the activities. The Ministry of Transport and Communications is itself responsible also for road safety research activities and research programmes and usually includes effectiveness evaluations into the programmes. Through larger programmes it is possible to develop and test new innovations and directions.



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

9	ITALY	<p>The analysis results and the considerations contained in the "Report to the Parliament on the State of the Road Safety" are used to: set the road safety rules and laws at national level; evaluate the financial appointment; propose guidelines to the regional, provincial and municipal governments</p> <p>At national level the public bodies appointed to spread the results are: the Minister of the Infrastructures and the Transports (through addresses, rules, programs, incentives, activity of vigilance, etc.); the National Road Safety Council (through the organization of conference, seminars, workshops, working groups, etc).</p>
10	IRELAND	
11	LUXEMBOURG	<p>Yes, by means of initiatives in the field of legislation and best practices. There are no public bodies devoted to spread these results. However, the public is informed about the effectiveness of the actions taken by means of press conferences and through the media (e.g. annual report of accident data).</p>
12	THE NETHERLANDS	<p>Independent research is carried out on a continuous basis by road safety research centres like SWOV. These results are published. They are certainly used in the preparation of new road safety policy measures and where necessary to adapt or fine-tune existing measures.</p> <p>In regular contacts with research bodies, results of research are discussed. That is also the case with other stakeholders in the road safety field, like representatives of local and regional governments, police, ngo's and others. Road safety issues are also debated in Parliament: outcome of results also play a role in those debates.</p>
13	PORTUGAL	<p>The appreciation of the situation in terms of road safety is transmitted to the responsible politicians for Directorate-General for Traffic (DGV) and for Roads of Portugal (EP) or by the Executive Commission created to assure the National Plan for Road Prevention implementation, which elaborates execution reports periodically.</p>
14	SWEDEN	<p>A road traffic safety inspectorate (SE: Vägtrafikinspektionen) was established in 2003 to follow and analyse that system designers and other stakeholders are working in a systematic way with the road safety.</p> <p>Road safety research backup is provided by the Swedish National Road and Transport Institute (SE: VTI), and by various universities, covering areas such as mobility and safety, road design safety standards, vehicle crashworthiness, and traffic analysis.</p> <p>The Swedish Institute for Transport and Communications Analysis (SE: SIK) is responsible for general and official statistics in the field of communication and transport. They publish reports, statistical publications and annual reports (e.g. fatal and serious injuries in police reported road accidents and the number of registered vehicles for different categories).</p>
15	UNITED KINGDOM	<p>DfT publishes research reports that detail the results of research into the effectiveness of measures. Guidance for practitioners is developed and published. Good practice guidelines have been published for use by Local Highway authorities. Demonstration projects are funded by DfT to carry out trials of measures that research has shown to be effective.</p>
NEW 10		
16	CYPRUS	<p>The formulation of the road safety policies is influenced by the evaluation of the effectiveness of the measures and the interventions. Road safety policies are formulated by the national Road Safety Council, based on the proposals of six interministerial thematic committees.</p> <p>The evaluation of the effectiveness of the measures is currently performed by the Police and the Ministry of Communications and Works and the results of the evaluation is spread to the authorities involved through the six interministerial thematic committees mentioned above.</p>
17	CZECH REPUBLIC	//
18	ESTONIA	<p>Preparation of draft the new version of the Traffic law which includes changes of last decade circumstances and developments of laws and regulations. It also includes last updates of the 1968 Vienna Convention on Road Traffic, EU directives and references on Norway, German, Finnish, Switzerland, Denmark and UK experiences of traffic rules implementation.</p>
19	HUNGARY	<p>The nature of the above mentioned measure does not allow for in depth effectiveness studies.</p>
20	LATVIA	
21	LITHUANIA	
22	MALTA	//
23	POLAND	



24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	//
27	CROATIA	
28	ROMANIA	//
29	TURKEY	
EFTA		
30	SWITZERLAND	Ces évaluations ont été prises en compte dans la définition de la nouvelle politique fédérale de sécurité routière à laquelle nous avons travaillé au cours de ces trois dernières années. Elles servent également de base à la stratégie mise en place par les pouvoirs publics ainsi que par le Fonds de sécurité routière.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	We have an extensive cooperation on national level of government. The main actors are the National Public Roads Administration, The Directorate of Police, The directorate of Health and Social welfare and a private/governmentally financed non-governmental organisation called Trygg Trafikk (Safe Traffic). Results are spread through media and a National Road Safety Plan.

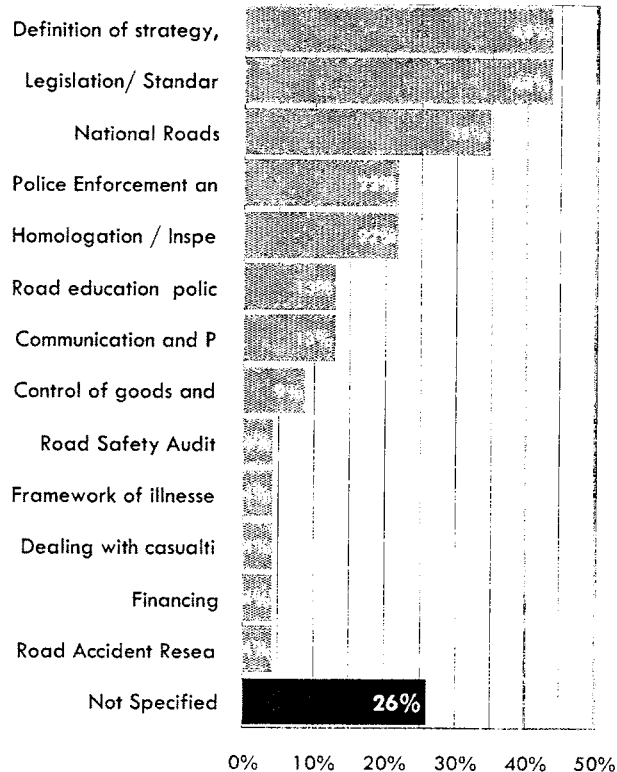


5 INTERSTITUTIONAL COLLABORATION

5.1 NATIONAL LEVEL COMPETENCES

Question

Please point out if the measures to improve road safety are an exclusive competence of the national level government or if there are also regional and local governments' level competence. In the both of cases, please point out the type of prevailing competences of national level of government.



The European Countries answered:

- **Legislation/ Standards/ EU Directives** (10 Countries).³⁶
- **Definition of strategy / Implementation of the programs** (10 Countries).³⁷
- **Development and Management of national road network** (8 Countries).³⁸
- **Homologation / Inspection of the vehicles** (5 Countries).³⁹
- **Police Enforcement** (5 Countries).⁴⁰
- **Road education policy** (3 Countries).⁴¹
- **Promotion of good practice** (3 Countries).⁴²
- **Control of goods and persons transport** (2 Countries).⁴³
- **Road Accident Research** (Statistics and analysis) (1 Country).⁴⁴
- **Financing** (1 Country).⁴⁵
- **Dealing with casualties** (1 Country).⁴⁶
- **Framework of illnesses disabling to drive** (1 Country).⁴⁷
- **Road Safety Audit** (1 Country).⁴⁸
- **Not Specified** (6 Countries).⁴⁹

³⁶ Belgium, Greece, France, Italy, Luxembourg, United Kingdom, Czech Rep., Estonia, Malta, Switzerland.

³⁷ France, Italy, Netherlands, Portugal, Sweden, United Kingdom, Cyprus, Czech Rep., Malta, Switzerland.

³⁸ Austria, Spain, Greece, Italy, Estonia, Hungary, Malta, Switzerland.

³⁹ Spain, Greece, Italy, Estonia, Malta.

⁴⁰ Greece, Italy, United Kingdom, Estonia, Malta.

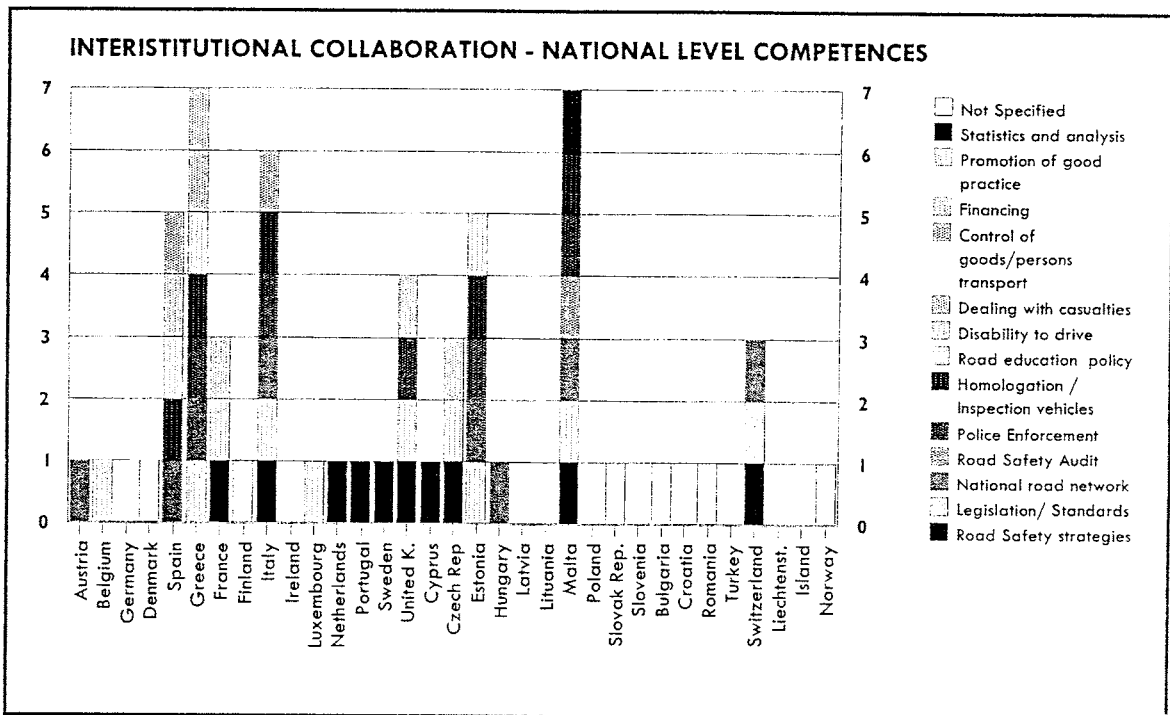
⁴¹ Spain, Greece, Estonia.



5 INTERSTITUTIONAL COLLABORATION

5.1 NATIONAL LEVEL COMPETENCES

The following elaboration represents in detail the specific conditions so as every country described.



- 42 France, United Kingdom, Czech Republic.
- 43 Spain, Italy.
- 44 Malta.
- 45 Greece.
- 46 Greece.
- 47 Spain.
- 48 Malta.
- 49 Denmark, Finland, Slovak Rep., Bulgaria, Romania, Norway

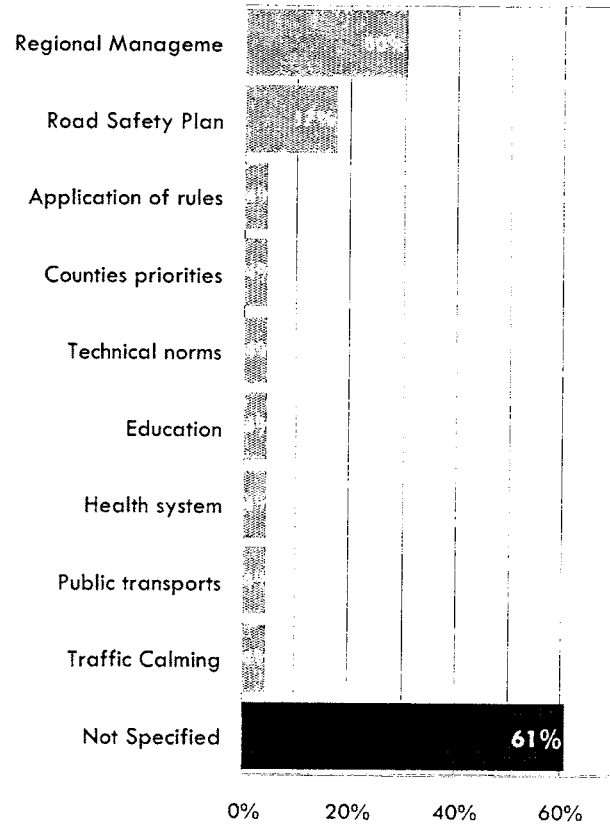


5 INTERSTITUTIONAL COLLABORATION

5.2 REGIONAL LEVEL COMPETENCES

Question

If the measures to improve road safety are also of regional and local level, please point out the type of prevailing competences of regional level of government.



The European Countries answered:

- **Regional road network Management** (7 Countries).⁵⁰
- **Road Safety Regional Planning** (4 Countries).⁵¹
- **Road Safety Education** (1 Country).⁵²
- **Counties priorities** (1 Country).⁵³
- **Traffic Calming** (1 Country).⁵⁴
- **Public transports** (1 Country).⁵⁵
- **Health regional system** (1 Country).⁵⁶
- **Technical norms / Classification of the roads** (1 Country).⁵⁷
- **Application of rules** (1 Country).⁵⁸
- **Not Specified** (14 Countries).⁵⁹

⁵⁰ Austria, Belgium, Italy, Portugal, Czech Rep., Estonia, Hungary.

⁵¹ Italy, Czech Rep., Estonia, Switzerland.

⁵² Czech Rep.

⁵³ Denmark.

⁵⁴ Czech Rep.

⁵⁵ Italy.

⁵⁶ Italy.

⁵⁷ Italy.

⁵⁸ Switzerland.

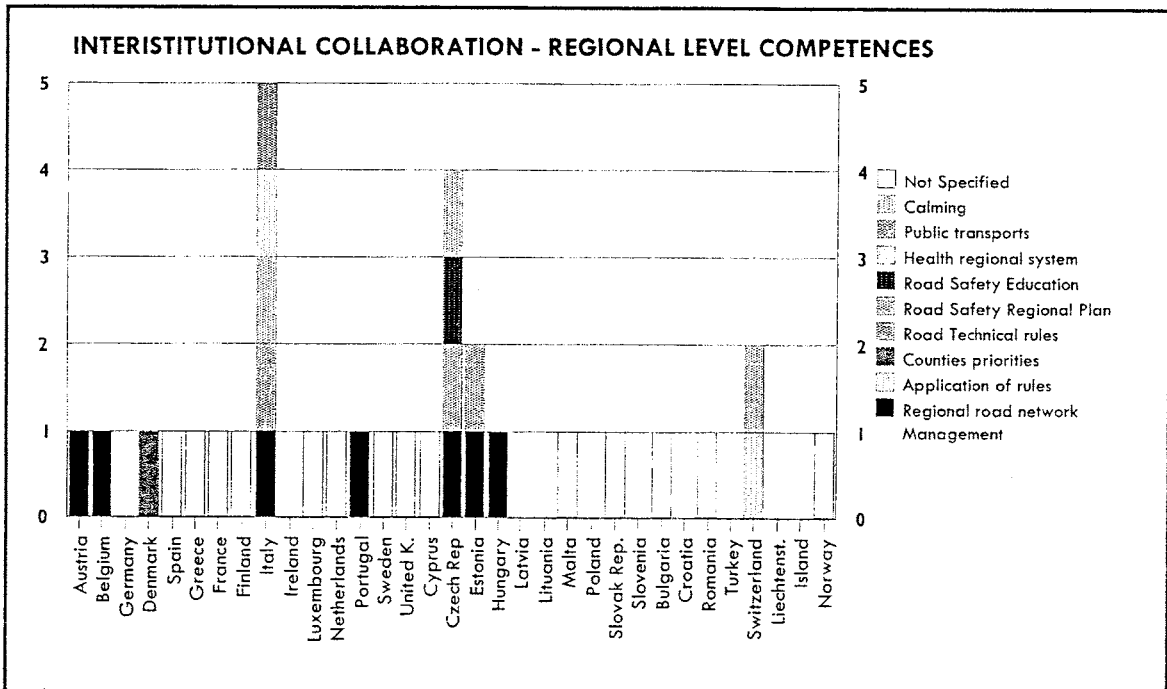
⁵⁹ Spain, Greece, France, Finland, Luxembourg, Netherlands, Sweden, United Kingdom, Cyprus, Malta, Slovak Rep., Bulgaria, Romania, Norway.



5 INTERSTITUTIONAL COLLABORATION

5.2 REGIONAL LEVEL COMPETENCES

The following elaboration represents in detail the specific conditions so as every country described.



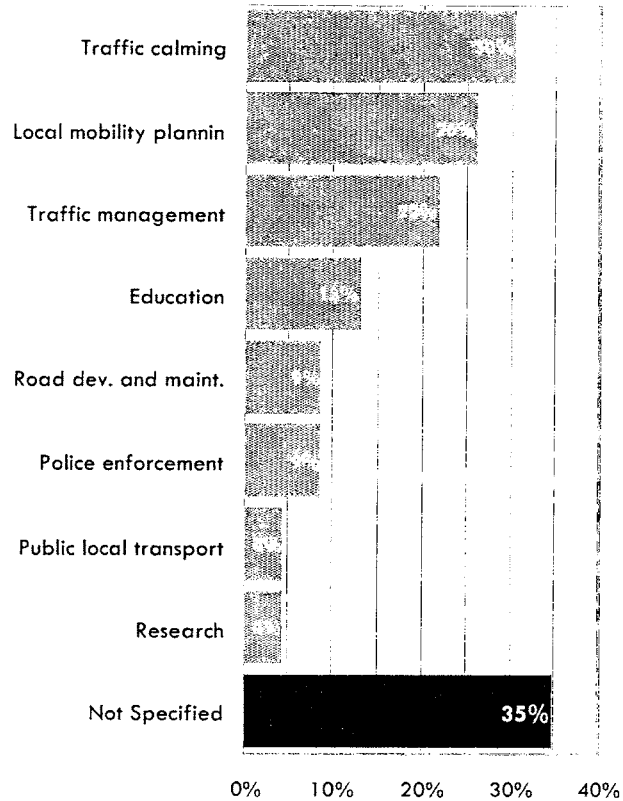


5 INTERSTITUTIONAL COLLABORATION

5.3 LOCAL LEVEL COMPETENCES

Question

If the measures to improve road safety are also of regional and local level, please point out the type of prevailing competences of local level of government.



The European Countries answered:

- Road safety actions / Traffic calming (7 Countries).⁶⁰
- Local planning of mobility and road network (6 Countries).⁶¹
- Traffic management measures (5 Countries).⁶²
- Road safety Education (3 Countries).⁶³
- Police enforcement (2 Countries).⁶⁴
- Road developing and maintenance (2 Countries).⁶⁵
- Research (1 Country).⁶⁶
- Public local transport (1 Country).⁶⁷
- Not Specified (8 Countries).⁶⁸

⁶⁰ Denmark, France, Italy, United Kingdom, Czech Rep., Estonia, Malta.

⁶¹ Austria, Italy, Portugal, Czech Rep., Estonia, Hungary.

⁶² Belgium, Spain, Luxembourg, Malta, Switzerland.

⁶³ Greece, United Kingdom, Czech Rep.

⁶⁴ United Kingdom, Malta.

⁶⁵ Italy, Switzerland.

⁶⁶ Greece.

⁶⁷ Italy.

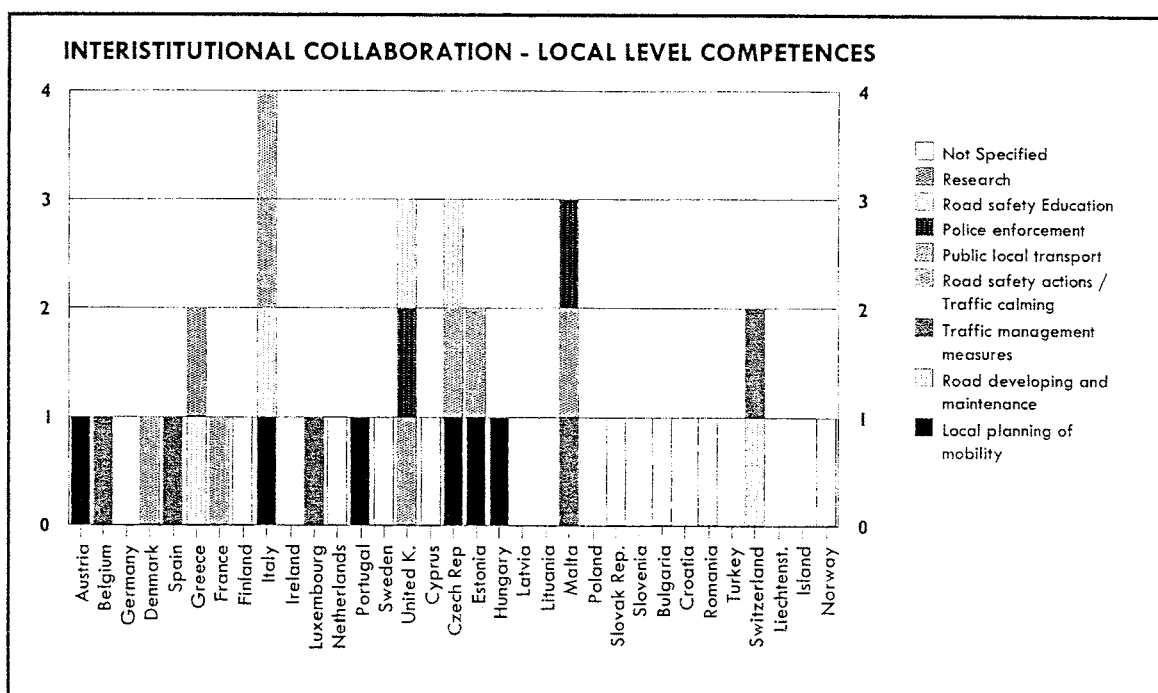
⁶⁸ Finland, Netherlands, Sweden, Cyprus, Slovak Rep., Bulgaria, Romania, Norway.



5 INTERSTITUTIONAL COLLABORATION

5.3 LOCAL LEVEL COMPETENCES

The following elaboration represents in detail the specific conditions so as every country described.





Question

Please point out if the measures to improve road safety are an exclusive competence of the national level government or if there are also regional and local governments' level competence. In the second case, please point out the type of prevailing competences of every level of government.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	<ul style="list-style-type: none"> - National: motorways. - Regional: highways, provincial roads. - Local: municipal, local roads.
2	BELGIUM	<ul style="list-style-type: none"> - Federal level: legislation, EU-directives, tutor on regulations taken by the local level; - Regional level: infrastructure; - Local: local complementary regulations in order to organise circulation on local level; - On federal and local level: enforcement through federal and local police force.
3	GERMANY	
4	DENMARK	<ul style="list-style-type: none"> - National level: The Ministry of Justice (including the Danish National Police) and the Ministry of Transport and Energy (including the Danish Road Directorate and the Danish Road Safety and Transport Agency). - Regional level: The local counties. - Local level: The municipalities and the police districts. Every road authority is responsible for road safety on its own road system, but all authorities are aiming at the same target: 40% reduction in the number of killed and seriously injured by the year 2012 relative to 1998.
5	SPAIN	<ul style="list-style-type: none"> - The State Administration has the ability to decide the rules as regards traffic and road safety, as well as the management of roads of state ownership, the homologation of the vehicles elements affecting road safety, the programming of road education, the approval of the framework of illnesses disabling to drive, the control of goods and persons transport, without prejudicing the competences taken by the Autonomous Communities through their own Statutes and the ownership of specified roads. - The Local Administration has jurisdiction on traffic order and control in urban roads, on surveillance and complaints of the offences made in these roads and on the regulation by means of Bylaw of uses in urban roads.
6	GREECE	<ul style="list-style-type: none"> - At National Level: Ministry of Transport (Vehicle (periodic technical inspection), Driver (General planning for the new generation education, driving licences, financing for the construction of traffic education parks, revision of Road Code); Ministry of Environment, Planning and Public Works (National Infrastructure including major urban roads (Design and Construction of new roads, upgrading, improvement and maintenance of existing roads, identification and improvement of black spots, installation of traffic control cameras on these black spots, regulatory and information signs); Ministry of Public Order (Police Enforcement, imposition of administrative fine on Road Code offenders, installation of traffic control cameras on urban road network); Ministry of Health (Dealing with Casualties, in particular with the emergency treatment); Ministry of National Education (Implementation of traffic education planning at schools); Ministry of Justice (Legal issues, in particular the rapid imposition of penal sanctions on offenders); Finance (Financing). - Regional Level: Regions, Prefectures (on subjects related to their areas). - Local Level: Municipalities (traffic policeman at schools); Universities, Research Institutions; Education and Research on Road Safety Advising, Consulting Services.
7	FRANCE	<ul style="list-style-type: none"> - At the national level: definition of the strategy, the regulation and the communication. - At local level: safety of the road infrastructures, prevention policy.
8	FINLAND	<ul style="list-style-type: none"> - Ministries, and central administrations especially: Transport, Interiors, Health and Education and Environment. Road, Vehicle administration and Police. Central organisation for road safety. Research institutes and universities. Central organisations e.g. for industry and voluntary organisations. - Regional: Regional coordinating administration (special safety committees all around in Finland), regional offices of the main admin organisations. Research institutes and universities. - Local: technical experts of the municipal organisations and local police.
9	ITALY	<ul style="list-style-type: none"> - National level (Direction, stimulation, coordination and verification of the programs and the measures to improve the road safety developed to regional and local level. Updating and management of the "Road Act", normative activity regarding the drivers and the vehicles (of proposal and of acceptance of the inter-



		<p>national and EU guidelines), maintenance and revision of the vehicles, control of the vehicles with particular reference to the heavy vehicles, norms for the driver's licences, technical norms on road planning and maintenance, development and management of the national road network (through ANAS Spa and highways concessionary Society), elaboration, updating and realization of the National Road Safety Plan; co-ordination of the enforcement and of the road police bodies (in Italy there are many police bodies concerned in road safety: the Police of State, the provincial Police, the municipal Police, the "Carabinieri", the Finance Police, and many other minor bodies).</p> <ul style="list-style-type: none"> - Regional level (Technical norms of detail (eventual), classification of the roads; regional planning of the regional road network and of the transport services; Road Safety Regional Plan; health regional system; public transports). - Local level (Development and management of the road network of local interest - provincial and municipal roads; services of public local transport; local planning of the mobility and of the road network, road developing and maintenance, management of the road safety (the biggest municipality begin to carry on Road Safety Local Plan).
10	IRELAND	
11	LUXEMBOURG	<ul style="list-style-type: none"> - Legislative initiative on a national level (Ministry of Transport, Ministry of Justice and Ministry of Public Works) - Regulating initiative on a local level (Communes).
12	THE NETHERLANDS	<p>The "Sustainable Safety Programme" is the overall vision that is commonly shared by all stakeholders that have a responsibility for road safety. That is central, regional and local organisations. With regard to these responsibilities the central idea is "centralize what should be centralized, decentralize what could be decentralized". The ministry of transport has shifted much responsibility for the implementation of road safety measures to regional and local authorities. They are in his best position, taking into account the general approach of the Sustainable Safety Programme, to decide what measures should be taken in specific regional or local situations.</p>
13	PORTUGAL	<ul style="list-style-type: none"> - National level: Executive Commission of PNPR (technician level): assures the Plan implementation and submitting to the approval of the Following Commission an annual report. Following Commission of PNPR (politician level): following and evaluation of the results of the actions developed in its scope; National Council of Road Safety (CNSR(s): it is the agency of coordination and strategical management of involved public and private entities in the road accidents subject, to whom is presented the annual report. - Regional and local level: District Commissions of Road Safety (CDSR(s): they are 18 (one for district) chaired by the Civil Governors, they have as objective the survey of unsafe situations in its administrative area and to propose the respective solution.
14	SWEDEN	<p>The Swedish Road Administration is the national authority assigned the overall sectorial responsibility for the entire road transport system. SNRA issues road standards and supply the road sector with relevant information to support the daily work. The latest findings and policies for road safety are very important aspects for this work. It is estimated that approx. 75 million SEK/year of SNRA budget is used within road safety projects. The other main bodies active in road traffic safety are the police and the local authorities (counties and municipalities). Other important parties are the National Society for Road Safety (NTF), with its member organisations, and transport organisations.</p>
15	UNITED KINGDOM	<ul style="list-style-type: none"> - National: setting of strategic framework and policy, setting of targets and promoting good practice. Responsibility for safety of strategic road network. National advertising campaigns. Legislation. Standards for road design. National police priorities. - Local: local road safety schemes, road safety education, safety of the local road network. Local police priorities. Although road safety has not been devolved to the Welsh and Scottish administrations, they promote road safety in their countries and have local campaigns and education schemes.
NEW 10		
16	CYPRUS	<p>All measures to improve road safety are the exclusive competence of the national level government, with the exception of the maintenance and improvements on the secondary urban network which is under the responsibility of municipalities. Furthermore municipal traffic wardens perform controls on illegal parking.</p>
17	CZECH REPUBLIC	<ul style="list-style-type: none"> - On National Level: Main Responsibility lies on the Ministry of Transport. The Minister of Transport chairs the Czech Governmental Council for Road Safety as the national co-ordinating body (Legislation, National Campaigns, Strategy, Cooperation); - Regional Authorities and some local authorities are responsible for road accident prevention (Safety on the Local Roads, Regional Solutions and Coordination, Support to schools, Calming).
18	ESTONIA	<p>Estonia has no specialized unbound governmental institution on road safety. All the road safety activities are divided by institutions on following way:</p>



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

		<ul style="list-style-type: none"> - Ministry of Economic Affairs and Communications – elaboration of legislative acts for road safety and road safety policy at national level; - Road Administration - management of national roads and traffic, compiling road management plans for national and local roads and streets, road management budgets and financing, supervision of observance of legal acts in management and use of roads, in traffic management and in traffic safety insurance, traffic education methodology and information dissemination for public use (campaigns), organisation of general construction supervision of construction and repair of roads. - Estonian Motor Vehicle Registration Centre – the registration of motor vehicles and their trailers, maintaining the register and archives; giving the right to drive and issuing driving licences, maintaining the register and archives. Methodical guiding and monitoring the level of drivers training. Monitoring and supervising the execution of motor vehicles and their trailers roadworthiness tests. Confirming the type compliance with the national technical requirements for vehicles and issuing the relevant type-codes. Monitoring and supervising the technical testing authorities executing the technical expertise of the vehicles, their parts and equipment. - Ministry of Interior – elaboration legal acts for law machinery; - Police Board – traffic law and road Traffic Code enforcement and surveillance; - Ministry of Education and Research – traffic education policy formulation; - County government – Road safety organisation, planning and activities support at the regional level; - Local (municipal, parish) administration – Road safety organisation, planning and activities support at the local level.
19	HUNGARY	<ul style="list-style-type: none"> - National level: national road network (Ministry of Economy and Transport and its background organisations). - Local level: municipality roads (local governments); private roads (private operators).
20	LATVIA	
21	LITHUANIA	
22	MALTA	<ul style="list-style-type: none"> - National Level (Road accident research (statistics and analysis); Development of road safety policy and regulation; Issuing of standards and guidelines; Design and construction management of main arterial and distributor roads; Safety auditing; Motor vehicle licensing and roadworthiness testing; Driver licensing and testing; Traffic regulation; Enforcement; Road safety education and information). - Local Level (Design and implementation of traffic management measures and traffic calming schemes; Enforcement of decriminalised road traffic offences (delegated function of the Police); Setting up and administration of speed cameras).
23	POLAND	
24	SLOVAK REPUBLIC	<p>Slovak republic treats roads safety as a global society problem and as such, it is linked to the whole economic and social area of the State, which is supported by the initiative of the Ministry of transport, posts and telecommunications of Slovak republic, which has set up the "Road Safety Council of the Government of the Slovak republic" by Decree no.1162 and was approved on 1st December 2004.</p> <p>The Road Safety Council has its Secretariat -Road Safety Department, which was established on 1st March 2005. National plan for the Enhancement of Road Safety should be drawn up by 15 May 2005. One of the road safety measures drafted in the National plan is National Co-ordination.</p> <p>Ministry of transport, posts and telecommunications of the Slovak republic cooperates very closely with the Ministry of Interior of the Slovak republic and with the Police. All the central state government bodies, local state government and self-government bodies, municipalities and institutions will be involved in road safety issues.</p>
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	<p>The State-Public Consultative Commission on Road Safety to the Council of Ministers was established by Government decree in October 2003. The Minister of Interior chairs the Commission, and its members are the relevant Deputy Ministers of the State institutions, as well as representatives of NGO's (Insurance Companies, Bulgarian Red Cross, Union of Bulgarian Motorists, AEBTRI, etc.).</p> <p>Local commissions on Road Safety were established in the larger regions of the country.</p> <p>In 2004 the Council of Ministers approved a National Program on Improvement of Road Safety in the Republic of Bulgaria up to 2006. This Program aims to decrease in the rate of dead in road traffic accidents with 20% up to 2006. The Ministries, members of this Commission, have elaborated their own programs. A long term National Program on Improvement of the Road Safety for the period 2007 – 2010 will be developed in</p>



		2006.
27	CROATIA	
28	ROMANIA	<ul style="list-style-type: none"> - National level competences. Inter-ministerial Council for Road Safety – CISR - Road safety policy coordinator; Ministries and governmental bodies - Ministry of Transport, Constructions and Tourism and the subordinated bodies: Romanian Road Transport Authority-ARR (in charge of safety and quality of road transport activity and related infrastructure), National Company for Highways and National Roads of Romania - CNADNR (in charge of road infrastructure), Romanian Vehicles Register-RAR (in charge of the road vehicle safety), Ministry of Administration and of Interior, with General Inspectorate of Romanian Police - IGPR, Ministry of Health, Ministry of Education; Ministry of Finances, Ministry of Environmental Protection and Water Management, Ministry of Economy and Trade, etc. - Regional and local level. Regional and Local Councils with subordinated Road Traffic Surveillance Commissions, Regional representatives of the Government, Local Offices of the governmental bodies ARR, CNADNR, RAR, IGPR, etc.
29	TURKEY	
EFTA		
30	SWITZERLAND	<ul style="list-style-type: none"> - Au niveau national: définition de la politique de sécurité routière, de la législation et sécurité des infrastructures du réseau des routes nationales. - Au niveau cantonal et communal: application de la réglementation, sécurité des infrastructures du réseau relevant de leur compétence.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	High competence at national level, and somewhat lower at regional level. But this will vary with type of action. It is usually lower at local level, but they are usually only executing what has been decided on higher levels.



Question

If the measures to improve road safety aren't an exclusive competence of the national level government but they are also regional and local governments' level competence then, please point out the kind of coordination / collaboration among different government levels and sectors.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	<ul style="list-style-type: none"> - National government: sets national agenda and generally sets the direction for collaboration with lower levels of govt. or with partners. Provides funding; collaborates with the regional level. - Regional government: sets regional agenda and generally sets the direction for collaboration with lower levels of govt. or with partners. Provides funding; collaborates with the local level. - Road Safety Task Force with members from national, regional and local governments and association of municipalities.
2	BELGIUM	<ul style="list-style-type: none"> - Federal commission on road safety; - Inter Ministerial Committee on Road Safety: Minister of Mobility, Minister of Interior, Minister of Justice. Regional Ministers competent in the field of Mobility and Infrastructure.
3	GERMANY	
4	DENMARK	<p>Cooperation is exercised in several regional and local road safety committees.</p> <p>Furthermore, a broadly founded cooperation with the purpose of promoting road safety is effectuated between the various levels of competences in this area, and on a national level the policy is coordinated in the Danish Road Safety Commission.</p>
5	SPAIN	The coordination is made in the bosom of the Road Safety Council where the State, Autonomous and Local Administrations are represented, as well as the associations and entities related to road safety.
6	GREECE	High level Inter-Ministerial committee (7 Ministries mentioned above) to formulate policies. The general coordination/collaboration is considered by means of the Strategic Plan.
7	FRANCE	The Prefect, the Government's Representative in each department, is the road safety co-ordinator at local level, in cooperation with in particular the local authorities.
8	FINLAND	Ministries and the necessary other organisations have a national road safety committee responsible for advisory monitoring of national and regional development. Ministry of Transport and Communications has a coordinating role and is the main organisation responsible for the government. Ministries define the objectives and resources for regional administration and activities. MoTC monitors the regional development. Regional level has multilateral working-groups.
9	ITALY	<p>In the last two years the coordination and the collaboration inter institutional and inter sectorial are strongly been stimulated by two tools.</p> <ul style="list-style-type: none"> - The Road Safety National Plan has financed many programs where the condition to participate was to develop a collaboration among different sectors and among different levels of government. A lot of actions for the realization of the National Road Safety Plan have a prominent character inter sectorial and inter institutional. - The education program for the driving licence for the mopeds has been driven from the Minister of the Infrastructures and the Transports with the collaboration of the Minister of the Education, of the Home Office, of the Regions, of the Provinces and Municipalities, of the local police, of the schools. This experience has allowed strengthening the traditional forms of collaboration and cooperation and has demonstrated the great utility of a wide cooperation different among public bodies and among different level and sector of government.
10	IRELAND	
11	LUXEMBOURG	Interinstitutional committee in the Ministry of Transport composed of members of the governmental institutions involved as well as of non-governmental organisations working in the field of road safety.
12	THE NETHERLANDS	The central government will remain responsible for the overall road safety policy, (new) national measures to be taken, overall research that could be carried out. The national target is subdivided in regional targets. It is up to the regions how to reach their target. They have to develop together with all road authorities (local and others) a package of measures to take, and they are responsible for the result. There will be a yearly national monitor. There thus will be no central steering on how to reach the target, only monitoring the result.



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

13	PORTUGAL	CDSR (s) elaborate annual plans of activities in accordance with the objectives of the PNPR. It (they) present the respective reports of the execution to the DGV, which elaborates a final report (of all the CDSR) that is presented to the CNSR. All these agencies, as well as on national and local level, integrate representatives of different governmental stakeholders on the area of road safety like: Internal Administration; Transports; Education; Health; Civil Protection; Road Prevention, etc.
14	SWEDEN	The Group for National Road Safety Co-operation (GNS) is a central body that coordinates co-operation between the SNRA, the local authorities and the Police. The NTF is an additional member of this group.
15	UNITED KINGDOM	DfT collaborates with Home Office on legislation, penalties and police enforcement. The Education and Health Departments are involved in educational and health promotion concerning road safety. There is encouragement of partnership working at local level across departments, especially in deprived areas where a programme of Neighbourhood Road safety Schemes have been set up with central government funding.
NEW 10		
16	CYPRUS	The national level government provides technical guidance to municipal authorities for the implementation of road safety engineering measures. In the case of black spot improvement measures and road safety measures outside schools, the cost is covered by the national level government.
17	CZECH REPUBLIC	The Council consists of representatives of both governmental non-governmental and private bodies. On regional level and in some towns the local Road Safety Co-ordinating Commissions exist.
18	ESTONIA	- Interministerial co-operation at initiation of legislation; - Co-operational agreement between Road Administration and Police Board to implement common efforts into enforcement of road safety campaigns and police operations on traffic control and sustained participation in the activities towards road safety improvement.
19	HUNGARY	Conferences and debates.
20	LATVIA	
21	LITHUANIA	
22	MALTA	There is both formal and informal inter-institutional co-ordination and collaboration in the field of road safety. At a formal level inter-ministerial / departmental meetings are held periodically between the main government bodies that have a stake-holding in road safety. Ad hoc committees are also set up to investigate and make recommendations on specific road safety issues.
23	POLAND	
24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	//
27	CROATIA	
28	ROMANIA	CISR is coordinating national road safety activities of the member institutions (9 ministries and the Local Council of Bucharest), on the basis of a National Road Safety Action Plan. The members are looking forward for the implementation of the proposed measures.
29	TURKEY	
EFTA		
30	SWITZERLAND	- La collaboration est assurée, en particulier dans le cadre de diverses organisations faitières regroupant les autorités fédérales, les polices cantonales, les services cantonaux des automobiles. - En outre, conformément à nos mécanismes institutionnels, tous les acteurs publics (et privés) sont consultés dans le cadre du processus d'adoption des lois.



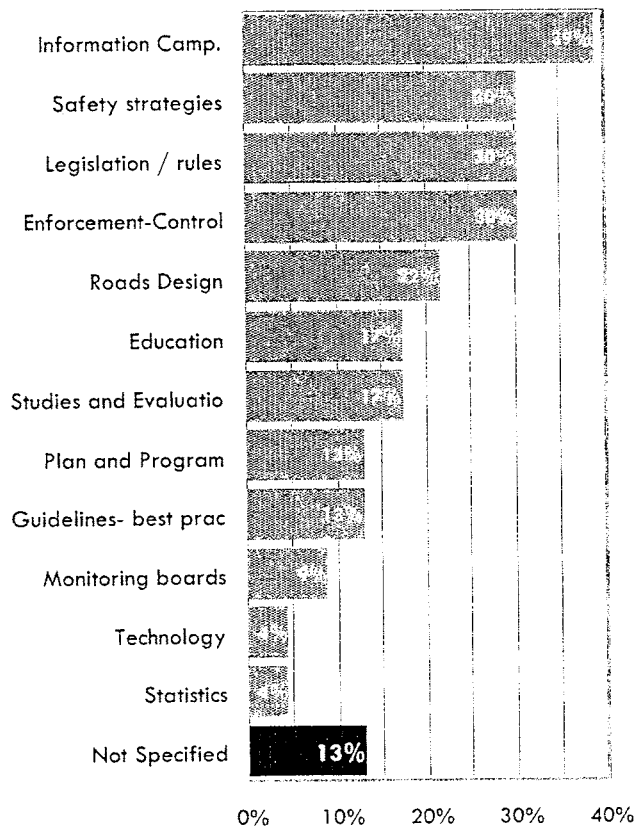
MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	Four main actors at national level meet regularly to inform and discuss.



5 INTERSTITUTIONAL COLLABORATION

5.4 MAIN FIELDS OF COLLABORATION



Question

If the measures to improve road safety are of national, regional and local level, please point out what are the main fields of interinstitutional collaboration.

The European Countries answered:

- Information campaigns (9 Countries).⁶⁹
- Enforcement / Control / Surveillance (7 Countries).⁷⁰
- Road safety legislation / Rules (7 Countries).⁷¹
- Road safety strategies (7 Countries).⁷²
- Safety of road infrastructures / Design (5 Countries).⁷³
- Research / Studies and Evaluation (4 Countries).⁷⁴
- Education (4 Countries).⁷⁵
- Road Safety Guidelines and Best practices (3 Countries).⁷⁶
- Road Safety Plans and Programs (3 Countries).⁷⁷
- Monitoring boards (2 Countries).⁷⁸
- Road Safety Statistics (1 Country).⁷⁹
- Traffic Safety Technology (1 Country).⁸⁰
- Not Specified (3 Countries).⁸¹

⁶⁹ Austria, Denmark, France, United Kingdom, Cyprus, Czech Rep., Estonia, Malta, Norway.

⁷⁰ Austria, Spain, Czech Rep., Estonia, Malta, Romania, Norway.

⁷¹ Italy, Luxembourg, Cyprus, Estonia, Hungary, Romania, Switzerland.

⁷² Belgium, Spain, Finland, Luxembourg, Netherlands, United Kingdom, Bulgaria.

⁷³ Denmark, France, Italy, Portugal, Cyprus.

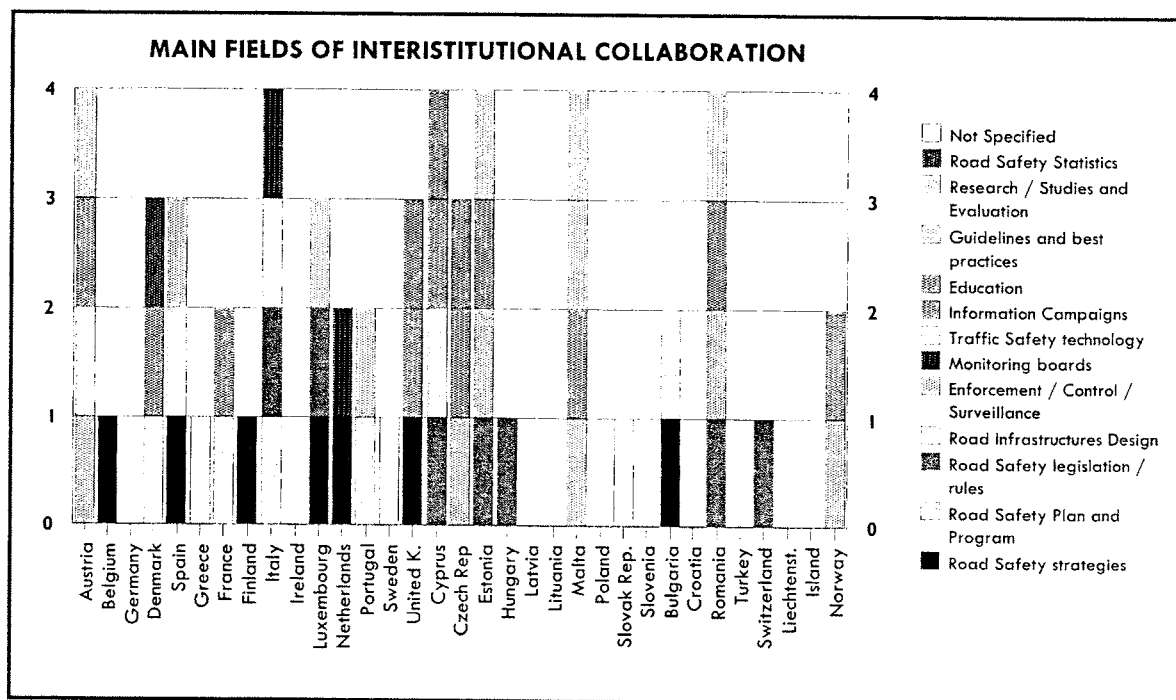
⁷⁴ Austria, Estonia, Malta, Romania.



5 INTERSTITUTIONAL COLLABORATION

5.4 MAIN FIELDS OF COLLABORATION

The following elaboration represents in detail the specific conditions so as every country described.



75 United Kingdom, Cyprus, Czech Rep., Romania.

76 Luxembourg, Portugal, Malta.

77 Spain, Italy, Bulgaria.

78 Italy, Netherlands.

79 Denmark.

80 Austria.

81 Greece, Sweden, Slovak Rep.


Question

If the measures to improve road safety aren't an exclusive competence of the national level government but they are also regional and local governments' level competence then, please point out the main fields of the interinstitutional collaboration.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	<ul style="list-style-type: none"> - Safety & awareness campaigns (schools, media, private companies, NGOs, police, national, regional & local govt.); - Enforcement (Ministries of Transportation and of the Interior; regional government); - Traffic safety technology (universities, private companies, national, regional and local government) - Research (universities, private companies, NGOs, national, regional and local government).
2	BELGIUM	General policy in the field of road safety.
3	GERMANY	
4	DENMARK	<ul style="list-style-type: none"> - Nationwide and regional road safety campaigns; - National cooperation also takes place in relation to road safety statistics, road design standards and black spot techniques.
5	SPAIN	<ul style="list-style-type: none"> - Within the design of the Road Safety Plans; - Within the setting of coordinating organizations; - Within the signature of collaboration Agreements; - Within the creation of Working Groups in the bosom of the Road -Safety Council; - Within the scope of roads surveillance and control.
6	GREECE	For the time being not defined. Detailed proposals are being elaborated.
7	FRANCE	<ul style="list-style-type: none"> - Safety of the road infrastructures; - Prevention; - Communication.
8	FINLAND	Safety implementation, research and competence development. Including also voluntary organisations.
9	ITALY	There are four principal fields of inter institutional collaboration: <ul style="list-style-type: none"> - cooperation with the Regions and the representative of Provinces and Municipalities for the definition and realization of norms and programs concerning some specific sectors of the road safety; - the programme for the mopeds driving licence for the teen-agers (the "patentino"); - the planning of the measures to improve the road safety, to national, regional and local level (only in the most advanced situations); - the creation of monitoring boards on road safety and the effectiveness of the actions for the road safety.
10	IRELAND	
11	LUXEMBOURG	<ul style="list-style-type: none"> - Preparing legislation in the field of road traffic (safety); - Giving advice to the Government on specific issues dealing with road traffic (safety); - Elaborating best practice guidelines (e.g. 30 km/h zones, cycle tracks and lanes, signing of road works, safety of motorcyclists).
12	THE NETHERLANDS	//
13	PORTUGAL	Study and evaluation of the best alternatives to improve road safety, mainly in the field of road infrastructures aiming the elimination of dangerous points and bottlenecks.
14	SWEDEN	Different working groups and assignments from the Government.
15	UNITED KINGDOM	<ul style="list-style-type: none"> - Promotion of accident prevention; - School based road safety schemes and education;



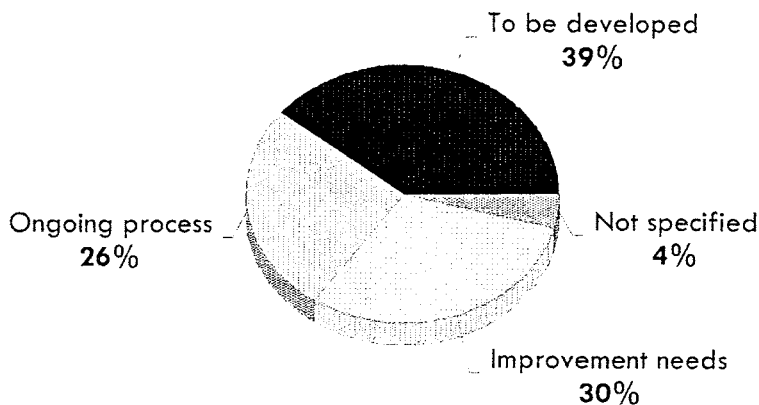
MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

		- Joint policy statement on traffic policing.
NEW 10		
16	CYPRUS	There is interinstitutional collaboration in all fields of road safety activity, through various interministerial committees and the national Road Safety Council. The fields where this collaboration is most active are road safety education, road safety publicity and information, drafting of legislation and the design of engineering measures.
17	CZECH REPUBLIC	Enforcement; Education; Campaigns.
18	ESTONIA	Participation in workgroups sharing information about new legislative initiatives, organisation of traffic surveillance and control, carrying out the road safety campaign activities and research work.
19	HUNGARY	Legislation.
20	LATVIA	
21	LITHUANIA	
22	MALTA	<ul style="list-style-type: none">- Road Accident reporting and investigation;- Education campaigns and public information;- Establishment of road safety guidelines and standards;- Enforcement.
23	POLAND	
24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	In 2004 the Council of Ministers approved a National Program on Improvement of Road Safety in the Republic of Bulgaria up to 2006. This Program aims to decrease in the rate of dead in road traffic accidents with 20% up to 2006. The Ministries, members of this Commission, have elaborated their own programs. A long term National Program on Improvement of the Road Safety for the period 2007 – 2010 will be developed in 2006.
27	CROATIA	
28	ROMANIA	<ul style="list-style-type: none">- (European) "National Unique; Emergency Number 112";- Road Traffic Control with inspectors from ARR, CNADNR, RAR, IGPR;- Road Safety Education;- Drafting new legislation with the support of all the members of CISR;- Unique Traffic and Accidents Database;- Research (universities, private companies, NGOs, national, regional and local government).
29	TURKEY	
EFTA		
30	SWITZERLAND	Réglementation (signalisation, formation, mesures administrative- retrait du permis de conduire) infrastructure.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	Campaigns and enforcement.



6 PARTNERSHIP WITH PRIVATE SECTOR

6.1 STATE OF PARTNERSHIP

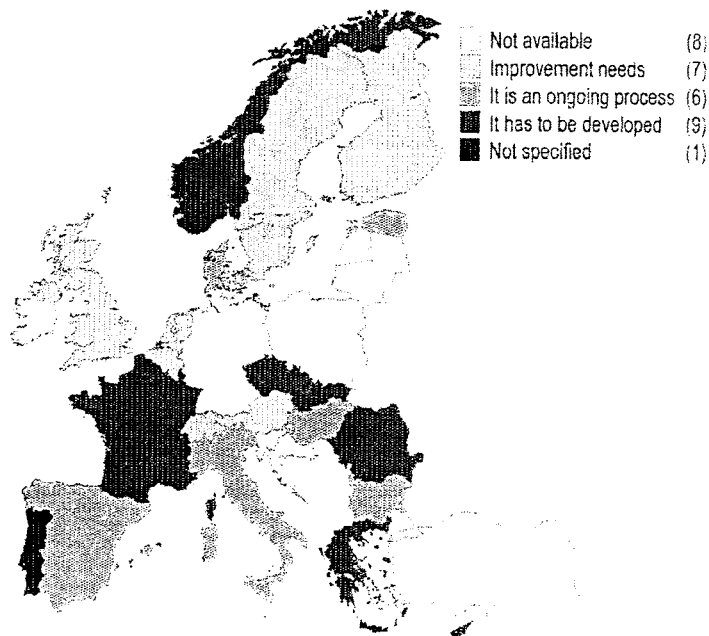


Question

The private sector participates in the road safety improvement process? In affirmative case, please point out if the public-private partnership is suitable to the road safety improvement needs or if it has to be further developed.

The European Countries answered:

- It has to be developed (9 Countries).⁸²
- Improvement needs (7 Countries).⁸³
- It is an ongoing process (6 Countries).⁸⁴
- Not Specified (1 Country).⁸⁵



⁸² Greece, France, Luxembourg, Cyprus, Czech Rep., Malta, Slovak Rep., Romania, Norway.

⁸³ Austria, Belgium, Finland, Netherlands, Sweden, United Kingdom, Switzerland.

⁸⁴ Denmark, Spain, Italy, Estonia, Hungary, Bulgaria.

⁸⁵ Portugal.



Question

The current European Road Safety Action Programme points out that halving the number of the road accidents victims is "a shared responsibility". The private sector participates in the road safety improvement process? In affirmative case, please point out if the public-private partnership is suitable to the road safety improvement needs or if it has to be further developed.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	PPP in broad sense is suitable for road safety improvement (although this strongly depends on how PPP is defined). To foster partnerships and as an incentive for the companies a "National Quality Award for Road Safety" was created in Austria, which is awarded to the company by the Minister of Transport for excellent road safety work. This quality award is in the framework of the European Road Safety Charter.
2	BELGIUM	<ul style="list-style-type: none"> - Creation in the beginning of the years 2000 of the Federal Commission regrouping federal, regional, local and private actors in order to develop a policy, subscribed by the majority. - Creation of a "coalition" on road safety: the coalition is presided by the Minister of Mobility.
3	GERMANY	
4	DENMARK	This is an ongoing process.
5	SPAIN	There is now a private sector participation in the road safety improvement process in the bosom of the Road Safety Council. The main goal in the 2005-2008 Road Safety Strategic Plan is giving power to this participation.
6	GREECE	The public- private partnership needs further development.
7	FRANCE	It exists but it has still to be developed.
8	FINLAND	We have PPP based committees where private sector is included through their main responsible central organisations. This has proven to be a well functioning arrangement.
9	ITALY	Currently in Italy it is necessary to strengthen with decision partnerships between public and private sector. Some experience exists to local level.
10	IRELAND	
11	LUXEMBOURG	Needs to be further developed.
12	THE NETHERLANDS	If the wording of "partnership" could also mean a common search of government and parts of the private sector how to implement "safety culture" in the transport sector, or more in general how to find common interest in increasing road safety, or working closely with parts of the private sector on special topics, then public- private partnership is an issue that gets a lot of attention in The Netherlands.
13	PORTUGAL	//
14	SWEDEN	The specific goal of the Vision Zero is to reduce the number of fatalities and serious injuries with 50% in 2007 compared to the basis year 1996. To achieve this goal the Swedish Government took initiative in 2002 for a process in which traffic stakeholders are encouraged to coordinate their activities for safer use of the road transport system - The National Coalition for Road Safety - The main focus areas to achieve the goal are improved speed adaptation, reduced drink driving and children/young people in traffic.
15	UNITED KINGDOM	Road safety involves all sectors of society as road users. The private sector is involved through sponsorship and through direct action eg. vehicle design, safety products, insurance premia discounts.
NEW 10		
16	CYPRUS	The public-private partnership has to be developed further, by extending to more fields of action and involving a wider spectrum of the private sector. To achieve a more organized and systematic approach will be implemented by the competent authorities.

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17	CZECH REPUBLIC	More involvement of private sector is needed. There were few actions of supporting road safety activities (e.g. support of Drink and Drive Campaign in 2004, Seat Belt Campaign).
18	ESTONIA	Needs to be further developed.
19	HUNGARY	Public Private Partnership exists in the framework of GRSP (Global Road Safety Partnership) Hungary but it needs a wider public support.
20	LATVIA	
21	LITHUANIA	
22	MALTA	Although in recent years there have been some joint public-private initiatives in road safety, there is still considerable scope for developing further initiatives in the future.
23	POLAND	
24	SLOVAK REPUBLIC	Public-private partnership has to be further developed. Road Safety Department cooperates with insurance companies and other private institutions for example ČESMAD Slovakia – an association of road transport operators of Slovakia and VUD a.s. – Transport research institute, etc.
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	In the implementation of the National Program on Improvement of Road Safety up to 2006 jointly with the governmental organizations and NGO's also participate a number of private companies.
27	CROATIA	
28	ROMANIA	Needs to be further developed.
29	TURKEY	
EFTA		
30	SWITZERLAND	Le partenariat avec le secteur privé est bien développé, notamment dans le cadre du Fonds de sécurité routière et du processus d'adoption des lois. Par ailleurs notre office a des contacts plus ou moins réguliers avec les directions des associations d'usagers de la route, les importateurs, des ingénieurs, etc.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	Needs to be further developed.

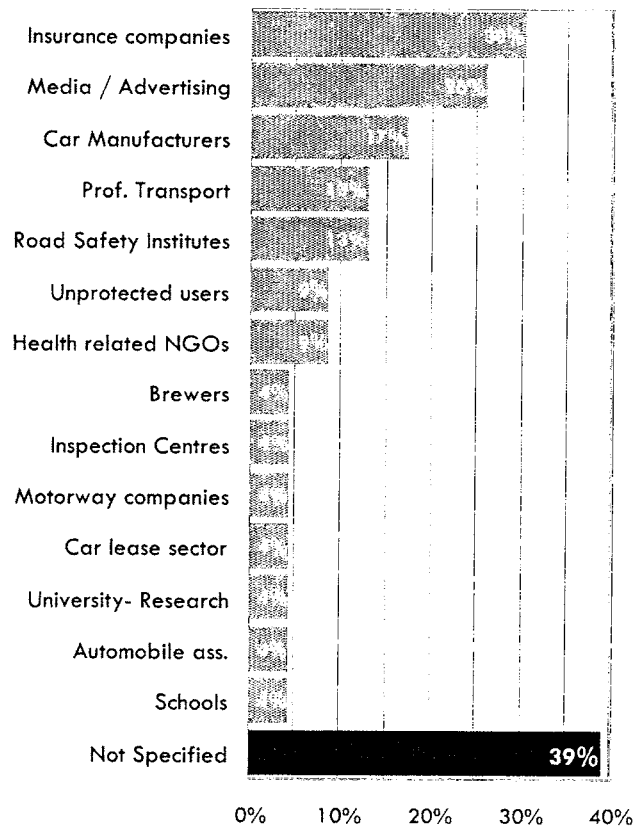


6 PARTNERSHIP WITH PRIVATE SECTOR

6.2 SECTORS AND SUBJECTS

Question

The private sector participates in the road safety improvement process? In affirmative case, please point out the more active sectors and subjects.



The European Countries answered:

- Insurance Companies (7 Countries).⁸⁶
- Media / Advertising (6 Countries).⁸⁷
- Car Manufacturers (4 Countries).⁸⁸
- Road safety Institutes (3 Countries).⁸⁹
- Professional Transport sector (3 Countries).⁹⁰
- Health related NGOs (2 Countries).⁹¹
- Organisations of unprotected road users (2 Countries).⁹²
- Schools (1 Country).⁹³
- Automobile Association (1 Country).⁹⁴
- University and Research Institute (1 Country).⁹⁵
- Car Lease Sector (1 Country).⁹⁶
- Motorway companies (1 Country).⁹⁷
- Vehicles Technical Inspection Centres (1 Country).⁹⁸
- Brewers (1 Country).⁹⁹
- Not Specified (9 Countries).¹⁰⁰

⁸⁶ Belgium, Netherlands, United Kingdom, Malta, Romania, Switzerland, Norway

⁸⁷ France, United Kingdom, Czech Rep., Estonia, Malta, Switzerland.

⁸⁸ France, Finland, United Kingdom, Romania.

⁸⁹ Portugal, Cyprus, Switzerland.

⁹⁰ Finland, Netherlands, Romania.

⁹¹ Czech Rep., Malta.

⁹² Finland, Norway.

⁹³ Malta.

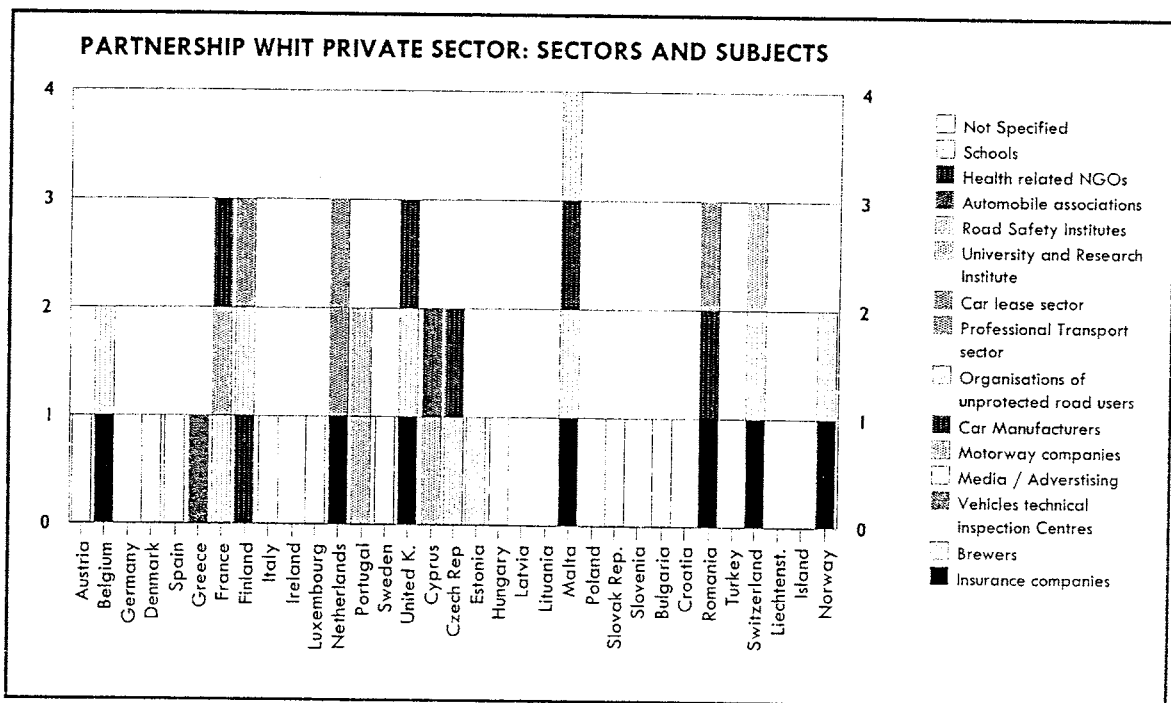
⁹⁴ Cyprus.



6 PARTNERSHIP WITH PRIVATE SECTOR

6.2 SECTORS AND SUBJECTS

The following elaboration represents in detail the specific conditions so as every country described.



⁹⁵ Portugal.

⁹⁶ Netherlands.

⁹⁷ France.

⁹⁸ Greece.

⁹⁹ Belgium.

¹⁰⁰ Austria, Denmark, Spain, Italy, Luxembourg, Sweden, Hungary, Slovak Rep., Bulgaria.



Question

*The current European Road Safety Action Programme points out that halving the number of the road accidents victims is "a shared responsibility". The private sector participates in the road safety improvement process? In affirmative case, please point out **the more active sectors and subjects**.*

In detail, the European Countries answered:

UE 15		
1	AUSTRIA	The Minister of Transport invited Top Austrian companies from different sectors to play an active role in the field of road safety and sign the European Road Safety Charter. Approx. 30 companies from very different sectors have so far recognized that road safety is a shared responsibility and have already signed the charter.
2	BELGIUM	The most important awareness raising campaigns are sponsored by assurance companies. The drink-driving campaign is done in partnership with the federation of Belgian Brewers and sponsored by the federation of assurance companies.
3	GERMANY	
4	DENMARK	//
5	SPAIN	All the sectors represented at the Road Safety Council.
6	GREECE	The construction of private centres for the vehicles technical inspection.
7	FRANCE	<ul style="list-style-type: none"> - Media (private television networks); - The car manufacturers; - The motorway companies.
8	FINLAND	Central organisations for road transport, organisations of labour union, vehicle industry, organisations of un-protected road users, companies of new technologies.
9	ITALY	In Italy public-private partnership experiences are so little not to be allowed to identify with certainty the most active subjects and sectors.
10	IRELAND	
11	LUXEMBOURG	Not available.
12	THE NETHERLANDS	Professional Transport sector, Insurance companies, car lease sector.
13	PORTUGAL	<ul style="list-style-type: none"> - University; - Associations and Institutes linked the sector of road safety.
14	SWEDEN	//
15	UNITED KINGDOM	Manufacturing, insurance, advertising.
NEW 10		
16	CYPRUS	Road safety activities are performed or supported by a few n.g.o.'s (e.g. Road Safety Initiative Group, Cyprus Health and Safety Association, Cyprus Automobile Association) and a few private and semi-private organizations.
17	CZECH REPUBLIC	Private firms as a sponsors or distributors of information, NGO, media.
18	ESTONIA	Communication, campaign planning and implementation, drivers' education and training.
19	HUNGARY	Civil sector and private sector.

MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE



20	LATVIA	
21	LITHUANIA	
22	MALTA	The public-private initiatives for improving road safety have mainly concentrated on: - Health related NGOs - road safety campaigns; - Schools - education campaigns for school children; - Media - traffic and accident information for drivers on the radio; - Insurance companies – collaboration on road accident reports.
23	POLAND	
24	SLOVAK REPUBLIC	Most active is Road Safety Department because it coordinates the cooperation between the private and public sectors.
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	//
27	CROATIA	
28	ROMANIA	- Car construction and car spare parts construction - Dacia-Renault, Michelin Romania; - Road signaling-3M Romania, Vesta Investment; - Fuel and lubricant producers - SHELL Romania; - Traffic surveillance - Insurance companies; - Road Transport; - Professional unions of road transport operators.
29	TURKEY	
EFTA		
30	SWITZERLAND	- Les associations d'usagers de la route; - Les médias; - Les assureurs.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	Insurance companies are most active. We also have a very good cooperation with some organisations (pressure groups) for motorcycles.

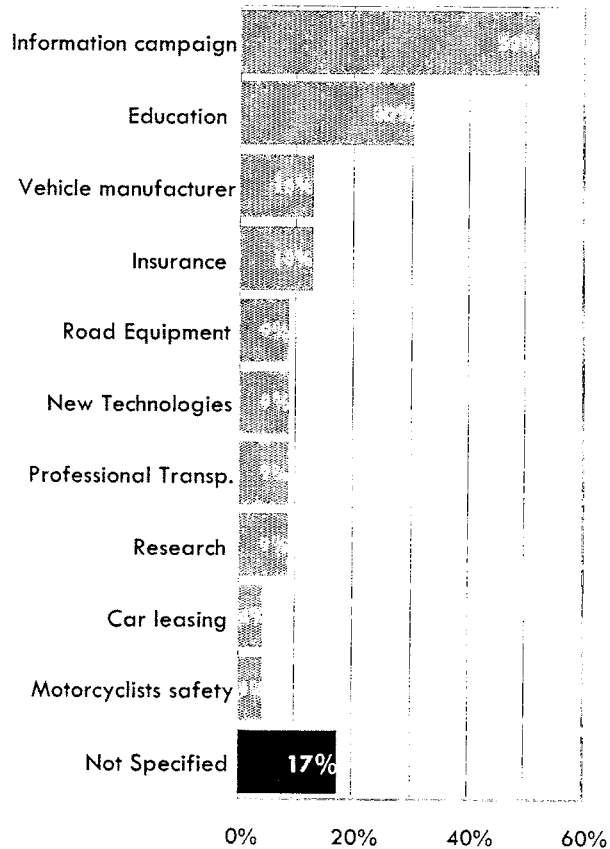


6 PARTNERSHIP WITH PRIVATE SECTOR

6.3 MAIN FIELDS OF PARTNERSHIP

Question

The private sector participates in the road safety improvement process? In affirmative case, please point out in what fields there are more public-private partnership interventions.



The European Countries answered:

- Information campaigns and advertising (12 Countries). ¹⁰¹
- Training and education (7 Countries). ¹⁰²
- Insurance (3 Countries). ¹⁰³
- Vehicle Manufacturers (3 Countries). ¹⁰⁴
- Research (2 Countries). ¹⁰⁵
- Professional Transport (2 Countries). ¹⁰⁶
- New Technology (2 Countries). ¹⁰⁷
- Road Equipment (2 Countries). ¹⁰⁸
- Safety of motorcyclists (1 Country). ¹⁰⁹
- Car leasing (1 Country). ¹¹⁰
- Not Specified (4 Countries). ¹¹¹

¹⁰¹ Austria, Belgium, Spain, France, United Kingdom, Cyprus, Czech Rep., Estonia, Hungary, Malta, Slovak Rep., Norway.

¹⁰² Spain, Italy, Portugal, Cyprus, Czech Rep., Estonia, Malta.

¹⁰³ France, Netherlands, United Kingdom

¹⁰⁴ France, United Kingdom, Malta.

¹⁰⁵ Portugal, Malta.

¹⁰⁶ Luxembourg, Netherlands.

¹⁰⁷ Finland, Romania.

¹⁰⁸ Bulgaria, Romania.

¹⁰⁹ Luxembourg.

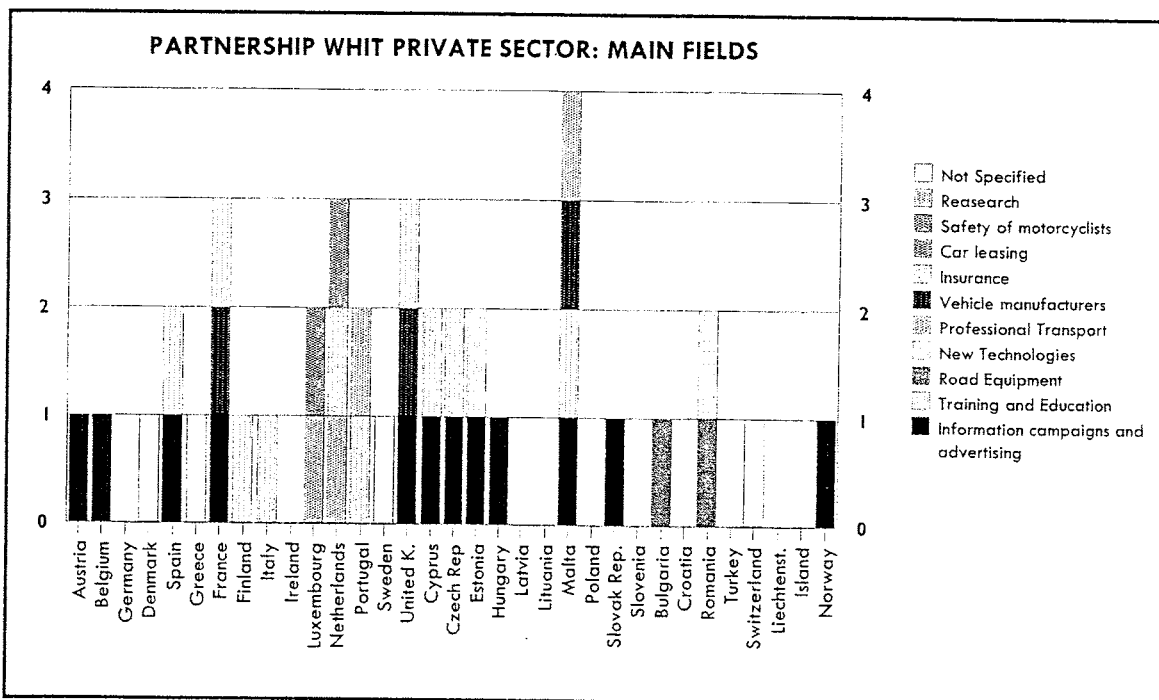
¹¹⁰ Netherlands.



6 PARTNERSHIP WITH PRIVATE SECTOR

6.3 MAIN FIELDS OF PARTNERSHIP

The following elaboration represents in detail the specific conditions so as every country described.



¹¹¹ Denmark, Greece, Sweden, Switzerland.



Question
The private sector participates in the road safety improvement process? In affirmative case, please point out in what fields there are more public-private partnership interventions.

In detail, the European Countries answered:

UE 15		
1	AUSTRIA	PPPs are e.g. used for road safety campaigns on regional and national level.
2	BELGIUM	Most of the private industry interventions are done in the field of awareness rising.
3	GERMANY	
4	DENMARK	//
5	SPAIN	Education, Health, Leisure, Information and Spreading.
6	GREECE	//
7	FRANCE	Prevention of the road risk.
8	FINLAND	Companies of new technologies.
9	ITALY	At the moment the road safety education in the schools is the sector that appears more open to the public-private partnership in Italy. In this sector numerous private associations or enterprises support in various ways road education courses.
10	IRELAND	
11	LUXEMBOURG	<ul style="list-style-type: none"> - Safety of motorcyclists; - Professional drivers (training for bus and truck drivers); - Special road safety programme for elderly people
12	THE NETHERLANDS	To find common interests and common approaches.
13	PORTUGAL	<ul style="list-style-type: none"> - Training, education and sensitization aiming to modify the road user's behaviour; - Periodic engine survey; - Training and evaluation of future drivers; - Studies about behaviour of road users and about infrastructures.
14	SWEDEN	//
15	UNITED KINGDOM	Specific public private partnerships are not very common, but as above there is private sector involvement in several areas.
NEW 10		
16	CYPRUS	Public-private partnership is most active in the fields of road safety publicity and information and in road safety education.
17	CZECH REPUBLIC	Awareness Campaign, Education.
18	ESTONIA	<ul style="list-style-type: none"> - Contriving of road safety (RS) conferences and seminars; - Implementation of RS campaign activities (f e distribution of retro-reflective devices for population); - Road safety audits and management of risky and dangerous places; - Education and training of young bicyclists; - Driver's education and training and complementary training (courses).
19	HUNGARY	Media campaigns.

MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE



20	LATVIA	
21	LITHUANIA	
22	MALTA	<ul style="list-style-type: none"> - Vehicle manufacturers - More involvement by the local representatives of vehicle manufacturers e.g. in the promotion of safer vehicles; - Schools - Road safety to be a subject taught at schools as part of the school syllabus; - Advertisers – more sensitive marketing and advertising of vehicles relating driving and speed; - Road builders - carrying out more research into materials suitable for road construction to improve skid resistance, visibility of road markings etc.
23	POLAND	
24	SLOVAK REPUBLIC	In field of traffic accidents. Also, private and public sectors very closely co-operate in field of campaigns. One of the measures in the National Plan is "promotion in media".
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	These companies take part in the construction of installations for the traffic safety - traffic lights, road signs, road markings, "black spots", etc.
27	CROATIA	
28	ROMANIA	<ul style="list-style-type: none"> - Vehicle; - Infrastructure; - Traffic Surveillance; - Transport.
29	TURKEY	
EFTA		
30	SWITZERLAND	Les acteurs privés interviennent dans tous les domaines, de manière plus ou moins forte en fonction de leur sujet de prédilection.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	Seat belt campaigns.

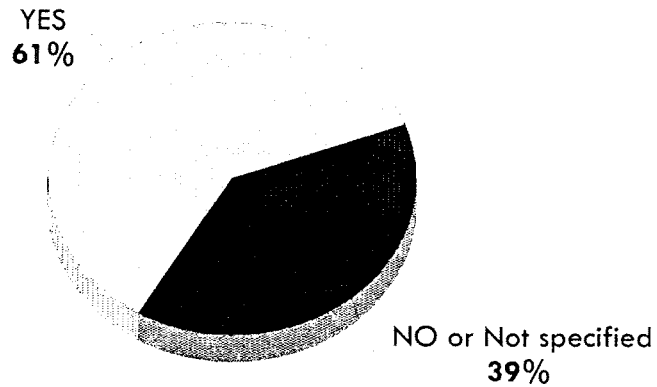


6 PARTNERSHIP WITH PRIVATE SECTOR

6.4 PARTICIPATION TO THE FINANCIAL BURDENS

Question

The private sector participates in the road safety improvement process? In affirmative case, please point out if there is also a participation to the financial burdens of the measures to improve road safety.



The European Countries answered:



Not available	(8)
Yes	(14)
No or not specified	(9)

■ Yes (14 Countries).¹¹²

■ No or Not Specified (9 Countries).¹¹³

¹¹² Austria, Belgium, Denmark, Finland, Italy, Luxembourg, Portugal, Cyprus, Czech Rep., Malta, Bulgaria, Romania, Switzerland, Norway

¹¹³ Spain, Greece, France, Netherlands, Sweden, United Kingdom, Estonia, Hungary, Slovak Rep.

**Question**

The private sector participates in the road safety improvement process? In affirmative case, please point out if there is also a participation to the financial burdens of the measures to improve road safety.

In detail, the European Countries answered:

UE 15		
1	AUSTRIA	In Austria we try to motivate companies to play an active role in road safety work by using the European Road Safety Charter and by awarding a "National Quality Award for Road Safety" as an incentive for the companies.
2	BELGIUM	The private industry partners pay an important part of the production costs of the awareness raising campaigns. In return, their logo is visible on the media of the campaign.
3	GERMANY	
4	DENMARK	A field trial with ISA (Intelligent Speed Adaptation) involving young drivers is starting in Denmark. The ISA system logs possible speed violations and up to 30% of the insurance fee is reimbursed by the insurance company depending on the number of speed violations registered. The Danish Road Safety Council cooperates with several major Danish companies, which have agreed to support campaign activities in order to change the attitude in traffic for years to come.
5	SPAIN	The type of private collaboration is not of participation level to the financial burdens.
6	GREECE	//
7	FRANCE	Charters between the Authorities and private companies.
8	FINLAND	Public sector is the main risk taker. Private sector is active in the field of use of new technologies and is also investing into the development activities.
9	ITALY	Usually the collaboration assumes the form of sponsorship with grant supplies. The cases of real public private partnership, where public and private sector cooperate to the definition and the realization of a common road safety project, are not so frequent.
10	IRELAND	
11	LUXEMBOURG	As regards motorcyclists, the different biker associations are involved in road safety campaigns and the elaboration of best practices in the field. As far as professional drivers are concerned, all bus drivers on public lines have to go through a mandatory continuous training course (practical and theoretical) according to an agreement between the Ministry of Transport and the union of bus companies. According to this agreement, the union has committed itself to invest every year 0,2 % of its annual turnover in public transport in the continuous training of its drivers.
12	THE NETHERLANDS	//
13	PORTUGAL	DGV promotes and encourages through technical and/or financial support initiatives developed from other entities public (city councils, f.i.) or private. Celebration of Protocols, total or in share supported for the DGV.
14	SWEDEN	//
15	UNITED KINGDOM	//
NEW 10		
16	CYPRUS	The collaboration includes active involvement of members of n.g.o.'s in road safety publicity, information and education activities. It also includes substantial financial support to such activities.
17	CZECH REPUBLIC	Financial support, dissemination of information.



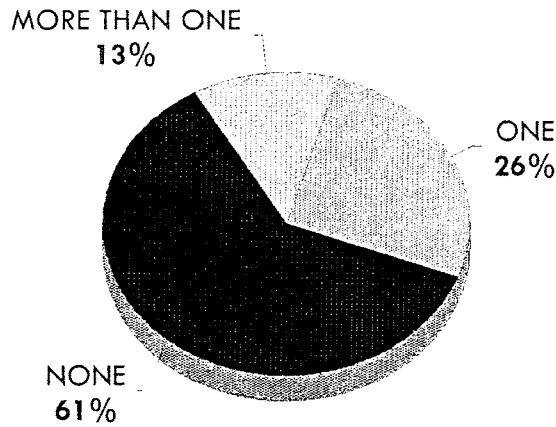
MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

18	ESTONIA	Project based activities.
19	HUNGARY	//
20	LATVIA	
21	LITHUANIA	
22	MALTA	The collaboration between Government and the private sectors normally takes the form of information exchange in planning / co-ordinating campaigns and other initiatives. The financial burden of such measures may be borne entirely by the state, by the private entity or may be shared between the public and private entities.
23	POLAND	
24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	These companies partially finance and support the national and local campaigns of road safety.
27	CROATIA	
28	ROMANIA	Pilot projects with low budgets, with the financial support of the private sector.
29	TURKEY	
EFTA		
30	SWITZERLAND	Collaboration dans le cadre de projets d'étude, des campagnes d'information et de sensibilisation (avec participation financière des privés).
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	Financial as well as practical.



6 PARTNERSHIP WITH PRIVATE SECTOR

6.5 ADMINISTRATIVE BODIES TO FOSTER THE P-P PARTNERSHIP

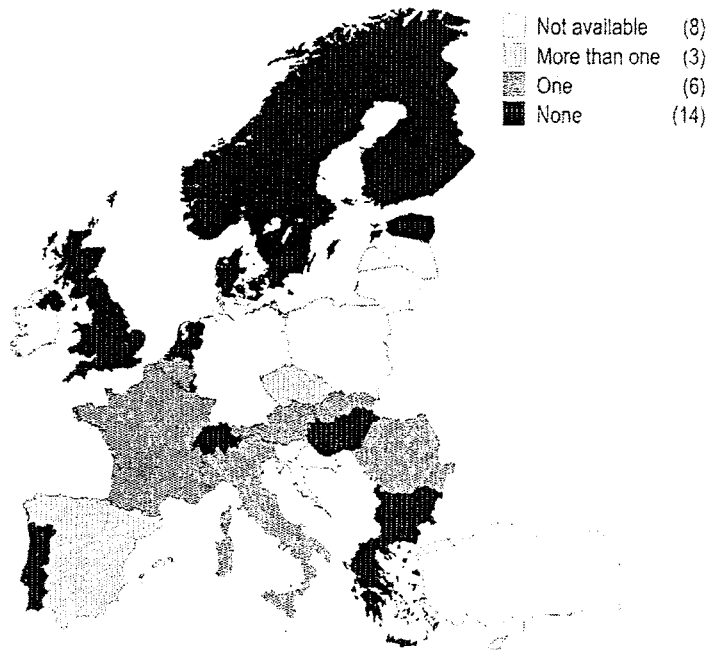


Question

The private sector participates in the road safety improvement process? In affirmative case, please point out if there are administrative bodies devoted to incentive public-private partnership.

The European Countries answered:

- More than one (3 Countries).¹¹⁴
- One (6 Countries).¹¹⁵
- None (14 Countries).¹¹⁶



¹¹⁴ Spain, Cyprus, Czech Rep.

¹¹⁵ Austria, Belgium, France, Italy, Slovak Rep., Romania.

¹¹⁶ Denmark, Greece, Finland, Luxembourg, Netherlands, Portugal, Sweden, United Kingdom, Estonia, Hungary, Malta, Bulgaria, Switzerland, Norway.



Question

The private sector participates in the road safety improvement process? In affirmative case, please point out if there are administrative bodies devoted to incentive public-private partnership.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	The administrative work is performed by the Road Safety Department in the Ministry of Transport.
2	BELGIUM	Belgian Institute for Road Safety.
3	GERMANY	
4	DENMARK	//
5	SPAIN	- The Road Safety National Observatory; - FITSA.
6	GREECE	//
7	FRANCE	Within the Ministry of transport, the road safety and traffic Directorate promotes this partnership.
8	FINLAND	//
9	ITALY	In Italy the Road Safety National Council is the public body that, among many other tasks, must promote and assist the public-private partnership finalized to improve the road safety. Occasionally also the national, regional and local government promote public private partnership concerning road safety.
10	IRELAND	
11	LUXEMBOURG	No, there aren't.
12	THE NETHERLANDS	//
13	PORTUGAL	//
14	SWEDEN	//
15	UNITED KINGDOM	No, there aren't.

NEW 10

16	CYPRUS	The Ministry of Communications and Works, the Ministry of Justice and Public Order and the Police are active in promoting public-private partnership.
17	CZECH REPUBLIC	Its part of job of road safety authorities, also Road Safety Foundation was found.
18	ESTONIA	No, there aren't.
19	HUNGARY	//
20	LATVIA	
21	LITHUANIA	
22	MALTA	There are no administrative bodies at present that are devoted to promoting public private partnerships in road safety.

MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE



23	POLAND	
24	SLOVAK REPUBLIC	Secretariat of the Road Safety Council of the Government of the Slovak republic (Road Safety Department).
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	//
27	CROATIA	
28	ROMANIA	The permanent Secretariat of CISR is also the Secretariat of Global Road Safety Partnership-GRSP Romania, a PPP structure developed by the World Bank.
29	TURKEY	
EFTA		
30	SWITZERLAND	No, there aren't.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	No, there aren't.

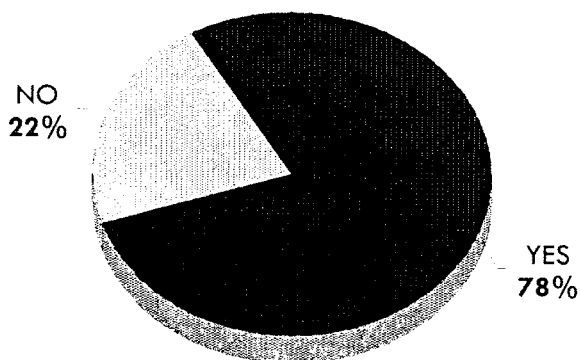


7 BEST PRACTICES

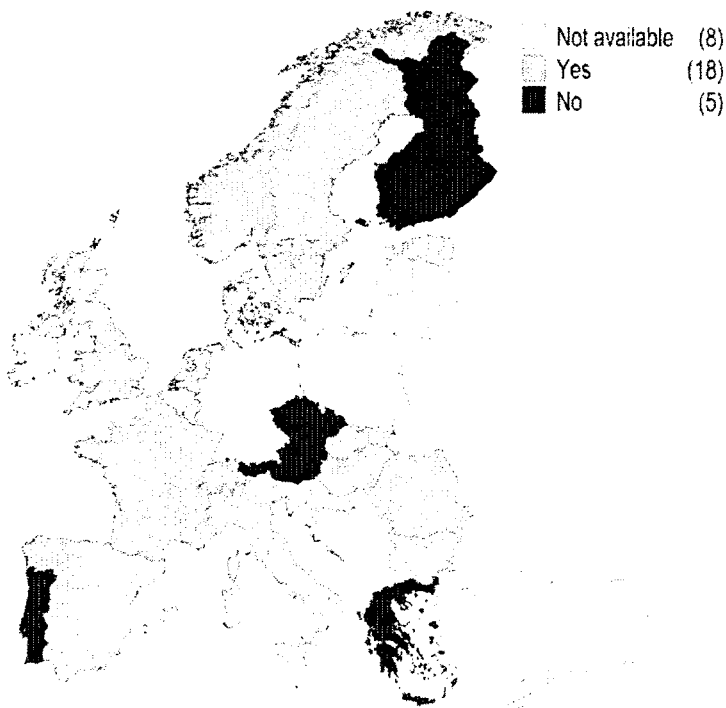
7.1 PROCEDURES AND BODIES FOR THE EVALUATION OF THE BEST PRACTICES

Question

The European Commission indicates that the identification and the diffusion of the best practices is a fundamental tool to improve the effectiveness of the road safety policies and interventions. Please, point out if there are procedures and administrative bodies devoted to the evaluation, identification and diffusion of the best practices.



The European Countries answered:



■ Yes (18 Countries).¹¹⁷

■ No (5 Countries).¹¹⁸

¹¹⁷ Belgium, Denmark, Spain, France, Italy, Luxembourg, Netherlands, Sweden, United Kingdom, Cyprus, Estonia, Hungary, Malta, Slovak Rep., Bulgaria, Romania, Switzerland, Norway.

¹¹⁸ Austria, Greece, Finland, Portugal, Czech Rep.



Question		
<p><i>The European Commission indicates that the identification and the diffusion of the best practices is a fundamental tool to improve the effectiveness of the road safety policies and interventions. Please, point out if there are procedures and administrative bodies devoted to the evaluation, identification and diffusion of the best practices.</i></p>		
In detail, the European Countries answered:		
		UE 15
1	AUSTRIA	The Belgian Road Safety Institute is mainly responsible for the identification or diffusion of best practices through its coordination role in the Road Safety Council and its presence at ETSC, FERSI and PRI.
2	BELGIUM	
3	GERMANY	<p>The results of the actions, campaigns and legislative measures mentioned above in point E) are continuously being distributed to a number of relevant road safety partners and to the press.</p> <p>The most essential results and experiences are discussed by the Danish Road Safety Commission, which among other things assesses presented proposals and presents its own proposals for changes in the Danish Road Traffic legislation. In addition to road safety experts from the Danish authorities and relevant Danish organisations, the Danish Road Safety Commission consists of a member of parliament from each political party represented in the Danish Parliament.</p>
4	DENMARK	The Road Safety National Observatory.
5	SPAIN	No, there aren't.
6	GREECE	<ul style="list-style-type: none"> - INRETS (National Institute for Research); - Inter ministerial road safety observatory; - CNSR.
7	FRANCE	Not seen necessary to devote one organisation.
8	FINLAND	<p>At national level two public bodies are appointed: the Minister of Infrastructure and Transport and the Road Safety National Council.</p> <p>The Minister of Infrastructure and Transport, with the strategic program has identified 12 projects candidates to constitute reference example for other public administrations.</p> <p>Road Safety National Council has started a systematic survey of the administrative bodies, of the plans, of the actions and of the results achieved from the Provinces and from the greater Municipalities. Such survey should allow a systematic identification of the best practices and, most of all, their diffusion at national level.</p> <p>Besides the Road Safety National Plan stimulates the Regions to promote, to support and to diffuse the best practices, through the regional monitoring board.</p>
9	ITALY	
10	IRELAND	Interinstitutional committee in the Ministry of Transport.
11	LUXEMBOURG	Central government and research centres.
12	THE NETHERLANDS	//
13	PORTUGAL	Through research by SNRA and monitoring by the Government and the road traffic safety inspectorate.
14	SWEDEN	Mainly responsibility of central government.
15	UNITED KINGDOM	The Belgian Road Safety Institute (see www.ibsr.be or www.bivv.be) is mainly responsible for the identification or diffusion of best practices through its coordination role in the Road Safety Council and its presence at ETSC, FERSI and PRI.



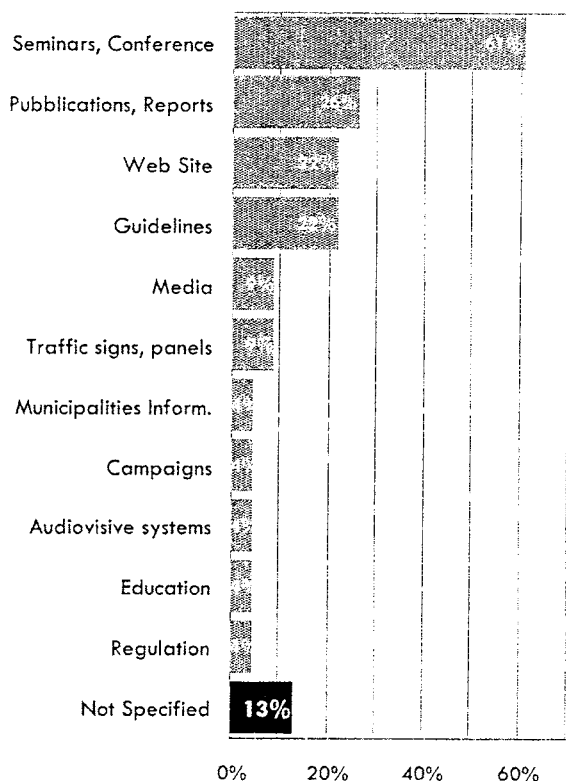
MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

NEW 10		
16	CYPRUS	The evaluation, identification and diffusion of best practices are not performed systematically at present, but a road safety unit is currently being set up at the Ministry of Communications and Works, which will undertake this task in cooperation with the Police.
17	CZECH REPUBLIC	No, there aren't.
18	ESTONIA	Mostly inside of administrations
19	HUNGARY	- Institute for Transport Sciences; - National Accident-prevention Committee.
20	LATVIA	
21	LITHUANIA	
22	MALTA	Identification and diffusion of best practices is one of the many functions legally attributed to the Malta Transport Authority.
23	POLAND	
24	SLOVAK REPUBLIC	Road Safety Department is the administrative body responsible for this. And since the Department has started its work only on 1st March 2005 will evaluate and diffuse the best practices in near future. Following the National Plan for the Enhancement of Road Safety, Road Safety Department will evaluate and diffuse the best practices twice a year.
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	Experts from the Bulgarian Ministry of Transport and Communications, the Ministry of Interior, etc., participate in conferences and seminars on road safety organized in EU. They also examine the experience of a number of international organizations (ECMT, UN ECE, etc.).
27	CROATIA	
28	ROMANIA	The procedures are inter-governmental twinning with EU member states, institutional building and legislation and standards reviewing, training for trainers, consultancy and technical assistance. Ministry of Integration, CISR with all its members and governmental bodies.
29	TURKEY	
EFTA		
30	SWITZERLAND	Oui, notre office et le bureau suisse de prévention des accidents.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	Evaluations are normally carried out by research institutions and financed by the National Public Roads Administration and/or the Ministry of Transport and Communications.



7 BEST PRACTICES

7.2 METHODS AND TOOLS FOR DISSEMINATION



Question

Please, point out how the best practices are diffused and if there are specific tools for their dissemination.

The European Countries answered:

- **Seminars / Conferences / Workshop** (14 Countries).¹¹⁹
- **Research / Publications / Reports** (6 Countries).¹²⁰
- **Guidelines** (5 Countries).¹²¹
- **Web Site** (5 Countries).¹²²
- **Traffic signs and panels** (2 Countries).¹²³
- **Media** (2 Countries).¹²⁴
- **Regulation** (1 Country).¹²⁵
- **Education / Training Program** (1 Country).¹²⁶
- **Audiovisive systems** (1 Country).¹²⁷
- **Information Campaign** (1 Country).¹²⁸
- **Information by associations of municipalities** (1 Country).¹²⁹
- **Not Specified** (3 Countries).¹³⁰

¹¹⁹ Belgium, Denmark, France, Finland, Italy, Netherlands, Sweden, United Kingdom, Estonia, Hungary, Malta, Bulgaria, Romania, Switzerland.

¹²⁰ Belgium, France, Luxembourg, Netherlands, United Kingdom, Malta.

¹²¹ Belgium, Denmark, Portugal, Sweden, United Kingdom

¹²² Belgium, Spain, France, Luxembourg, Czech Rep.

¹²³ Spain, Portugal.

¹²⁴ Spain, Greece.

¹²⁵ United Kingdom

¹²⁶ Finland.

¹²⁷ Spain.

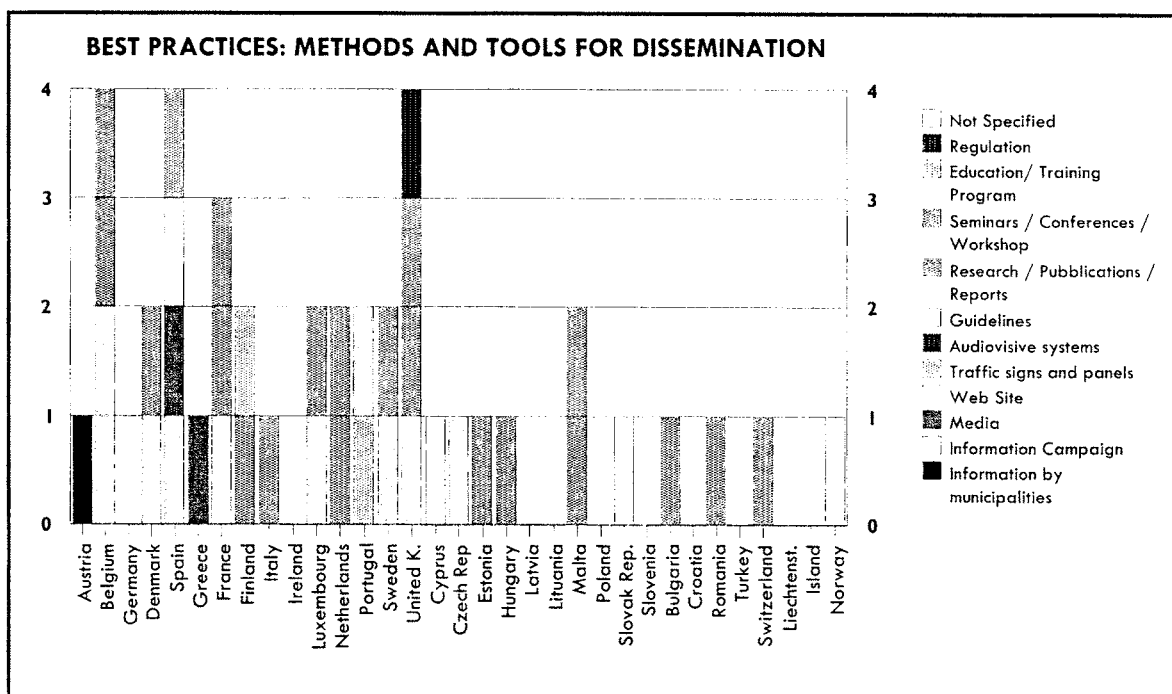
¹²⁸ Spain.



7 BEST PRACTICES

7.2 METHODS AND TOOLS FOR DISSEMINATION

The following elaboration represents in detail the specific conditions so as every country described.



¹²⁹ Austria.

¹³⁰ Cyprus, Slovak Rep., Norway.

**Question**

The European Commission indicates that the identification and the diffusion of the best practices is a fundamental tool to improve the effectiveness of the road safety policies and interventions. Please, point out how the best practices are diffused and if there are specific tools for their dissemination.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	Close cooperation of all experts from different backgrounds responsible for road safety in Austria coordinated by the road safety department in the Ministry of Transport. On a regional level best practice is diffused by the association of cities and towns and the association of municipalities (information about traffic safety and measures for their members). Private associations - Austrian Road Safety Board (KIV) - with branch offices in every province offer consulting and support for regional and local authorities.
2	BELGIUM	<ul style="list-style-type: none"> - Road Safety Web; - Specifications and guidelines booklets issued by the BRSI; - Evaluation reports; - International conferences; - Workshop organised with judges, prosecutors or police forces.
3	GERMANY	
4	DENMARK	By means of Nordic and European police cooperation (TISPOL and SANT) information and best practices concerning enforcement in the field of road safety are exchanged to the mutual benefit of the participating countries, and combined Nordic and European action programs are organised and carried out. The best practices from a traffic engineering point of view are communicated via guidelines for road engineering and by education.
5	SPAIN	<ul style="list-style-type: none"> - The spreading through mass media with specific campaigns; - The use of Internet and audiovisual systems; - The use of variable signposting panels.
6	GREECE	With the help of mass media.
7	FRANCE	<ul style="list-style-type: none"> - Diffusion of reports; - Presentation in conferences, congresses; - Internet site.
8	FINLAND	Seminars, training programmes, education and training tools.
9	ITALY	In the last two years the Road Safety National Council has constituted six working-groups to develop proposals aimed to stimulate the realization and the diffusion of the best practices in different sectors and has organized two general sessions to show the projects that have been successful both in terms of efficiency and of effectiveness. The Minister of Infrastructure and Transports has started the monitoring of the action supported with the strategic program.
10	IRELAND	
11	LUXEMBOURG	By publications and web.
12	THE NETHERLANDS	Research, studies, discussion with stakeholders, seminars, workshops.
13	PORTUGAL	<ul style="list-style-type: none"> - Small textbooks about; - Traffic signs in urban ways; - Manual about engineering and road safety.
14	SWEDEN	Guidelines, seminars.



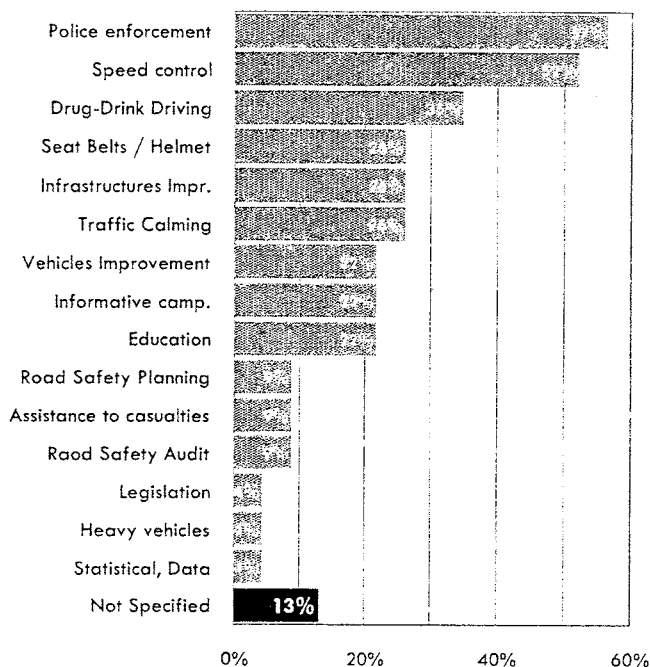
MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

15	UNITED KINGDOM	Through guidance notes, research reports, conferences, seminars, regulations, design manuals.
NEW 10		
16	CYPRUS	Since most of the measures to improve road safety are the exclusive competence of the national government, the need to diffuse best practices to local government authorities does not arise.
17	CZECH REPUBLIC	Through web site of the Ministry of Transport, through the Press Service of the Ministry. Local road safety practitioners are involved in dissemination of road safety best practices on regional and local levels. Also Road Safety Council and local authorities.
18	ESTONIA	Seminars, conferences, workshops, personal contacts and co-operation.
19	HUNGARY	Conferences.
20	LATVIA	
21	LITHUANIA	
22	MALTA	<ul style="list-style-type: none"> - Workshops and conferences; - Study visits; - Clients forums; - Participation in international research projects.
23	POLAND	
24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	The activity on the best practices implementation can be expressed in establishing contacts with the different respective structures in the EU Member States. In 2004 following an invitation from Sofia a delegation from the UK Ministry of Transport visited Bulgaria for exchange of experience.
27	CROATIA	
28	ROMANIA	Inter-ministerial co-operation, interdisciplinary projects (for example, unique data base for traffic and accidents), national and international congresses, the ordinary meetings of CISR and of its five technical commissions (Human Factor, Road Vehicles, Traffic Surveillance, Transport, Signaling and Infrastructure) and the ordinary meetings of GRSP Romania.
29	TURKEY	
EFTA		
30	SWITZERLAND	Elles sont diffusées dans le cadre d'organisations faitières, à l'occasion de séminaires, conférences ainsi que par nos processus internes et interministériels de communication
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	//



7 BEST PRACTICES

7.3 THE MORE EFFECTIVE BEST PRACTICES



Question

Please, point out the more effective best practices terms of reduction of road accidents victims.

The European Countries answered:

- | | |
|--|---|
| ■ Police enforcement (13 Countries). ¹³¹ | ■ Informative campaigns (5 Countries). ¹³⁸ |
| ■ Speed control (12 Countries). ¹³² | ■ Improvement of vehicles (5 Countries). ¹³⁹ |
| ■ Drug and Drink Driving contrasting (8 Countries). ¹³³ | ■ Road Safety Audit (2 Countries). ¹⁴⁰ |
| ■ Traffic Calming (6 Countries). ¹³⁴ | ■ Assistance to casualties (2 Countries). ¹⁴¹ |
| ■ Improvement of infrastructures (6 Countries). ¹³⁵ | ■ Road safety Planning (2 Countries). ¹⁴² |
| ■ Seat Belts / crash helmet / Child restraints devices (6 Countries). ¹³⁶ | ■ Statistical and Data System (1 Country). ¹⁴³ |
| ■ Education (5 Countries). ¹³⁷ | ■ Control of heavy vehicles (1 Country). ¹⁴⁴ |
| | ■ Legislation (1 Country). ¹⁴⁵ |
| | ■ Not Specified (3 Countries). ¹⁴⁶ |

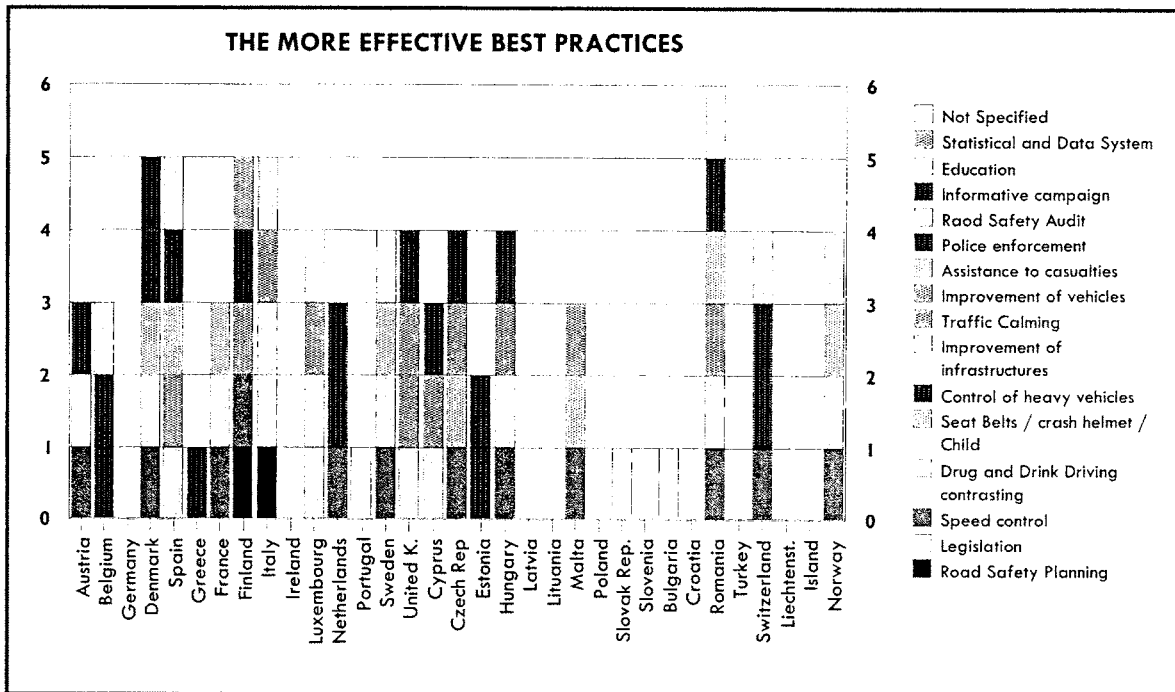
¹³¹ Austria, Belgium, Denmark, Spain, Greece, Finland, Netherlands, United Kingdom, Cyprus, Czech Rep., Estonia, Hungary, Switzerland.
¹³² Austria, Denmark, France, Finland, Netherlands, Sweden, Czech Rep., Hungary, Malta, Romania, Switzerland, Norway.
¹³³ Austria, Denmark, France, Italy, Luxembourg, Sweden, Hungary, Norway.
¹³⁴ Italy, Luxembourg, United Kingdom, Cyprus, Czech Rep., Malta.
¹³⁵ Spain, Luxembourg, Sweden, United Kingdom, Cyprus, Romania.
¹³⁶ Denmark, France, Sweden, Czech Rep., Malta, Norway.
¹³⁷ Belgium, Spain, Luxembourg, Romania, Switzerland.
¹³⁸ Belgium, Netherlands, Estonia, Romania, Switzerland.
¹³⁹ Spain, Finland, United Kingdom, Hungary, Romania.
¹⁴⁰ Italy, Norway.
¹⁴¹ Spain, Romania.
¹⁴² Finland, Italy.
¹⁴³ Finland.
¹⁴⁴ Denmark.
¹⁴⁵ Italy.
¹⁴⁶ Portugal, Slovak Rep., Bulgaria.



7 BEST PRACTICES

7.3 THE MORE EFFECTIVE BEST PRACTICES

The following elaboration represents in detail the specific conditions so as every country described.





Question		
<p><i>The European Commission indicates that the identification and the diffusion of the best practices is a fundamental tool to improve the effectiveness of the road safety policies and interventions. Please, point out the more effective best practices in terms of reduction of road accidents victims.</i></p>		
<p>In detail, the European Countries answered:</p>		
		UE 15
1	AUSTRIA	<p>According the Austrian Road Safety Programme highly effective measures are:</p> <ul style="list-style-type: none"> - Speed: appropriate speed limits on rural roads; - Alcohol (DUI): As a first measure quick-testing breathalysers are about to be implemented, awareness campaigns about the threats of drunk driving; - Restraint systems: Measures taken to reach this goal are awareness building campaigns and increased police enforcement.
2	BELGIUM	<ul style="list-style-type: none"> - Enforcement in combination with sensibilisation; - Education.
3	GERMANY	
4	DENMARK	<p>The Danish enforcement efforts are primarily focused on (the non-compliance with) the rules pertaining to speed limits, drunk driving, alcohol and drug, the use of seat belt and crash helmets, and the control of "heavy vehicles". Many years of experience have shown that these areas of enforcement are likely to produce the greatest effect of reducing the number of victims of road accidents. A targeted police enforcement action focusing on a specific matter, i.e. speeding, is often combined with the launch of an information campaign about this specific problem.</p>
5	SPAIN	<ul style="list-style-type: none"> - Education, training and information to reduce risky behaviours; - Surveillance, control and penalization; - Improvement in infrastructures and their signposting; - To improve the vehicles active and passive safety; - To improve the assistance to casualties reducing the health services arrival times.
6	GREECE	<p>The intensive enforcement entails the effective reduction of road accidents victims.</p>
7	FRANCE	<ul style="list-style-type: none"> - Automatic speed controls; - Against the drink-driving: the designated driver; - Campaign for the belt wearing.
8	FINLAND	<p>RS action programme definition, speed limit policies, enforcement practises, vehicle fleet improvement and development, financing methods and practises, procedures and management, statistical and data systems.</p>
9	ITALY	<ul style="list-style-type: none"> - National level (Road Act revision; Road Safety National Plan); - Regional level (Constitution of road safety planning and managing bodies aimed to promote and coordinate road safety intervention by Provinces and Municipalities, following the Road Safety National Plan (RSNP) guide lines; In the Provinces and in the Communes where the RSNP guide lines have been followed, the times of definition and realization of the interventions have been radically reduced and investments increased notably); - Local level (Road safety monitoring boards; Road Safety regional and local Councils; Roundabout; The inter-institutional protocols to lower drink and drive effects).
10	IRELAND	
11	LUXEMBOURG	<ul style="list-style-type: none"> - Education of young people in the field of road safety; - Driving under the influence (alcohol, drugs); - Road infrastructure (signing of works, cycle tracks and lanes, 30 km/h zones); - Road safety guidelines for drivers of motorized two-wheelers.
12	THE NETHERLANDS	<p>One of the measures, which work very well in The Netherlands, is automatic and effectively handled speed control that makes possible a huge number of checks. Effective enforcement of speed control (on the spot or "trajectory" control) reduces speed and thus also number of accidents.</p>



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

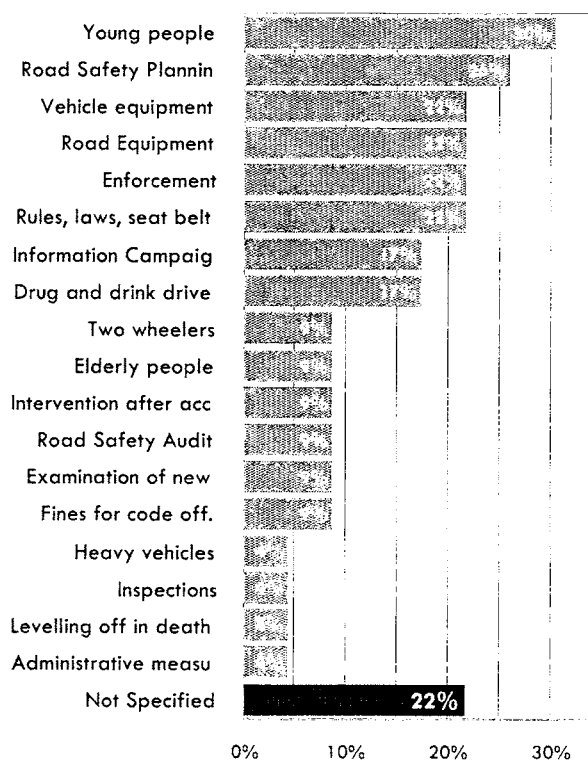
		A combination of public campaigns and enforcement as agreed by all stakeholders is an effective way to increase awareness and better behaviour.
13	PORTUGAL	//
14	SWEDEN	New road design, actions that increase the use of safety belts, use of speed cameras, methods for prevent drunk driving.
15	UNITED KINGDOM	Local safety engineering including traffic calming, vehicle secondary safety, enforcement of traffic law, road design. Most importantly combinations of measures involving education/publicity, engineering and enforcement working in a complementary fashion. It is difficult to evaluate the effects of education and publicity in isolation but is a vital part of the process.
NEW 10		
16	CYPRUS	<ul style="list-style-type: none"> - Targeted systematic enforcement of traffic regulations; - Treatment of accident black spots; - Implementation of traffic calming measures at sensitive locations; - Installation of safety barriers at dangerous locations; - Improvement of road signs and markings.
17	CZECH REPUBLIC	<ul style="list-style-type: none"> - Enforcement combined with awareness activity; - Automatic speed cameras; - Traffic calming measures; - Campaigns on seat belts and child restraints devices.
18	ESTONIA	<ul style="list-style-type: none"> - Well designed information dissemination (campaigns) and information dissemination supported by evaluation and research work. - Automatic traffic surveillance and control.
19	HUNGARY	<ul style="list-style-type: none"> - Police enforcement; - Periodic technical inspection of vehicles; - Anti drink-drive actions.
20	LATVIA	
21	LITHUANIA	
22	MALTA	<p>Although it is difficult to quantify which 'best practices' have achieved most success in reducing road traffic injuries, the following recent initiatives would be considered to be important contributors to road safety:</p> <ul style="list-style-type: none"> - Traffic calming schemes; - Seat belt regulations and enforcement; - Speed cameras.
23	POLAND	
24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	//
27	CROATIA	
28	ROMANIA	Mass media campaigns, Road Safety Education, ITS technology (speed cameras, new active and passive safety devices for vehicles, etc), National Integrated Emergency System 112, Road Infrastructure Safety Audit, Black Spot Rehabilitation, Highly reflective materials for the road signals, use of tachographs and speed limiters in public transport, etc
29	TURKEY	



			EFTA
30	SWITZERLAND	<ul style="list-style-type: none">- Formation et formation continue;- Chaîne « éducation-contrôles-sanctions »- Communication, sensibilisation;- Gestion de la vitesse et modération du trafic.	
31	LIECHTENSTEIN		
32	ISLAND		
33	NORWAY	<ul style="list-style-type: none">- Road side checks; seat belts, speeding, alcohol;- Speed limit reductions;- Road safety audits succeeded by minor road infrastructure measures.	

**8 PRIORITY ISSUES****8.1 LINES OF ACTION****Question**

Please list the main medium term issues which are at the top of your Minister's personal agendas and which they would most urgently wish to share at Verona 3.

**The European Countries answered:**

- **Young people education/culture** (7 Countries). ¹⁴⁷
- **Road Safety Planning** (6 Countries). ¹⁴⁸
- **Rules, laws, seat belts, speed limits, etc.** (5 Countries). ¹⁴⁹
- **Enforcement** (5 Countries). ¹⁵⁰
- **Road Design/ Equipment** (5 Countries). ¹⁵¹
- **Vehicle safety equipment / New technology** (5 Countries). ¹⁵²
- **Drug and drink drive** (4 Countries). ¹⁵³
- **Information Campaign / Sensitisation** (4 Countries). ¹⁵⁴
- **Instruction and Examination of new drivers** (2 Countries). ¹⁵⁵
- **Fines for code off.** (2 Countries). ¹⁵⁶
- **Road safety Audit** (2 Countries). ¹⁵⁷
- **Intervention after Road Accident** (2 Countries). ¹⁵⁸

¹⁴⁷ Austria, Belgium, France, Finland, United Kingdom, Cyprus, Bulgaria.

¹⁴⁸ Spain, Finland, Cyprus, Hungary, Slovak Rep., Romania.

¹⁴⁹ Austria, Belgium, Spain, Finland, Norway.

¹⁵⁰ Belgium, Spain, Cyprus, Romania, Switzerland.

¹⁵¹ Spain, France, Luxembourg, Malta, Slovak Rep.

¹⁵² Belgium, Denmark, France, Finland, Sweden.

¹⁵³ Finland, Luxembourg, United Kingdom, Norway.

¹⁵⁴ Belgium, Spain, United Kingdom, Slovak Rep.

¹⁵⁵ Greece, United Kingdom

¹⁵⁶ Spain, Greece.

¹⁵⁷ Luxembourg, Romania.

¹⁵⁸ Belgium, United Kingdom

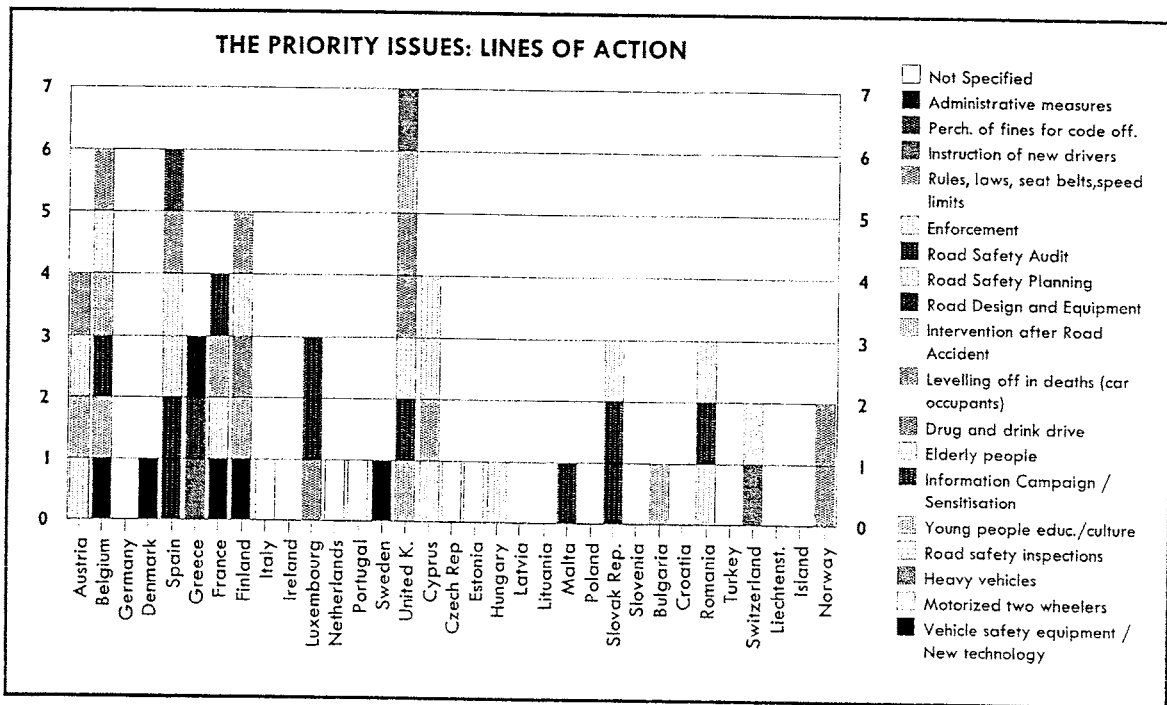


8 PRIORITY ISSUES

8.1 LINES OF ACTION

- Fines for code off. (2 Countries). ¹⁵⁹
- Road safety Audit (2 Countries). ¹⁶⁰
- Intervention after Road Accident (2 Countries). ¹⁶¹
- Elderly people (2 Countries). ¹⁶²
- Motorized two wheelers (2 Countries). ¹⁶³
- Administrative measures for fines without delay (1 Country). ¹⁶⁴
- Levelling off in deaths (car occupants) (1 Country). ¹⁶⁵
- Road safety inspections (car occupants) (1 Country). ¹⁶⁶
- Heavy vehicles (1 Country). ¹⁶⁷
- Not Specified (5 Countries). ¹⁶⁸

The following elaboration represents in detail the specific conditions so as every country described.



¹⁵⁹ Spain, Greece.

¹⁶⁰ Luxembourg, Romania.

¹⁶¹ Belgium, United Kingdom

¹⁶² Austria, United Kingdom

¹⁶³ Austria, France.

¹⁶⁴ Greece.

¹⁶⁵ United Kingdom

¹⁶⁶ Cyprus.

¹⁶⁷ Switzerland.

¹⁶⁸ Italy, Netherlands, Portugal, Czech Rep., Estonia.



Question

Please list the main medium term issues which are at the top of your Minister's personal agendas and which they would most urgently wish to share at Verona 3.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	<p>A Speed limits in Europe and their influence on traffic safety. Speed limits on rural roads in the EU differ from 70 km/h up to 100 km/h. Setting appropriate speed limits on rural roads and motorways based on road layout and secondary conditions is a topic of interest for all countries that currently discuss changes in their speed limits.</p> <p>B Elderly people participating in traffic as drivers and as pedestrians. In the year 2003, 51 % of road accident victims aged 65 and more were car drivers, 13% other car occupants and 36% pedestrians. More than half of the fatalities among pedestrians in 2003 concerned the age group 65+. In Austria, the risk of a fatal accident involving elderly pedestrians is seven times higher than for the average population younger than 65. By the year 2050 the share of people 65+ on the overall population will double. Therefore, measures concerning both the decreasing driving abilities and the significantly higher fatality risk as pedestrians are to be taken into account and thus might be worth discussing.</p> <p>C Motorcycle accidents. 11% of fatalities in 2004 concerned motorcyclists, one third (the highest rate among all traffic participants) of motorcycle casualties suffer either from severe injuries or die. Motorcycle density increased in Austria and most of the other European countries in the last decade. Meanwhile the age group of injured motorcyclists in Austria shifted from 18-21 years to 23-28 years. The phenomenon that injured motorcyclist became older during the last decade can be seen in most of the European countries. The target group of motorcycle safety campaigns therefore is in a process of change.</p> <p>D Adolescent high risk drivers. In 2003 the multi-phase training was established in Austria. Young drivers are supervised for one year after taking their driving licence test. Supervision comprises six hours driving safety trainings both on public roads and on special training sites as well as subsequent group sessions with a traffic psychologist. Currently the evaluation of the effects of the multi-phase training is under way. The L17, a supervised driving education starting at the age of 17 (normal driving age in Austria is 18) which was established in 1999, showed in the evaluation very positive results on the traffic behaviour of adolescent drivers.</p>
2	BELGIUM	<p>A New law on road safety. Following the evaluation mentioned earlier, the law of the 7th of February 2003 will be adapted: new criteria for the categorisation of traffic offences, registration of all traffic fines in a central register of traffic offences, treatment of the fines through a federal agency to collect the fines, elaboration of more alternative ways to punish traffic-offenders.</p> <p>B Statistics. Belgium will also adapt the indicators in order to improve the evaluation of the enforcement policy and the road-safety policy in general. In order to be able to produce statistics, which are comparable with the statistics of other MS, it is essential that all the MS take the same indicators into account.</p> <p>C Education and training of young drivers and novices. On Belgian level an evaluation of the current system is taking place at the moment. Improving the education and training without increasing the charges is a priority for Belgium. A choice will have to be made: driving licences "in stages" or driving licenses with points?</p> <p>D Safer cars. How to organise the most effective technical inspections of motor vehicles? Centralized "one size fits all" or decentralized and in the latter case which are the best practises in the other MS in differentiated and decentralized inspections.</p> <p>E Better deadlines of intervention after road accidents. The aim is to limit the social and economic consequences linked to too important traffic jams as a result of a serious accident, and to reduce the number of deaths thanks to a quicker intervention of the emergency services. Tools and projects concern the homologation and modernization of communication tools from the intervention services and the reconsideration of some aspects of the proceeding before an expert in accidentology.</p> <p>F Support for families of victims. Specific attention will be paid on the support for families of victims. Therefore the organisation of parents of road victims received 250.000 euro annually to improve the assistance to victims and their families.</p> <p>G Road controls and sensitisation. Increasing the number of roadside controls for vehicles of +7,5 ton, accompanied by awareness campaigns for the haulage companies and drivers to increase the respect of Belgian road transport laws.</p>
3	GERMANY	
4	DENMARK	A ESP should be compulsory on all new cars:



		<p>B Seat belt reminders should be compulsory in all new cars.</p> <p>C All new cars should be tested by Euro NCAP.</p>
5	SPAIN	<p>A Points Driving Licence. The main goal Spain has for this year 2005 is the Points Driving Licence setting. It will be of interest to discuss the positive effects this measure has had on road safety in those countries that have already adopted it, as well as those improvable respects in this system. The starting with the Points Driving Licence implies the definition of re-education and sensitisation programmes, something which would be interesting to know from other countries.</p> <p>B Modification of the Traffic and Road Safety Council in order to give power to its nature of analysis and debate permanent forum where all the actors take part, whose role is mainly important to road safety improvement.</p> <p>C Increase in the number of traffic policemen, at the rate of 750 every year to reach the number of 11.000 traffic policemen in the 2005-2008 period.</p> <p>D Setting of 500 speed automatic control fixed radars in the 2004-2008 period.</p> <p>E Information campaigns designed to the different risky groups: young people and leisure, parents with children, professional drivers, motorcyclists and elderly people.</p> <p>F New model of drivers training. A larger amount of contents related to road safety and behaviours is intended to be enclosed so that the driver can be aware of the risks and can be prepared to face the diversity of traffic situations.</p> <p>G Making of a Road Safety Town Type Plan so that it serves as a manual or guideline to the Town Councils to develop their Road Safety Town Plans.</p> <p>H Improvement ARENA Project in the collection of information of accidents with casualties.</p>
6	GREECE	<p>A The hypothecation of a percentage on the revenues from the imposing administrative fines on the road code offenders.</p> <p>B Stricter provisions for the instruction and examination of new drivers.</p> <p>C Implementation of administrative measures aiming to the levy of fines without delay.</p>
7	FRANCE	<p>A Cross-border enforcement.</p> <p>B Mandatory equipment of all the new vehicles with speed limitation devices.</p> <p>C Safety of the 2 wheels motorised.</p> <p>D Launching of a European message towards young people in order to develop a European road safety culture.</p>
8	FINLAND	<p>A Methods to increase compliance of road safety rules as drinking and driving, speeding and use of safety devices.</p> <p>B Development of new and innovative technology tools and concepts e.g. alcolock, in-vehicle systems and cooperative systems, warning systems.</p> <p>C New and innovative financing and tools for road safety activities</p> <p>D Possibilities to improve young driver's safety and preventative actions. Possibilities to develop a more comprehensive persuasive system and culture for sharing of responsibilities.</p> <p>E The development of alternative road safety countermeasures e.g. manageable life long education process.</p> <p>F Methods for avoiding and relieving of fatal frontal accidents.</p>
9	ITALY	//
10	IRELAND	
11	LUXEMBOURG	<p>A Road safety audits as a sustainable action to improve road safety</p> <p>B Speed, alcohol and drugs as the main factors of road accidents</p> <p>C Cross-border enforcement in the perspective of creating a safe European traffic environment</p>
12	THE NETHERLANDS	//
13	PORTUGAL	At moment isn't possible to be specific about this question.
14	SWEDEN	New technology, such as Alco Locks, ISA systems, seat belt reminders and "soft-noses" on lorries, is important for Road Safety. We would like to make Alco Locks a mandatory equipment in new cars registered in Sweden.
15	UNITED KINGDOM	<p>A The levelling off in deaths particularly for car occupants.</p> <p>B Safety of young people, in particular teenagers as pedestrians, cyclists, and as they progress to car and motorcycle/moped use.</p> <p>C Improving safety of novice drivers.</p>



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

		<p>D How to persuade road users and drivers in particular of the risks that they impose through speed and other risk taking behaviour in order to maintain support for enforcement of traffic law.</p> <p>E Re-emergence of drink-driving as a problem as the downward trend seems to have ceased.</p> <p>F Safety for elderly road users and how to maintain safe mobility for an ageing population.</p> <p>G Work-related accidents.</p>
NEW 10		
16	CYPRUS	<p>A Effective enforcement. It is believed that the systematic enforcement of road traffic rules is the most effective way for reducing road accident victims in Cyprus, given the casual attitude of cyriot road users towards driving and moving on the roads in general. Countries with populations with similar attitudes have been successful in combating this phenomenon and information on their experiences would be very useful.</p> <p>B Creating a road safety culture among the young road users. A very disconcerting phenomenon in Cyprus is the widespread disrespect of the young road users towards road traffic rules. This phenomenon is not of course characteristic of Cyprus only. Some European countries have had experienced the same phenomenon and have found ways to tackle the problems. The discussions of the subject in Verona would provide the Ministers with food for thought as to how to formulate their country's relevant policies.</p> <p>C Effective road safety education. Road safety education will be introduced to primary schools in Cyprus in the next school year. The subject has been introduced to the first 3 grades of secondary education in 1997. At a later stage road safety education will be introduced to the last 3 grades of secondary education. The discussion of the subject in the light of the results of the ROSE 25 project is considered very useful, given the importance of road safety education in creating the future road safety conscious road users.</p> <p>D Road Safety Inspections. A system of regular road safety inspections of all categories of roads is being set up in Cyprus for the removal of hazards before accidents occur. The discussion of the subject will, in our opinion, provide the Ministers with information about the effectiveness of this practice in reducing the hazards on the roads with low cost measures.</p> <p>E Widening the involvement of the private sector and society in general in the efforts for the reduction of road accidents. The exchange of views on successful ways of achieving a wider involvement of the private sector and society in general in the efforts to improve road safety is considered important, as we believe that it is vital to find effective ways to convince each citizen of his/her own responsibility in combating the problem of road accidents.</p>
17	CZECH REPUBLIC	//
18	ESTONIA	//
19	HUNGARY	The revision and the modification of the National Road Safety Program in line with the recommendations of the European Road Safety Action Program.
20	LATVIA	
21	LITHUANIA	
22	MALTA	<p>A Sharing of R & D in road construction which improves the safety of the road infrastructure;</p> <p>B Best practice in road lighting, tunnel safety measures.</p>
23	POLAND	
24	SLOVAK REPUBLIC	<p>A National co-ordination is very important. If there is good and close co-operation between central state, local state, self-government bodies, municipalities, institutions, public and private sectors there is a bigger possibility to reach our target we have set in our National Plan -50% fatalities to 2010. Also to reach this target will be much easier if there will be national co-operation.</p> <p>B Also, very important is transport education and awareness. If we want to have less traffic accidents we do have to educate people from their childhood and they have to be aware what consequences breaking the traffic rules can have.</p> <p>C To reach the target -50% of fatalities to year 2010 international co-operation is important so states can share the best practices and procedures how to reach reduction of traffic accidents. For Slovak republic is co-operation into V 4 and Austria important because these countries are in close neighbourhood with Slovakia, we have the same infrastructure and we are connected with highways.</p>
25	SLOVENIA	



		CANDIDATES
26	BULGARIA	A Decision of the Council of Ministers for proclamation of year 2005 as a year for active work for protection of children's life and health on the road under the motto "To educate and to protect our children in the road traffic" is currently under preparation. Following the Decision the respective Ministries and organizations in the frames of their competences will be empowered to elaborate measures related to the protection of the children in the road traffic. The Council of Ministers will also address this initiative to the private sector.
27	CROATIA	
28	ROMANIA	A Adopting and implementing Road Safety Audit legislation; B Together with the twinning partner (Twinning component PHARE 2004): Completion of the legal harmonization, Effective enforcement structures for the road transport legislation; Recommendations for setting up an effective and efficient of the Road Safety Co-ordinator, Road Safety Action Plan at national level.
29	TURKEY	
		EFTA
30	SWITZERLAND	Improvement and enforcement of the regulation regarding the safety of heavy vehicle traffic (social legislation in the broader sense that is driving and rest period/working and salary conditions, traffic management, technical requirements, controls and sanctions including cross-border collaboration.
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	A Speed limits and speeding. The speed limits and the driving speed are crucial for the outcome of an accident and therefore one of the main criteria's for success in the road safety work. B Driving under the influence of alcohol or drugs. A considerable share of persons killed in road traffic accidents are influenced by alcohol and/or drugs. Not only do they represent danger to their own well being, but also to others. C Use of seat belts and helmets. This is one of the cheapest and most cost effective road safety measures ever created. Although in many countries the usage is high, there still are great potentials for further improvement.

**Question**

Please point out if such lines of action represent a change of road safety policies in comparison to the precedent period. In affirmative case, please specify the reasons for such evolution.

In detail, the European Countries answered:

UE 15

1	AUSTRIA	During the last few years an increasing priority of road safety issues in transport policy in Austria was observed. Since the Austrian Road Safety Programme has been established in 2002 in accordance with the targets of the EU Action Programme the Austrian Minister of Transport made Road Safety one of his top priorities in transport policy.
2	BELGIUM	//
3	GERMANY	
4	DENMARK	//
5	SPAIN	The Points Driving Licence.
6	GREECE	Yes they do, because we presume the results up to now as non satisfactory.
7	FRANCE	Yes. A decrease in speed on the road network is observed, a better respect for the rules, and a reduction of the victims: these results are connected with the strengthening of controls and with the communication towards the road users.
8	FINLAND	//
9	ITALY	These lines of action represent a deep change in our road safety policies and the development of the Road Safety National Plan strategy and of the Road Act revision.
10	IRELAND	
11	LUXEMBOURG	No.
12	THE NETHERLANDS	//
13	PORTUGAL	//
14	SWEDEN	//
15	UNITED KINGDOM	No real change, but the change in the trend for fatalities is leading to in-depth study looking at all factors: behavioural, car design, response of medical services.

NEW 10

16	CYPRUS	The lines of action stated above represent an enhanced and more targeted approach to the road safety measures applied so far. but not a change of road safety policies.
17	CZECH REPUBLIC	//
18	ESTONIA	//
19	HUNGARY	According to our plans: yes.
20	LATVIA	
21	LITHUANIA	

MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE



22	MALTA	//
23	POLAND	
24	SLOVAK REPUBLIC	//
25	SLOVENIA	
CANDIDATES		
26	BULGARIA	//
27	CROATIA	
28	ROMANIA	Road Safety Audit draft legislation is vital for a new approach for a safer infrastructure. Without taking into account the specific road safety measures, the construction of new roads or the rehabilitation of existing ones can maintain or even increase the risk of the fatal road accidents. In the twining it will be analyzed and reconfigured the structure and the role of the Road Safety Coordinator-CISR, for a more efficient activity in the accident reduction.
29	TURKEY	
EFTA		
30	SWITZERLAND	//
31	LIECHTENSTEIN	
32	ISLAND	
33	NORWAY	//

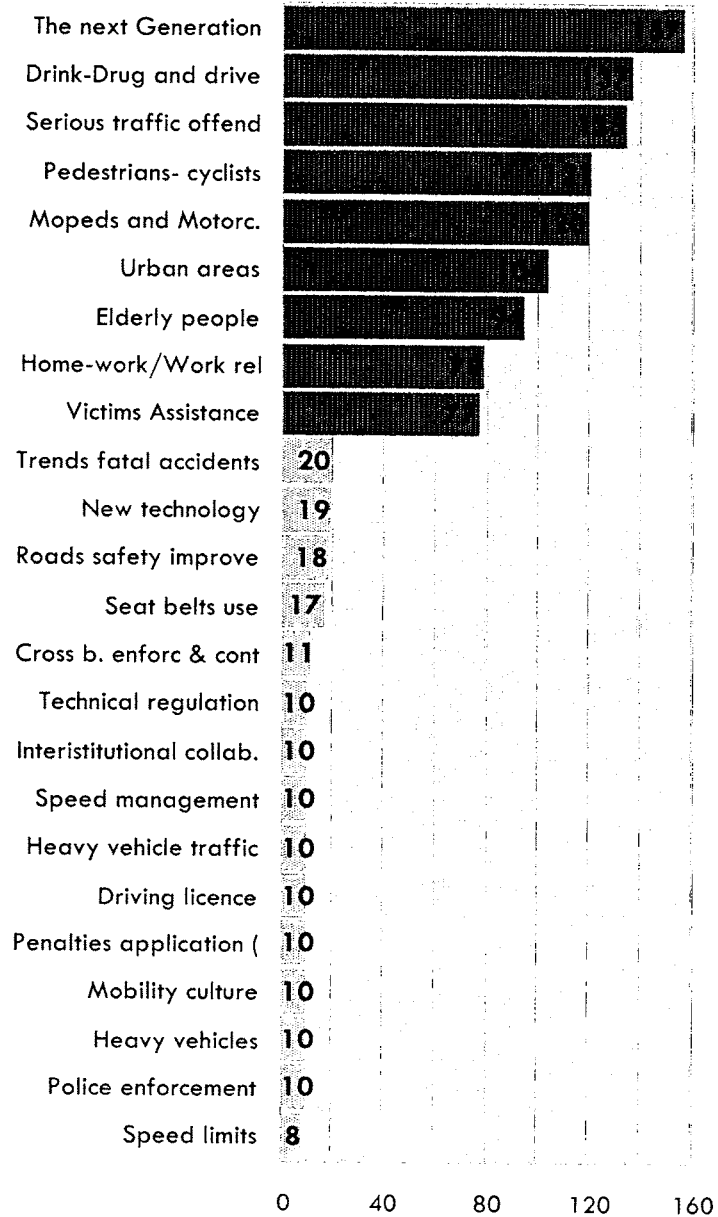


9 TOPICS FOR DISCUSSION

9.1 CLASSIFICATION

Question

On the main assigned topics for discussion, would you please give a degree of priority to them and indicate any other topics which your Minister would suggest for discussion?



This elaboration shows the classification of the priorities so as indicated by different Countries with the total score reached for each topic. In the following pages, the table describes the specific degree of priority assigned to different topics by every country.



Question

On the main assigned topics for discussion, would you please give a degree of priority to them and indicate any other topics which your Minister would suggest for discussion? To assist the organisers, please assign a degree of priority to the following topics: 1 (first priority), 2 (second priority) etc.

In detail, the European Countries answered:

		UE 15
1	AUSTRIA	1 Training the next generation 2 Safety roads for elderly people 3 Speed limits 4 Mopeds and the motorcycles 5 Serious traffic offenders 6 Drink and drive 7 Pedestrians and cyclists 8 The urban areas 9 The assistance to the road victims and their relatives 10 Home-work driving and work related road accident
2	BELGIUM	1 Training the next generation 2 Serious traffic offenders 3 The assistance to the road victims and their relatives
3	GERMANY	
4	DENMARK	1 Technical regulations for vehicles
5	SPAIN	1 Training the next generation 1 Serious traffic offenders 1 Drink and drive 1 The assistance to the road victims and their relatives 1 The urban areas 2 Mopeds and the motorcycles 2 Pedestrians and cyclists 2 Safety roads for elderly people 2 Home-work driving and work related road accidents
6	GREECE	1 Mopeds and the motorcycles 1 Pedestrians and cyclists 1 Training the next generation 1 The urban areas 1 Drink and drive 1 The assistance to the road victims and their relatives 1 <i>Improvement of Road Infrastructure *</i> 1 <i>Heavy vehicles *</i> 1 <i>Police Enforcement *</i> 1 <i>Interinstitutional Collaboration *</i> 2 Serious traffic offenders 2 Home-work driving and work related road accidents 2 <i>Safety roads for elderly people *</i>
		*) <i>New topic for discussion</i>
7	FRANCE	1 Training of the new generation 1 The urban areas 1 Drink-driving 1 Aid for the victims of the road and for their family



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

		<ul style="list-style-type: none"> 1 <i>Strengthening of controls and cross-border enforcement for automated speed control *</i> 1 <i>Drug-driving *</i> 2 Safety of the roads for the elderly people 2 Auto-cycles and motorcycles 2 Authors of serious infringements 2 Accidents on the work-residence way and connected with work 3 Pedestrians and cyclists <p style="text-align: right;">*) <i>New topic for discussion</i></p>
8	FINLAND	<ul style="list-style-type: none"> 1 Serious traffic offenders 2 <i>Use of new technologies e.g. alcolocks, ISA, EVI in road safety activities for better safety*</i> 3 Drink and drive 4 Safety roads for elderly people 5 The urban areas <p style="text-align: right;">*) <i>New topic for discussion</i></p>
9	ITALY	<ul style="list-style-type: none"> 1 <i>Safe and sustainable mobility culture *</i> 1 <i>Trends in fatal accidents *</i> 2 The urban areas 3 Safety improvement for the road with a high risk level 4 Drink and drive 5 Home-work driving and work related road accidents 6 Pedestrians and cyclists 7 Mopeds and the motorcycles 8 Training the next generation 9 Safety roads for elderly people 10 Serious traffic offenders 11 The assistance to the road victims and their relatives <p style="text-align: right;">*) <i>New topic for discussion</i></p>
10	IRELAND	
11	LUXEMBOURG	<ul style="list-style-type: none"> 1 Training the next generation 2 Mopeds and the motorcycles 3 Drink and drive 4 Serious traffic offenders 5 Pedestrians and cyclists 6 Safety roads for elderly people 7 Home-work driving and work related road accidents 8 The assistance to the road victims and their relatives 9 The urban areas 10 <i>Cross-border enforcement*</i> <p style="text-align: right;">*) <i>New topic for discussion</i></p>
12	THE NETHERLANDS	//
13	PORTUGAL	<p>Safe of pedestrians, reducing the number of road accidents improving of training and evaluation of the drivers More celerity on application of the penalties, particularly for the inhibition of driving.</p>
14	SWEDEN	<ul style="list-style-type: none"> 1 Drink and drive 1 New technology 1 Speed management 2 Mopeds and the motorcycles
15	UNITED KINGDOM	<ul style="list-style-type: none"> 1 <i>Trends in fatal accidents *</i> 2 Training the next generation 3 Pedestrians and cyclists especially teenagers 4 Mopeds and the motorcycles 5 Serious traffic offenders 6 Safety roads for elderly people



		<ul style="list-style-type: none"> 7 Home-work driving and work related road accidents 8 Drink and drive 9 The urban areas 10 The assistance to the road victims and their relatives 	*) New topic for discussion
			NEW 10
16	CYPRUS	<ul style="list-style-type: none"> 1 Training the next generation 2 Serious traffic offenders 3 The urban areas 4 Drink and drive 5 Mopeds and the motorcycles 6 Pedestrians and cyclists 7 Safety roads for elderly people 8 The assistance to the road victims and their relatives 9 Home-work driving and work related road accidents 	
17	CZECH REPUBLIC	<ul style="list-style-type: none"> 1 Serious traffic offenders 2 The urban areas 3 Drink and drive 4 Training the next generation 5 Pedestrians and cyclists 6 Mopeds and the motorcycles 7 Safety roads for elderly people 8 The assistance to the road victims and their relatives 9 Home-work driving and work related road accidents 	
18	ESTONIA	<ul style="list-style-type: none"> 1 Drink and drive 2 Serious traffic offenders 3 Pedestrians and cyclists 4 Training the next generation 5 The urban areas 6 Safety roads for elderly people 7 Mopeds and the motorcycles 8 The assistance to the road victims and their relatives 9 Home-work driving and work related road accidents 	
19	HUNGARY	<ul style="list-style-type: none"> 1 Pedestrians and cyclists 2 Mopeds and the motorcycles 3 Training the next generation 	
20	LATVIA		
21	LITHUANIA		
22	MALTA	<ul style="list-style-type: none"> 1 Mopeds and the motorcycles 1 Pedestrians and cyclists 1 Training the next generation 2 Safety roads for elderly people 1 The urban areas 1 Serious traffic offenders 1 Drink and drive 2 Home-work driving and work related road accidents 2 The assistance to the road victims and their relatives <p><i>Enforcement of wearing of rear seat belts *</i></p>	*) New topic for discussion
23	POLAND		



MEASURES AND PRIORITIES FOR ROAD SAFETY IN EUROPE

24	SLOVAK REPUBLIC	1. Training the next generation <i>Usage of seatbelts *</i>	*) <i>New topic for discussion</i>
25	SLOVENIA		
CANDIDATES			
26	BULGARIA	1 Protection of children's life and health on the road	
27	CROATIA		
28	ROMANIA	1 Serious traffic offenders 2 Home-work driving and work related road accidents 3 The urban areas 4 Pedestrians and cyclists 5 Mopeds and the motorcycles 6 Training the next generation 7 Safety roads for elderly people 8 The assistance to the road victims and their relatives 9 Drink and drive	
29	TURKEY		
EFTA			
30	SWITZERLAND	1 Training the next generation 1 Serious traffic offenders] 1 Drink and drive 1 The assistance to the road victims and their relatives 1 Safety of heavy vehicle traffic 2 Mopeds and the motorcycles 2 Pedestrians and cyclists 2 Safety roads for elderly people 3 The urban areas 3 Home-work driving and work related road accidents	
31	LIECHTENSTEIN		
32	ISLAND		
33	NORWAY	1 Serious traffic offenders 2 Drink and drive 3 Training the next generation 4 Mopeds and the motorcycles 5 Pedestrians and cyclists 6 Home-work driving and work related road accidents 7 Safety roads for elderly people 8 The urban areas 9 The assistance to the road victims and their relatives	

THE FOURTH VERONA CONFERENCE



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2006

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