ECMT WORK ON ROAD SAFETY

International Conference on “Traffic Safety - a Common Task for the Integrated Europe”

3-4 September 2001
Budapest, Hungary

JACK SHORT
European Conference of Ministers of Transport
40 Full Member Countries

Albania, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, FYR Macedonia, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Moldova, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom
6 Associate Member Countries

Australia
Canada
Japan
New Zealand
Korea
United States
2 Observer Member Countries

Armenia
Morocco
ECMT WORK ON ROAD SAFETY

● Working Group of Government Officials
● Statistics
● Conferences/Seminars/Round Tables
● Reports/Publications
● Recommendations/Resolutions
● Partnerships with other Organisations
ECMT WORK ON ROAD SAFETY

Road Accident Trends
ROAD ACCIDENT TRENDS - Western ECMT countries *

1970 = 100

* Austria, France, Germany, Iceland, Norway, Portugal, Spain, Switzerland, Sweden and United Kingdom
ROAD ACCIDENT TRENDS - CEEC's *
1970 = 100

* Albania, Azerbaijan, Bulgaria, Czech Republic, Estonia, Georgia, Hungary, Lithuania, Latvia, FYR Macedonia, Moldova, Romania, Slovak Republic and Slovenia
Fatality Rates per million population
2000 (estimated data)*

Source: Trends in the transport sector, ECMT
* population data refer to 1998
Fatality Rates per million road motor vehicles
2000 (estimated data)*

Source: Trends in the transport sector, ECMT
*vehicle data refer to 1998
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Safety in Road Traffic for Vulnerable Users
Communication in Road Safety
Speed Moderation
Principal Actions of ECMT in the Field of Road Safety
Statistical Report on Road Accidents 1997/98
Safety in Road Traffic for Vulnerable Users
Communication in Road Safety
Speed Moderation
Statistical Report on Road Accidents
1997/98
Forthcoming publications ....

• Economic Evaluation of Road Traffic Safety Measures

• Trends in the Transport Sector 1999/2000
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Almost 30 sets of recommendations since 1970

Non legally binding but politically accepted

Gradual change from specific technical measures (e.g. seatbelts) to broader policy ones (decentralisation)

Full texts on ECMT website

www/oecd.org/cem
ADVANTAGES OF RESOLUTIONS

- Countries can take a forward looking approach
- Set ambitious goals
- Provide a policy framework at international level
LIMITATIONS OF RESOLUTIONS

- Non legally binding
- Sometimes general in nature
- Implementation is a national matter
- Implementation is difficult to monitor
- No priorities for New Member Countries.
EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

SELECTION OF RESOLUTIONS

1997-1999  Vulnerable Users: Cyclists, Pedestrians, Motorcyclists
1999      Communication
1993      Drinking and Driving
1992      Decentralised Road Safety Policies
1987      Road Safety of Children
1982      Speed Limits: Compliance
1978      Seat Belts
1978      Driver Training
1974      Speed Limits
Communication is a central part of Safety Policy

All measures need communication effort

Adapt to the target group

Set operational objectives

Encourage positive models of behaviour

Get message to all target individuals

Evaluate results
HUNGARY AND ECMT RESOLUTIONS

• Reviewed implementation in 1994
• Many resolutions implemented
• Some weak points
  ➔ Education in schools
  ➔ Young drivers of motorcycles
  ➔ Traffic safety in residential areas
  ➔ Advertising
  ➔ Trucks: liability for those giving orders
SAFETY IN HUNGARY

- Policies moving in the Right Direction
  - Structures
  - New targets
  - Measures (e.g. Points)

BUT

- Higher speed limits?
- Safety as priority?
- Behaviour?
NEXT STEPS IN ECMT

- Summary of Key Resolutions
- Quality of Policies/Strategic Approaches (Prague Seminar, March 2002)
- Priorities and Cost Effectiveness
- Targets Discussion
- National Peer Reviews