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ANNEX 1

ANNEX

to the

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**EUROPE ON THE MOVE
Sustainable Mobility for Europe: safe, connected and clean**

Annex 1: Strategic Action Plan on Road Safety

This Annex outlines specific actions envisaged under the current Commission mandate, i.e., until end Q3 2019. **These actions are set out with a specific target time frame.** It cannot of course prejudge action for the next Commission but instead sets out additional envisaged actions for the post 2019 period indicatively and **without a specific target time frame.**

1. Enhanced road safety governance

To counter the trend of stagnating road safety figures in the EU and move closer to the long-term goal of zero road fatalities in the EU by 2050 ("Vision Zero"), a new approach is needed. The EU road safety policy framework 2021-2030, to be elaborated in detail by 2019, is based on the **Safe System approach**. This involves setting clear **targets**, monitoring progress with the help of a set of **key performance indicators** directly linked to preventing deaths and serious injuries for all road users. It requires **coordinated action of all sectors and for all road users** under an enhanced governance structure.

Key Actions on governance

The Commission will flesh out the principles for an EU road safety policy framework 2021-2030 set out in the present Communication [Q2/2019], including

- a list of key performance indicators to be connected to target outcomes, established in close cooperation with Member States;
- an enhanced mandate of the High Level Group on Road Safety (made up of high ranking representatives of national administrations) to include strategic advice and frequent feedback; and
- the new role of European Road Safety Ambassador, a well-known personality, to coordinate road safety efforts with Member States and spread good practice both inside the EU and internationally.

Throughout the framework period, the Commission (steered by a cross-DG coordination group) will engage with Member States and stakeholders to monitor and accelerate progress, for example by organising biannual results conferences and by promoting voluntary commitments, in particular in the context of an enhanced European Road Safety Charter¹.

2. Stronger financial support for road safety

An important lever at the EU's disposal to accelerate the delivery of results is to support road safety initiatives with various funding solutions. Infrastructure upgrades can be supported from regional funds in the current financial framework. Moreover, in today's call for the Connecting Europe Facility, 200 million Euro are being made available for road safety and digitalisation. In the longer run, it will be important to provide **stability and coherence in funding solutions** for infrastructure upgrades, other road safety actions as well as capacity building.

¹ The European Road Safety Charter is a civil society platform for road safety, created by the European Commission, with more than 3500 members today.

Key Actions on enabling and funding

The Commission will:

- encourage the use of EU financial support from the European Structural and Investment Funds for road safety upgrades of infrastructure, especially in Member States with comparatively poor road safety performance, and encourage the use of the Connecting Europe Facility [Q2/2018];
- streamline and strengthen funding support for road safety actions in the next Multiannual Financial Framework bearing in mind the complementarity of the different funding instruments [Q2/2018];
- investigate how to provide stability in funding support for road safety actions under the next Multiannual Financial Framework, such as joint cross-border road traffic enforcement operations organised in cooperation between police bodies [Q3/2018]; and
- investigate possibilities to financially support capacity building at Member State level, for example related to Safe System strategies (eg Key Performance Indicators measurement methodology) [Q3/2019].

In addition, the Commission will explore, in close cooperation with the European Investment Bank, how to facilitate public authorities' access to appropriate financial support for procuring safer fleets. One example could be a possible Safer Transport Facility or an extension of the existing Cleaner Transport Facility.² The Commission will also explore how to fund research and innovation needed for the development and implementation of Safe System strategies.

3. Safe roads and roadsides

The Safe System approach to road engineering involves matching road function, design, layout and speed limits to accommodate human error in a way that crashes do not lead to death and serious injury. The Commission is today proposing to revise the Road Infrastructure Safety Management Directive to mandate **more transparency and network-wide risk mapping** and to extend its scope beyond the Trans-European Networks to **all primary roads**.

Key Actions for safe roads and roadsides

The Commission will:

- carry out preparatory work and establish an expert group whose task will be to elaborate a framework for road classification that better matches speed limit to road design and layout in line with the Safe System approach [Q3/2019]; and
- facilitate exchange of experience on Safe System methodologies between practitioners (eg in a Forum of European road safety auditors) [on adoption of the revised Road Infrastructure Safety Management Directive].

Throughout the framework period, the Commission will seek to identify further EU action, such as defining specific safety objectives for Trans-European Networks roads in the next revision of the Trans-European Networks guidelines.

² <http://www.eib.org/projects/sectors/transport/cleaner-transport-facility>

4. Safe vehicles

The EU has been successful in reducing deaths and serious injuries by improving vehicle safety through successive iterations of the Vehicle General Safety Regulation and the Pedestrian Safety Regulation. The Commission is proposing to revise these Regulations to make some **important safety features mandatory**, such as Intelligent Speed Assistance, Autonomous Emergency Braking (including in relation to pedestrians and cyclists) or improved direct vision for trucks. As a follow-up, it will be important to prioritise the work of the EU and in the United Nations in developing new vehicle safety regulations (for example Autonomous Emergency Braking for trucks including pedestrian and cyclist detection and direct vision standards). **Public procurement** also presents an interesting opportunity to positively influence the pace of the uptake of safety technologies.

In addition, the Commission is proposing to revise the Tyre Labelling Regulation to improve consumer information, in particular on the **safety performance of tyres**.

Key Actions on safe vehicles

The Commission will:

- start to assess whether retrofitting the existing fleet (particularly buses and trucks) with Advanced Driver Assistance Systems is feasible and cost-effective [Q4/2018]; and
- encourage Member States to consider, whilst preserving competition in the internal market, national incentives to fast-track proven technologies by a range of means including procurement, safe travel policies, tax and insurance incentives [Q2/2018].

The Commission will seek voluntary commitments, for example from

- employers/associations of road hauliers (eg using vehicles with the latest safety features ahead of these being required by law),
- public authorities (eg cities favouring the purchase of the safest, not only the cleanest, cars for their fleets in public procurement),
- manufacturers (eg rolling out safety features beyond the minimum requirements for all price segments),
- insurers (eg changing the structure of premiums in favour of safer vehicles),
- the car renting & sharing sector (eg promoting safe cars in car rental and leasing activity, regular maintenance), and
- driving schools (eg training new and existing drivers and riders in how to use new vehicle safety features).

The Commission will evaluate the need for further action, including as regards tyre regulations to test grip performance on end-of-life tyres, as regards the legal framework for vehicle roadworthiness testing, including actions to tackle potential vehicle tampering by owners/holders, and as regards making safety considerations more prominent in EU public procurement legislation.

5. Safe road use

The safety **behaviour** of road users (speed, use of protective equipment like seatbelts and crash helmets, driving without alcohol and other drugs, driving, riding and walking without

distraction) and its **enforcement** are also key in the prevention and mitigation of severe crashes. The proposal for a revised General Safety and Pedestrian Safety Regulation covers some features that promise high safety gains (Intelligent Speed Assistance, drowsiness recognition technology, standardised interfaces for alcohol interlocks).

Key Actions on safe road use

The Commission will:

- start to assess options to improve the effectiveness of the directive on cross-border enforcement of traffic offences, on the basis of an evaluation carried out in 2016 [Q4/2018];
- launch a study into the feasibility of a possible legislative initiative on the mutual recognition of driving disqualifications [Q1/2019];
- transpose United Nations Economic Commission for Europe (UNECE) regulation making seatbelt reminders mandatory for all seats [Q4/2018];
- work with Member States to enable necessary conditions for the functioning of overridable Intelligent Speed Assistance, including regarding the availability of speed limits in a digital format, and consider the feasibility and acceptability of non-overridable Intelligent Speed Assistance in the future [Q3/2019]; and
- start to assess how to strengthen the EU recommendation on permitted blood alcohol content, eg recommending stricter limits for professional drivers and/or novice drivers and giving guidance on the use of alcohol interlocks [Q3/2018].

The Commission will seek voluntary commitments, for example from

- employers/associations of road hauliers (eg strengthened education and awareness raising among professional drivers, beyond the legal requirements for training for professional drivers),
- the education sector (eg making road safety part of regular curricula) and user organisations (eg promoting safe behaviour, taking age and gender factors into account),
- public authorities (eg requiring the fitting of alcohol interlocks in public procurement),
- coach travel operators (eg awareness-raising campaigns on seatbelts), and
- taxi and ride-sharing companies (eg providing their fleet with child seats).

The Commission will also seek to encourage and support research under the future research and innovation programme on developing testing methods and cheaper tools for drug detection as well as on automatic assessment of fitness to drive and on avoiding inattention including distraction by electronic systems integrated in vehicles. It will assess whether to mandate individual electronic seatbelt reminders in coaches and to develop a code of good practice with industry to ensure that in-car information systems and phones are designed in a way to allow safe use. The Commission will identify the need for further action, for example in relation to the definition and implementation of the notion of "safe speed"; cyclist helmets and protective clothing for motorcyclists; and/or graduated licencing for novice drivers.

6. Fast and effective emergency response

Effective post-crash care, including fast transport to the correct facility by qualified personnel,

reduces the consequences of injury. In this context, the effects of the roll-out of **eCall**, the automated emergency call in the event of a crash, should be closely monitored.

Key Actions on emergency response

The Commission will:

- start to assess the effect of eCall and evaluate the possible extension to other categories of vehicles (heavy goods vehicles, buses and coaches, motorcycles, and agricultural tractors) [Q3/2019,] and
- facilitate closer contacts between road safety authorities and the health sector to assess further practical and research needs (eg how to ensure matching injuries with qualified staff and appropriate medical facilities) [Q3/2018].

The Commission will seek voluntary commitments, for example from

- commercial and public transport operators (eg providing first responder training for drivers),
- manufacturers (eg installing eCall in new cars of existing types or retrofitting it),
- insurers (eg reducing insurance premiums for cars that have eCall installed).

7. Future-proofing road safety

Connectivity and automation have tremendous road safety potential in the long run, but their risks, for example related to **cyber-security** and the functioning of highly automated vehicles in **mixed traffic**, need to be addressed. As part of the mobility package, the Commission is therefore proposing a comprehensive strategy on connected and automated mobility.

The **collaborative economy** (for example car and bike sharing schemes) and some **environmental measures** offer opportunities for mutual benefits when they are combined with road safety measures (eg safer and more attractive environments for walking and cycling), but also come with risks such as more unprotected users on the roads.

Any future initiative will have to take into account the specific needs of **vulnerable road users** and of different **user groups** (age, gender, disabilities). In addition, the field of **occupational safety** may need reinforced action.

Key Actions on emerging challenges

The Commission will:

- adopt specifications on cooperative intelligent transport systems (delegated act under the Intelligent Transport Systems Directive), including vehicle-to-vehicle and vehicle-to-infrastructure communication³ [Q4/2018];
- work closely with stakeholders to launch a process towards developing a code of conduct for the safe transition to the higher levels of automation, to make sure that requirements and procedures take road safety considerations (mixed traffic, interaction with other road users, platooning) fully into account, in particular ensuring coherence among national traffic rules and avoiding contradiction with EU vehicle rules [Q3/2019]; and
- set up a Safe City challenge or award [Q3/2019].

³ See COM(2018) 283 - Communication: "On the road to automated mobility: An EU strategy for mobility of the future"

The Commission will seek voluntary commitments, for example from

- operators, fleet managers and hauliers (eg adopting a corporate road safety policy);
- trade associations (eg giving road safety guidance to SMEs, especially as regards safety of delivery vans in urban areas); and
- national authorities (eg following good practice examples in fighting and campaigning against vehicle tampering).

Throughout the framework period, the Commission will evaluate the need for further EU action, such as in promoting the harmonisation of human-machine interfaces fitted to vehicles to ensure all drivers and users can interact with vehicles without compromising safety and addressing access to in-vehicle data. The Commission will evaluate whether to review legislation on driving licences, roadworthiness, training of professional drivers and driving time to take developments in cooperative, connected and autonomous mobility into account. Furthermore, the Commission will explore road safety aspects of urban mobility planning, safety at work, fitness to drive and ride and new business models in personal transport.

The Commission will also encourage and support research and innovation under the next framework programme with the aim of informing road safety policy, including as regards new mobility patterns and societal changes, the interaction between humans and technology, in particular human-machine interfaces and the safe transition towards automation, enforcement and security.

8. The EU's global role: exporting road safety

The Commission's road safety focus beyond the EU is on its immediate neighbours, in particular the countries of the **Western Balkans** and of the **Eastern Partnership**, who are preparing to sign road safety declarations in the course of 2018, as well as Turkey.

In addition, the EU's road safety role vis-à-vis the **United Nations** and in particular the United Nations Economic Commission for Europe, should be assessed.

Key Actions for improving road safety outside the EU

The Commission will:

- further develop road safety cooperation with the EU's neighbours, in particular the Western Balkans and the Eastern Partnership, building on Road Safety Declarations being adopted in 2018, in particular by sharing best practice and supporting capacity building [Q3/2018].

The Commission will also evaluate how we might strengthen the coordination of traffic rules (UN Geneva and Vienna Conventions), including at the EU level, so that traffic rules can be adapted to cooperative, connected and autonomous mobility in a harmonised way. And the Commission will explore how to cooperate with international financing initiatives, such as the UN Road Safety Trust Fund.