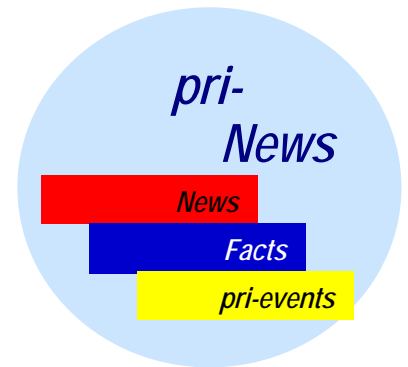




La Prévention Routière Internationale

International Road Safety . Internationale Verkehrssicherheit

Editorial



July 2006/02

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HAVE A NICE HOLIDAY !!

The holiday season is approaching. Super! Finally time to rest, to relax and to fill your time with pleasant activities. We have been looking forward to it the whole year.

But before it is finally really a fact we have to do this and that. This one job has to be finished before the holiday season and that other deadline should be met. Until the very last moment we are still busy with lots of things. And then holiday. Finally!

We put on something casual. We check if everything that we have packed is in the car. We have a last drink and then we're leaving, heading for our holiday destination.

It is still light, but soon the dusk is falling and it is getting dark. It is quiet in the car, at the back seat, the kids are playing with their computergames or they are already asleep. You are loosening your daily stress and you are also becoming sleepy. You take a few deep breaths and you put some chewing gum in your mouth. It only works for a while. You direct the ventilation of the airco towards your face for some fresh air, you also put on more lively music and you turn up the volume. All this cannot prevent you from getting more sleepy, your eyelids are heavy and become more heavy all the time.

Did you know that one out of three deadly accidents on the French motorways is the result of falling asleep behind the steering wheel?

Approximately 15% of the heavy injuries are caused by fatigue of the driver. People who suffer from a severe lack of sleep or who are just tired, have a larger risk of 3 to 8 times of being involved in a traffic accident with injuries as a result.

It is my pleasure to supply you here-with with some safety advice:

- Be aware that you start your holiday in the right way in order to enjoy this period thoroughly and to be able to take in new energy.
- Start your journey totally rested en relaxed, if needed start a day later.
- Remember that driving in the dark is extra tiring. Do not drive for hours on end, but take fifteen minutes rest after every two hours of driving.
- Take your time for long breaks to eat/drink and rest. Do not drink alcohol and listen to the radiotrafficinfor-mation.

No doubt, you have been looking forward to your holiday for quite some time, I wish you a very pleasant period.

Have fun and a save journey.

Have a nice holiday!



*José Miguel Trigoso,
PRI President*

News



EU misses road safety target but promotes hi-tech cars

The Commission's 2001 White Paper on Transport set out the objective of halving the number of deaths on EU roads by 2010. The objective was later incorporated into the Commission's 3rd Road Safety Action Programme, adopted in 2003. After enlargement in 2004, the objective was translated to a maximum figure of 25,000 fatalities a year. According to the European Commission: The mid-term review of the 3rd European road safety action programme, published on 22 February 2006, points to contrasting situations across EU countries for the period 2001-2004:

Best progress achieved:

- France: 8,162 to 5,530 deaths (-32%)
- Portugal: 1,670 to 1,294 deaths (-23%)

Least progress or backward trend:

- Poland: 5,534 to 5,712 deaths (+3%)
- Czech Republic: 1,334 to 1,382 deaths (+4%)

However, progress was described as insufficient by Jacques Barrot, the EU Commission Vice-President in charge of transport policy. Meanwhile, hi-tech cars emerge as a new priority in EU road safety policy.

KEEP EUROPE MOVING!

Review of Transport Safety Policy WHITE PAPER

The achievements of the past years have been significant and the EU has adopted and put into practice several important actions. However, the European transport policy still needs to meet some important challenges, which in turn means that the policy portfolio has to be completed with new initiatives. The policy directions outlined in the communication will be refined on the basis of public consultation and in-depth assessments before deciding on specific measures. They will also be adjusted over time to take into account the changing context and experience gained.

Mobility is at the heart of the European project – and the EU must ensure that it provides its citizens and the economy with the sustainable mobility they demand.

http://ec.europa.eu/transport/transport_policy_review/

New European rules on seat belt use

The latest European Directive on the compulsory use of seat belts has to be incorporated into law in the Member States by 9 May 2006. Under the existing European legislation it was compulsory to use seat belts in vehicles below 3.5 tonnes fitted with restraints. This obligation has now been extended to all categories of vehicles. The Directive also requires the use of restraint systems specially adapted for children.

The new European Directive is a step in the right direction. Failure to use seat belts is the second biggest cause of road deaths, after speeding and ahead of drink-driving. A study carried out for the European Commission has come to the conclusion that, in the best-case scenario, actions targeting the use of seat belts would save 5 500 lives a year in the EU.

Research has shown that the use of child restraints can make a big contribution to reducing the severity of road accident injuries, and that a child who travels without being suitably restrained runs a higher risk of injury and a higher risk of being injured more severely than a child who is properly restrained. The common rules on the protection of children therefore needed tightening up.

<http://europa.eu/rapid/pressReleasesAction>

SAFER CARS

"Intelligent Cars" that call Emergency services could save lives from 2009



MEPs on the Committee on Transport and Tourism recommend that Parliament "supports and encourages" the European eCall initiative that "could save up to 2,500 lives a year and bring about a reduction of up to 15% in the gravity of injuries".

Was warmly welcomed the introduction by 2009 of an eCall system installed in vehicles which would use satellite technology to alert the nearest emergency services to the exact location of a vehicle in the event of an accident and which could save up to 2,500 lives a year.

http://europa.eu.int/information_society/activities/esafety/doc/medias/icar_highlights.pdf



COUNCIL OF MINISTERS - Ireland—May 2006

Press release after the meeting Road safety

In 2002, at their Council in Bucharest, ECMT Ministers agreed on a common goal of **reducing the number of road deaths by 50%** over the period 2000-2012. Now that we are half-way through this period, Ministers were presented with a mid-term report which takes stock of the progress made in achieving this objective.

Although there have been many positive developments, it has to be said that if current trends continue the original objective will not be met. In fact, there would need to be 50 000 fewer deaths on the road in 2012 alone, compared with 2004, to meet the target. Since only six years are left in which to meet the original objective, exceptional efforts need to be made, starting immediately.

The Council adopted a series of recommendations and identified priority actions:

- effectively tackle the main causes of poor road safety, an area where, despite the measures already taken, much progress remains to be made. The main culprits are speed, drink driving, failure to wear seatbelts and the behaviour of young drivers. Two special reports by the Joint OECD-ECMT Research Centre on **young drivers** and **speed management** respectively were presented to Ministers and highlighted the major contribution that measures in those areas could make to reducing road fatalities;
- ensure that existing legislation is properly implemented both now and in the long term;
- raise public awareness of the issue of road safety and the need for action;

- create a suitable organisational and institutional framework for road safety measures;

- put the necessary funding in place.

Ministers reaffirmed their commitment to reducing the number of road deaths by 50% by the year 2012 and signalled their intention to act rapidly in the key areas identified by the report presented to them in Dublin.

<http://www.cemt.org/>

Facts



Algeria
Naili Aissa, Director
DGSN -Direction Générale
de la Sûreté Nationale

Road Traffic Accident Trends in Algeria

The falling trend is the outcome of the combination of various factors, attributable to the success of governmental measures (DGSN) aimed at improving the road traffic environment, propagating stronger awareness of the concept of safety, encouraging safe driving habits, ensuring vehicle safety, preserving order on the roads and implementing other improvements.

In spite of all the measures that have been introduced, the situation in Algeria with regard to road safety, is still extremely worrying. The Government will continue to carry out in 2006 stricter measures in order to combat this phenomenon.

DGSN - Fax: 213 (0) 21 96 37 14

	2004	2005	Dif.	%
Road Traffic Accidents	43,777	39,233	-4,544	-10,38
Injuries	64,714	58,082	-6,632	-10,25
Fatalities	4,356	3,711	-645	-14,81

Czech Republic

Changes in the Highway Code

Main changes in the Highway Code which will come into force on 1st July 2006 The Czech Ministry of Transport and Traffic Police have launched a national wide campaign on changes of the Czech Highway Code. The aim of this campaign with slogan "It is Better if I Check Myself Rather Than to be Checked by the Police!" is to inform general public about changes in the Highway Code. Billboards, posters, TV and radio spots and special web site will be main media of the campaign.

(<http://www.novapravidla.cz>)

The Netherlands

The Intelligent Car

In 2005, there were 8000 fewer road deaths in the European Union than in 2001.

But not enough progress has been made and more effort will be needed, at national and European level, to achieve the objective of halving the number of road deaths by 2010.



The European Commission also intends to draw up legislation that will make many safety devices standard equipment in new cars. Examples are electronic stability control (ESC), seatbelt reminders and the obligatory use of the isofix anchoring system or child restraint seats.

EU project eSafety site:

http://europa.eu.int/information_society/activities/esafety/index-en.htm,

Japan



Road Traffic Accident Statistics for 2004— Overview

Road Traffic Accidents	952,191
Casualties (Fatalities Injuries)	1,190,478
Injuries	1,183,120
Fatalities (w/ 24H)	7,358
Fatalities (w/ 30 days)	8,492

Although fatalities fell below 7,500, the number of injuries and accidents increased slightly over the previous year, the situation remains grave.

Major factors behind the recent decline in fatalities include:

1. Increased usage of seat belts
2. lower pre-accident speeds
3. the effect of the Initiative for stricter Drunk Driving Penalties and the Measures against Dangerous Driving
4. A decline in the rate of pedestrian casualties involving violations by pedestrians

<http://www.iatss.or.jp/english/>

Finland



Survey of fatal accidents investigated by Finnish Road Accident investigation teams

This survey is based on information released by Finnish road accident investigation teams on fatal road accidents investigated in Finland in 2001 to 2005. While the data for 2001 to 2003 is final, information for 2004 to 2005 consists of data investigation at the scene of the accident. http://www.vakes.fi/english/index.jsp?cid=en_lv_k_search

	2001		2002		2003		2004		2005	
ACCIDENTS INVESTIGATED	N	%	N	%	N	%	N	%	N	%
Motor vehicle accidents	270	73	272	77	260	75	262	79	271	76
Pedestrian accidents	54	14	37	11	55	16	44	14	45	13
Cyclist accidents	45	12	42	12	30	9	26	7	40	11
TOTAL	369	100	351	100	345	100	332	100	356	100
FATALITIES	N	%	N	%	N	%	N	%	N	%
Motor vehicle occupants	316	76	320	80	295	78	313	82	307	78
Pedestrians	55	13	37	9	55	14	45	12	46	12
Cyclists	45	11	42	11	30	8	26	6	40	10
TOTAL	416	100	399	100	380	100	384	100	393	100

Numbers and percentages of fatal accidents and lives lost in 2001 to 2005. One accident claimed two pedestrian lives in 2001 and 2004, and 2 persons died in 2005 in a crash between a dog-drawn sleigh and train (counted as pedestrian accident here). (Data for 2004 and 2005 is preliminary.)

United Kingdom

Seat Belt regulations come in:



Passengers on buses and coaches, which have seat belts fitted, will be required by law to wear the belts (or child restraints if available) from Feb 1 2006 in Great Britain

More information: www.rosipa.com

Finland



2006 Government Resolution on Improving Road Safety

With this 2006 Resolution the Government confirms the goal that was set previously. By 2010 the number of road fatalities should not exceed 250. The long-term aim is still to improve traffic safety continuously, so that by 2025 there will be no more than 100 road fatalities per year.

The Government stresses that traffic safety aims must be taken into consideration in all decision-making concerning transport policy. In order to achieve these aims, the following particular measures will be prepared and implemented in 2006-2010:

- Better cooperation between the various authorities, and it will support the Internal Security Programme.
- EU cooperation
- Reducing head-on collisions on main roads
- Reducing pedestrian and cyclist accidents in population centers
- Speed control
- Reducing accidents involving intoxicated
- Reducing accidents in professional transport
- More effective driving tuition and license sanctions

www.liikenneturva.fi

PRI Internal Affairs /2006 General Meeting / 2006 Road Safety Forum

2006 General Meeting

The General Meeting was held on 26 March 2006, in Abu Dhabi Emirates Palace, UAE, at the invitation of the Emirates Traffic Safety Association, ETSS.

In brief the general meeting besides the 2005 administrative and financial questions, unanimously approved, mainly dealt with main lines of action followed by PRI during 2005-2006.

One important action was underlined: the creation of the new regional working party of African Countries with Benin, Burundi, Cape Vert, Nigeria and South Africa and as observers Burkina Faso and Gabon. Mr Yerima Ramlan from Federal Road Safety Commission, Nigeria was confirmed for one year mandate in his position as Chairman and therefore automatically integrated the PRI Executive Committee.

Focal Points for 2006-2007 with the launching of :

- Road Safety Courses /Traineeship for developing countries experts;
- Road Safety Courses targeted to experts and professionals from the national road safety organisations adapted to road traffic situations in South American, African and Arab countries.
- Within the project VAMOS strategies were discussed to involve volunteers and train them for implementing accident prevention programs.

Statutory Elections

Executive Committee Members: GM accepted to extend mandates of ongoing EC members until 2007 in order to be elected at the same time as the President and Vice-President to avoid overlapping of elections.

GM welcomes new executive committee member, the newly elected Chairman of the PRI working party of African countries.

(GM Continued)

PRI Auditors:

Christian Kellner, President Deutscher Verkehrssicherheitsrat (DE) and Michael Vendelbo, an expert from the Danish Road Safety Council, were unanimously confirmed as PRI Auditors.

Welcome to new Members: Confirmed as active members the Syrian Association of Roads Accidents Prevention - SAORAP and Youth Association For Social Awareness, YASA, Lebanon and confirmed as an associated member the Global Road Safety Partnership.

Next General Meeting : GM mandated the executive Committee to decide upon the proposal to hold the next 2007 GM in Madeira Island, Portugal .

2006 Road Safety Forum



Bojan Zlender
Forum Chairman

The topic 2006 is dedicated to the work on the local level and on the work of volunteers in the field of road safety. The contribution of volunteers to the road safety work is highly important.

On behalf of PRI members we thank the lecturers for the active co-operation and valuable contribution which has also illustrated an excellent spirit of partnership and of fruitful mutual work as stated here below .

We are please to inform that all presentations are online at PRI website: www.lapri.org Just follow the Programme links!!!

NEW! X PRI WORLD CONGRESS
PROCEEDINGS ONLINE!!!!
MORE INFORMATION AT
www.lapri.org



Conferences

July 2006	Athens / Greece	<i>26th International Congress of Applied Psychology</i>	www.erasmus.gr/web/pagesNew.asp?lang=2&page=214 info@erasmus.gr
27-30 July 2006	Dublin / Ireland	<i>"11th International Conference Vision in Vehicles, Trinity College"</i>	viv@derby.ac.uk http://ibs.derby.ac.uk/viv
13 September 2006	Bern / Switzerland	<i>Licht 2006 17. Gemeinschaftstagung</i>	http://www.licht2006.ch/slg@bvmbberatung.net
13-14 September 2006	Toronto / Ontario / Canada	<i>Ontario Road Safety Symposium Collision Reduction Through Research, Technology and Innovation</i>	http://www.roadsafetynetwork.com/ted@roadsafetynetwork

List of new publications

 <p>The Royal Society for the Prevention of Accidents</p> <p><i>Helping Young People Learn To Drive Safely</i></p> <p>www.rospra.com/roadsafety/info/learners.pdf</p>	 <p>Department for Transport</p> <p><i>Draft Research Report – Effective Interventions For Speeding Motorists</i></p> <p>Now available on : http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_61</p>	 <p>ROADSAFE <i>A Partnership in Road Safety</i></p> <p><i>Drivers' Attitude Survey</i></p> <p><i>Final report of survey to provide a better understanding of the attitude of drivers to speed.</i></p> <p>http://www.roadsafe.com/roadsafe2/uploadedDocuments/final%20midlands%20report%2028feb06.pdf</p>
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Please feel free to contact PRI with any relevant comments on any issues raised within the articles, or indeed on any subject relevant to Road Safety. info@lapri.org