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'I' ITEM NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	5001/3/17 REV 3 TRANS 1
Subject:	Valletta declaration by Ministers of Transport at the High-level Conference on Road Safety (Malta 28–29 March 2017) – Way forward

1. Introduction

1. On 2 December 2010, the Council adopted Conclusions on the road safety policy for the next decade.¹ Among other points, Council underlined the need to give special attention to reducing the number of injured people, supporting the aim of a specific quantitative reduction target based on a common definition of "injured people".
2. Work at expert level on a common definition and statistical method have led to a first EU-wide estimation, in 2016, of the number of seriously injured that occurred in 2014 (135 000 cases).

¹ See doc. ST 16951/10.

3. At the Council meetings of 7 June 2016 and 1 December 2016, the Commission drew the Council's attention to the worrying sign of stagnation in the trend of road fatalities. The Commission also summarised its view on the way forward with regard to the number of seriously injured. Also on 7 June 2016, the Czech delegation informed Council about a regional conference and declaration on improving road safety.²

2. Valletta Declaration on Road Safety

4. The Maltese Presidency, in cooperation with the Commission, is organising a High-Level Conference in Malta on 28 and 29 March 2017, bringing together policy makers from the EU and the UN system, road safety experts and stakeholders.
5. A draft for a Ministerial Declaration on road safety, scheduled to be endorsed on 29 March 2017, was discussed in the Working Party on Land Transport on 17 and 24 January, 3 and 14 February 2017.³
6. After the Ministerial Conference the Presidency intends to propose the adoption of Council Conclusions based on the content of this Ministerial Declaration.

3. Conclusion

7. In view of the Working Party's general support for the draft Ministerial Declaration on road safety, set out in the Annex to this note, the Permanent Representatives Committee is invited to
- take note of its content and
 - approve the Presidency's way forward.

² See docs ST 9108/16 and 14706/16.

³ See docs ST 5001/17 and REV 1 to REV 3, WK 1667/2017.

Draft Valletta Declaration on Improving Road Safety

1. Transport Ministers of the Member States of the European Union, meeting in Valletta on 29 March 2017 under the Maltese Presidency of the European Union, reconfirm their commitment in improving road safety. The persistently high number of traffic fatalities (26,100 deaths in the EU in 2015) and serious road traffic injuries are a major societal problem causing human suffering and unacceptable economic costs, estimated in the order of EUR 50 billion per year for fatal accidents alone¹, and more than EUR 100 billion when serious accidents are included.²
2. There has been a steady and promising trend towards meeting the common target of halving the number of road deaths between 2010 and 2020, endorsed by the Council of the European Union in 2010,³ but fatality reduction rates have plateaued in recent years. Of particular concern are the number of fatalities and seriously injured related to pedestrians and cyclists. The target has therefore become extremely challenging and, unless further efforts are made, it may not be met.
3. The work on improving road safety should not be measured only by counting road deaths; the number of serious injuries is no less worrying as it is five times higher than road deaths.² We should aim towards an ambitious overall target, in the spirit of the UN General Assembly resolution on improving global road safety⁴, to drive the appropriate reduction measures. Such a target needs monitoring through comparable and reliable data, reported using a common definition. Those data have to be thoroughly analysed in a collaborative work between Member States and the European Commission so that, based on their robustness, appropriate additional measures could be taken to reduce the number of such injuries in the next decade.

¹ European Commission, Road safety study for the interim evaluation of Policy Orientations on Road Safety 2011-2020, 2015, p. 19.

² European Commission, Press Release, 31 March 2016, IP/16/863.

³ Council Conclusions on road safety, 2 December 2010, point 21, doc. ST 16951/10.

⁴ Resolution A/70/260 of April 2016.

4. The situation on road safety varies widely across the Member States. A special effort should be made in those cases where road safety is below the European Union average, supported by close cooperation and knowledge-exchange among Member States.
5. Speeding, driving under the influence of alcohol or drugs, and being distracted or tired while driving continue to be among the major causes of road traffic collisions. Failure to use protective equipment aggravates the injury severity. Particular attention should thus be paid to improving road users' behaviour.
6. There is already a wide range of instruments relating to, in particular, better enforcement of traffic rules in the Member States and across borders, better education and awareness-raising of road users, as well as improvement of infrastructure and vehicle safety, taking into account age and roadworthiness. These instruments should be readily applied.
7. Building on the principle of subsidiarity, road safety is a shared responsibility, which requires concrete and joint action by the institutions of the European Union, the Member States, regional and local authorities, the industry and the civil society.
8. The Transport Ministers⁵ will undertake to:
 - a) continue and reinforce measures necessary to halve the road deaths in the EU by 2020 from the 2010 baseline;
 - b) enhance cooperation between Member States, including relevant authorities, and with civil society, research institutes and the private sector, in particular with regard to road safety plans and strategies following a risk-based or an integrated approach (such as the 'Safe System' approach);
 - c) take into account cycling⁶ and walking in mobility plans, safety policies and measures and, where feasible, consider the inclusion of dedicated infrastructure;

⁵ [NOTE: should be changed to "Member States" for Council Conclusions]

⁶ The policy on cycling is specifically addressed in the Declaration of Luxembourg on Cycling as a climate friendly transport mode, October 2015.

- d) improve the safety of road users by developing safer road infrastructure, bearing in mind the possibility of extending the application of infrastructure safety management principles beyond the Trans-European Transport Network (TEN-T) roads;
- e) engage with relevant stakeholders, as part of urban mobility planning, on the possibility of expanding and integrating reduced speed limits, such as 30km/h, into high risk areas, in particular to areas where people work, cycle and play;
- f) ensure the effective deployment of the e-Call system and reduce rescue times;
- g) promote the undertaking of in depth investigations using relevant samples of severe traffic collisions/accidents and analysing the data to identify priority areas for intervention;
- h) continue, in parallel with our efforts towards reaching the 2020 fatality reduction target, with the work towards: (i) reducing the numbers of seriously injured in road traffic collisions, and (ii) reporting reliable and comparable data using a common definition based on the MAIS⁷3+ trauma scale by 2018;
- i) set a target of halving the number of seriously injured in the EU by 2030 from the 2020 baseline using this common definition and in the framework of an overall road safety strategy for this period;
- j) continue developing measures to ensure post-collision care, early rehabilitation and social reintegration of road traffic accident victims, in cooperation with the relevant public policy stakeholders, in particular with those representing road traffic victims;

⁷ *Maximum Abbreviated Injury Scale*, an index ranging from 1 to 6.

- k) effectively enforce road safety rules and provide support to road enforcement bodies, including through cooperation and exchange of best practices, in particular with regard to speeding, driving under the influence of alcohol or drugs, failing to comply with traffic light and traffic sign rules, being distracted while driving, e.g. by using mobile devices, and failing to use protective equipment. Particular attention should be given to preventive tools such as alcohol interlocks, and to other technical support systems;
- l) continue to work in international road safety bodies⁸ to help accelerate improvements in road safety through technical and non-technical means in Europe and further afield;
- m) ensure adequate levels of funding for future road safety policies, programmes and research in accordance with: (i) the objectives set out in national strategies and (ii) the available financial resources of the Member States;
- n) promote, together with the European Commission, a Europe-wide road safety culture, based on shared values, and improve road users' behaviour through continued and effective education and training targeting different groups, taking into account the specific needs of vulnerable road users⁹ as well as professional drivers;
- o) support the deployment of compatible and interoperable connected and automated vehicles with proven safety benefits, as mentioned in the Declaration of Amsterdam¹⁰ and the Commission's strategy on Cooperative Intelligent Transport Systems.¹¹

⁸ Such as working groups of the UN Economic Commission for Europe (Working Party on Road Traffic Safety (WP.1), World Forum for Harmonization of Vehicle Regulations (WP.29), Working Party on the Transport of Dangerous Goods (WP.15)).

⁹ 'Vulnerable road users' includes non-motorised road users, such as pedestrians and cyclists, as well as motor-cyclists and persons with disabilities or reduced mobility and orientation.

¹⁰ Declaration of Amsterdam on Cooperation in the field of connected and automated driving, April 2016.

¹¹ Document COM (2016) 766 final of November 2016.

9. The Transport Ministers call upon the Commission to:

- a) enhance the protection of road users, and in particular vulnerable road users by ensuring the deployment of new safety features for vehicles, for instance through accelerating the review of type-approval rules in the General Safety Regulation as outlined in the Commission's report to the European Parliament and the Council entitled "Saving Lives: Boosting car safety in Europe";¹²
- b) prepare a new road safety policy framework for the decade after 2020, including an assessment of the road safety performance taking into account the targets and objectives set out in this Declaration;
- c) explore the strengthening of the Union's road safety legal framework with particular focus on Member States' cooperation in the mutual recognition of the driving disqualifications of non-resident drivers, without prejudice to the appropriate legal base(s) for such proposals;
- d) work with all stakeholders to establish projects and initiatives to protect vulnerable road users and facilitate the exchange of knowledge and best practices among Member States concerning road accident investigation, as well as road safety strategies and campaigns;
- e) explore the potential of connected and automated driving technologies, and of the use of the data that is already available in vehicles and infrastructures, to enhance road safety while ensuring data security;
- f) ensure that necessary resources are allocated to research, programmes and projects promoting road safety in Europe;
- g) cooperate with Member States and other key stakeholders on developing a Europe-wide road safety culture.

¹² Document COM (2016) 787 final of December 2016.

10. The Transport Ministers invite industry, in cooperation with civil society in the sector, to:
- a) develop cooperative intelligent transport systems ensuring that new services and systems are compatible, secure and interoperable at European level;
 - b) develop and promote new technologies, especially those automated driving functions and driver assistance systems that reduce the effects of human error and distraction, such as advanced Intelligent Speed Assistance or Autonomous Emergency Braking, protecting in particular vulnerable road users;
 - c) promote the road safety potential of cooperative, connected and automated vehicles.
11. The Transport Ministers highlight the importance of continuous work and cooperation in road safety, and take note of the contributions and commitments made by stakeholders prior to and during the Valletta conference.¹³
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¹³ [NOTE: reference to the conference in this paragraph is specific only to the Declaration which will be issued at the Ministerial meeting.]