Two Themes

- Road Safety
- Road Freight Policy
Road Safety

- First Baltic Meeting in December 2000
- Data showed...
Total number of deaths per million population 2003

Source: ECMT
Road Safety

Road Fatalities

- Estonia
- Lithuania
- Latvia
- ECMT
Road Safety

Lithuania - Road Accidents

1970 = 100

Accidents
Casualties
Fatalities
Road Safety

Rightarrow Agreed to do a detailed Review (TOR, structure, etc.)

Rightarrow Team of ‘Peers’ (Sweden, Austria and Netherlands), Secretariat and national experts

Rightarrow Work recently published
Road Safety

FINDINGS

⇒ Many experts already
⇒ Laws adequate
⇒ Good knowledge and information
Road Safety

**BUT**

- Political commitment weak
- Societal commitment weak
  - Municipalities
  - NGOs
  - Media
- Engineering, planning inconsistent
- Implementation poor
## Problem Areas
### Pedestrian Accidents

### Share of Pedestrian Fatalities in European Countries 1999

*Source: CARE Database (European Commission)*

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<th>Country</th>
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Problem Areas
Road Design
Problem Areas
Improper Signing
Problem Areas
Dangerous Crossings
Problem Areas

Improper Mix of Vehicles on Highways
Problem Areas (cont.)

- Drinking / driving
- Low seat belt wearing
- Dusk and night accidents
- Structures / not well coordinated
Recommendations

⇒ More commitment to safety awareness across society

- Set up a Parliamentary Committee
- Set up a Traffic Safety Administration to coordinate
Recommendations for the reorganisation of the road safety organisation structure in Lithuania
Recommendations (cont.)

- Strengthen Traffic Safety Commission

- Set a vision and target and plan
  - Subtargets (e.g. pedestrians, seat belt wearing,.....)
Recommendations (cont.)

Engineering improvements
- Road design
- Safety audits
- Clarify responsibilities

Education and Communication
- Concentrate on speeding and drinking
- Stronger enforcement
- Obtain media commitment
Encouraging Recent Progress

- Fatalities – 21% in the last 6 months
- Speed limits to 50
- Seat belts in back seats
- Targeted campaign
- Radar
Road Transport Policy

Moscow Ministerial Session
24-25 May 2005

- Framework for Road Freight Policy
- Role of multilateral and bilateral systems
- Role of ECMT licences
Road Transport Policy

- Road is dominant mode
Freight Transport Trends (tonne-kilometres)  
Western European Countries  
1970=100
Trends in Freight Transport (tonne-kilometres)
Eastern Europe and Baltic States
1970=100

Source: ECMT
Road Transport Policy

Policy always controversial

- Too much road traffic
- Not environmentally friendly
- Unfair competition with rail
- Rules not obeyed
Road Transport Policy

⇒ Very long battle to:
  • Open markets (Council brought to Court)
  • Agree standards (40 years for weights and dimensions)
  • Get a balance between liberalisers vs harmonisers (still going on)

⇒ Politically difficult
  • Strong lobbies
  • Defend tendencies (protect market share)
  • Environmental and safety arguments
International Market Access

- Fully open (almost) in EU

- Outside EU
  - Bilaterals (over 1000!)
  - Multilateral ECMT licences
International Market Access (cont.)

imity:

- Costly to maintain
- Discriminatory
- Inconsistent with EU law, GATT
- Will disappear eventually

- Multilaterals
  - Must be future framework
  - Problem with control
ECMT System

- Started in 1974
- Grew slowly until 1990’s
- Plays important role in integration
Trends in number of ECMT Licences

- Basic quotas
- Total licences

Green lorries
Greener and Safer lorries
EURO 3 and Safe lorries
ECMT System (cont.)

- Incentives for clean and safe lorries in 1990’s
  - Green 1993
  - Green and Safe 1997
  - Euro 3 2002

- Problems
  - Political (fears of unfair competition)
  - ‘Misuse’
Future of System

- Continue with system until open market
- Use it to replace bilaterals
- Limits on use of licences in EU (on number of trips)
- More for non EU – less for EU?
- High quality system (high level harmonisation)
  - Vehicles
  - Companies
  - Drivers
- Model for future international road market