

Annex 6 EU Measures in the area of road safety.

- 3rd Driving Licence directive¹. This Directive tackles issues related to the driving skills and knowledge of road traffic rules in the Member state where the driving licence was issued. It also sets minimum requirements for driving licence examiners and the strengthening of progressive access to the most powerful motorcycles, thus addressing safety issues related to young and novice drivers who are over-represented among the seriously injured in road crashes². Furthermore, the CBE Directive addresses issues such as awareness of and compliance with road traffic rules in force across the EU and therefore, at times, diverging from the ones in force in the Member State of residence;
- Council Directive 91/671/EEC on the approximation of the laws of the Member States relating to compulsory use of safety belts in vehicles of less than 3,5 tonnes³. Pursuant to such Directive since 2006 wearing seatbelts is compulsory in all vehicles throughout the EU.
- Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community⁴.
- Directive 2003/59⁵ on the initial qualification and periodic training of bus and lorry drivers. This Directive aims at improving road safety by introducing a compulsory initial and periodic training for EU professional drivers Regulation (EC) No 661/2009⁶. This Regulation sets rules for the type approval requirements for the general safety of motor vehicles, their trailers and systems and components addressing vehicle safety.
- Directive 2007/46/EC establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive)⁷.

¹ Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (Recast), OJ L 403, 30.12.2006, p. 18–60.

² Interim evaluation of the Policy orientations on road safety 2011-2020. Written by European Commission, DG MOVE, Unit C4: Road safety, May – 2015.

³ Council Directive 91/671/EEC of 16 December 1991 on the approximation of the laws of the Member States relating to compulsory use of safety belts in vehicles of less than 3,5 tonnes, OJ L 373, 31.12.1991, p. 26–28.

⁴ Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community, OJ L 57, 2.3.1992, p. 27–28.

⁵ Directive 2003/59/EC of the European Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC, OJ L 226, 10.9.2003, p. 4–17.

⁶ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor, OJ L 200, 31.7.2009, p. 1–24.

⁷ Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive), OJ L 263, 9.10.2007, p. 1–160

- Regulation (EU) No 168/2013 on the approval and market surveillance of two- or three-wheel vehicles. This Regulation establishes the requirements for the market surveillance of vehicles, systems, components and separate technical units which are subject to approval and the requirements for the market surveillance of parts and equipment for such vehicles⁸.
- Commission Regulation (EU) No 407/2011 on vehicle electric safety⁹;
- The new Roadworthiness Package, whose measures will enter into force in May 2018. This package includes Directive 2014/45/EU¹⁰ on periodic roadworthiness tests, Directive 2014/47/EU¹¹ on technical roadside inspections for commercial vehicles and Directive 2014/46/EU¹² on vehicle registration documents. The Directives parts of this package provide for new rules aimed to avoiding more than 36,000 accidents a year linked to technical failure. To this end they set minimum standards for vehicle checks updating existing legislation. Notably, they set *inter alia* common minimum standards for equipment, training of inspectors and assessment of deficiencies; and foresee compulsory EU wide testing for heavy motorbikes unless a Member State reaches equivalent road safety enhancement by other measures.
- Council Directive 89/459/EEC on the approximation of the laws of the Member States relating to the tread depth of tyres of certain categories of motor vehicles and their trailers¹³.
- Directive 2008/68/EC on the inland transport of dangerous goods¹⁴.
- Directive 2008/96/EC¹⁵ on road infrastructure safety management. This Directive requires the establishment and implementation of specific procedures with regard to road safety impact assessments, road safety audits, management of road network safety and safety inspections by the Member States.
- Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network¹⁶. This Directive lays down a set of harmonized minimum safety standards dealing with various organizational, structural, technical and

⁸ Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles, OJ L 60, 2.3.2013, p. 52–128.

⁹ Commission Regulation of 27 April 2011 amending Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards the inclusion of certain Regulations of the United Nations Economic Commission for Europe on the type-approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor, OJ L 108, 28.4.2011, p. 13–20.

¹⁰ Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC Text with EEA relevance, OJ L 127, 29.4.2014, p. 51–128.

¹¹ Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC, OJ L 127, 29.4.2014, p. 134–218.

¹² Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles, OJ L 127, 29.4.2014, p. 129–133.

¹³ Council Directive 89/459/EEC of 18 July 1989 on the approximation of the laws of the Member States relating to the tread depth of tyres of certain categories of motor vehicles and their trailers, OJ L 226, 3.8.1989, p. 4–4.

¹⁴ Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (Text with EEA relevance), OJ L 260, 30.9.2008, p. 13–59.

¹⁵ Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management, OJ L 319, 29.11.2008, p. 59–67.

¹⁶ Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the Trans-European Road Network OJ L 167, 30.4.2004, p. 39–91.

operational aspects. Notably, it aims at ensuring that all tunnels longer than 500 metres part of the trans-European road network, whether in operation, under construction or at the design stage, comply with the new harmonized safety requirements.

- Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport¹⁷ and the Commission Delegated Regulation No 885/2013 and 886/2013 respectively on the provision of information services for safe and secure parking places for trucks and commercial vehicles and on the provision of road-safety related minimum universal information free of charge to users.
- Decision No 585/2014/EU on the deployment of the interoperable EU-wide eCall service,. This Decision requires Member States to deploy on their territory the infrastructure required for the proper receipt and handling of all eCalls¹⁸.
- Regulation (EU) 2015/758 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC¹⁹.
- Directive 2007/38/EC on the retrofitting of mirrors to heavy goods vehicles registered in the Community²⁰. This Directive aims at ensuring a greater visibility for drivers of specific vehicles (i.e. heavy food vehicles), in order to protect vulnerable road user as a high number of accidents are caused by drivers of heavy goods vehicles who are not aware that other road users are very close to or beside their vehicle.
- 93/704/EC: Council Decision on the creation of a Community database on road accidents²¹.
- The Urban Mobility Package²². The Package addresses the safety of vulnerable road users who are exposed to risk inside urban areas.

Other relevant road safety projects addressing specific road safety issues are:

- REHABIL-AID: Reducing the HArm and the Burden of Injuries and human Loss caused by road traffic crashes and Addressing Injury Demands through effective interventions, <http://rehabil-aid.seyp.teicrete.gr/>
- LIVE project: Tools to injury prevention, http://ec.europa.eu/transport/road_safety/pdf/projects/live.pdf
- VRUITS: Improving Safety and Mobility of Vulnerable Road Users Through ITS Applications, <http://www.vruits.eu/>
- Rider Scan: European scanning tour for motorcycle safety, <http://www.fema-online.eu/riderscan/>;

¹⁷ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport, OJ L 207, 6.8.2010, p. 1–13.

¹⁸ Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service, OJ L 164, 3.6.2014, p. 6–9.

¹⁹ Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC, OJ L 123, 19.5.2015, p. 77–89.

²⁰ Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the retrofitting of mirrors to heavy goods vehicles registered in the Community, OJ L 184, 14.7.2007, p. 25–28.

²¹ Council Decision 93/704/EC: of 30 November 1993 on the creation of a Community database on road accidents, OJ L 329, 30.12.1993, p. 63–65.

²² http://ec.europa.eu/transport/themes/urban/urban_mobility/ump_en.htm

- MOSAFIM; Motorcyclist road safety improvement through better performance of the protective equipment and first aid devices, <http://www.mosafim.eu/>;
- BIKEPAL: Cyclist's best friend, <http://etsc.eu/projects/bike-pal/>
- SAFECYCLE: ICT applications for safe cycling in Europe, <http://www.safecycle.eu/>.

Numerous EU initiatives are also aimed at informing citizens notably the annual scoreboard brochure²³, the road safety status report²⁴, the EU website on road safety²⁵, newsletters²⁶, the web-platform European Road Safety Charter²⁷

Transport projects that target road safety can also be funded through the use of Horizon funds²⁸.

²³ <http://bookshop.europa.eu/en/road-safety-2013-pbMIAB14001/>.

²⁴ http://ec.europa.eu/transport/road_safety/pdf/vademecum_2015.pdf.

²⁵ <http://ec.europa.eu/roadsafety>.

²⁶ 1 http://ec.europa.eu/transport/road_safety/publications/index_en.htm.

²⁷ <http://www.erscharter.eu/>.

²⁸ Horizon 2020 is the EU Research and Innovation programme: <https://ec.europa.eu/programmes/horizon2020/en/what-horizon-2020>