



Public Policy Newsletter

January 2010

Comment

Regular readers will know that we have already reported on part of January's activities in the special edition FIM-UAM newsletter. With so much activity it has been difficult to find time to report.

ETSC (European Transport Safety Council) has called for new casualty reduction targets. This was discussed, and strongly supported, at an ETSC lunch in January. The FIM's CEO Guy Maitre joined others in signing a letter to the new EU Commissioner. We attach this as an Annex.

It is disappointing to see the UK Transport Ministry attitude to the 3rd EU Driving Licence Directive. The consultation document rejects the option of additional training between licence categories for young riders as too expensive! We do not believe this need be the case at all. The UK already has experience of delegating training to authorised training bodies. This is why our campaign on this issue is so important. If other EU member states can take up the training option this may persuade the UK to think again.

In the FIM and UEM we are politically neutral. It is however positive if riders take an interest and we congratulate the ACU, the MCUI, MAG (UK) and the BMF for their joint action in the campaign "Riders are voters." This will encourage people to ask questions of politicians in all parties ahead of the UK election. The issue of the driving licence is important. Encouraging training as the new EU Directive allows would be positive for road safety.

Achilles Damen, President of the Commission for Mobility, Transport, Road Safety and Public Policy, FIM

Jean-Pierre Moreau, President of the Commission for Road Safety and Mobility, UEM

ACEM (The Motorcycle Industry in Europe) Conference

The severe weather in January made motorcycling in the UK and Belgium impossible for a few days around the time of the ACEM conference. It also affected rail and air transport. However Matthieu Bertrand (our advisor on alternative energy) and Silvio Manicardi attended. Many new concepts were on display as the photographs from Silvio on the following page show.

Presentations made at the conference can be viewed at the ACEM internet site at:

www.acem.eu



"At this time just a concept"

FIM CMT Bureau meeting

A very useful set of meetings were held over two days in Frankfurt finalising work on the new strategy plan for public policy. This plan covers work not only in Europe but across the whole FIM family of 101 national federations.

We also heard about the commitment by ADAC to encourage talented young people into motor and motorcycle sports. Other developments on which we are seeking more information include new technology from BOSCH to lower the cost of fitting ABS systems to PTWs.

Our thanks to ADAC for hosting our meetings at their Frankfurt offices and the chance to meet our colleagues Siegfried Nickenig and Dr Erhard Oehm, Honorary Member of the CMT.



Achilles Damen & Dr Erhard Oehm

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Enclosure ETSC letter

About the FIM (www.fim-live.com)

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the world governing body for motorcycle sport and is an independent association formed by 101 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 49 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro and Speedway. The FIM also deals with non-sporting matters such as leisure motorcycling, mobility, transport, road safety, public policy and the environment. The FIM was the first International Sporting Federation to enforce an Environmental Code in 1994.



Vice President Kallas
European Commission
Rue de la Loi 200
1049 Brussels

15 February 2010

RE: Ambitious Road Safety Targets for 2020

Dear Vice President Kallas,

We, the undersigned, are writing to you, as new Commissioner for Transport to urge you to demonstrate strong political will by setting a challenging yet achievable numerical target for the EU to reduce road deaths by 2020. Although the current target for 2010 will not be reached, it has contributed to at least a 30% reduction in deaths over the past decade. The European Transport Safety Council (ETSC) believes that the adoption of the target in 2001 has been an essential element in motivating countries and international stakeholders to reduce the number of deaths in the past decade and supporting them in achieving this outcome.

The first Global Ministerial Conference on Road Safety adopted a resolution that supported the importance of setting ambitious yet achievable road traffic casualty reduction targets in the framework of a safe systems approach.

Research from across the globe shows that improvements in road safety will only be brought about by adopting a more rational, systematic management approach. This means defining target levels of safety, defining priorities for resources and implementing cost-effective measures according to proven casualty reduction benefit and, regularly monitoring progress. Target setting is a vital part of this approach to improving road safety:

- A shared target at EU level provides a stimulus for EU actions in areas where the Union has exclusive responsibilities for road safety, and for shared activity with Member States on the other aspects of road safety.
- Ambitious, achievable, empirically-derived targets that are based on a comprehensive road safety vision communicate the importance of road safety to the media, the public and other stakeholders.
- Long term road safety visions need interim numerical targets to be realised.
- Targets motivate stakeholders to act and help stakeholders responsible for the road transport system be accountable for achieving defined results. A shared target at European level helps each Member State to see that its road safety improvements are contributing to addressing a Europe-wide problem, anything less could lead to a fragmented and less satisfactory road safety policy.
- Targets sharpen the focus on results and also on the development of system-wide interventions and effective institutional management processes to achieve them.

- The best performing Member States in road safety have used numerical targets in their strategies for many years.
- A shared EU target is helpful for countries to guide them in setting up their national targets and align their national efforts with the European one.
- The EU is still considered as one of the global leaders in road safety. Having adopted a target for the last decade, and not setting one for the next decade would diminish its credibility. As a consequence, the EU would risk leaving the global road safety mainstream.
- The EU has a clear responsibility in guaranteeing a high and uniform level of safety on the European roads.

ETSC's Blueprint for a 4th Road Safety Action Programme proposes a target of reducing road deaths by at least 40% between 2010 and 2020 and serious injuries by at least the same percentage. The proposed targets for reducing road deaths and serious injury by 2020 are based on expert analyses of past trends in numbers of deaths and serious injury, as well as estimated capacity for further improvement.

We thank you very much for considering these important points and look forward to a strong new European Road Safety Programme.

Yours sincerely,

The signatories of this letter are Directors of road safety organisations and supporters from across the ETSC network and beyond.

Surname	First Name	Organisation	Country
Albertini	Gabriele	MEP	IT
Ayala Sender	Ines	MEP	ES
Bach	George	MEP	LU
De Croo	Hermann	MP, Minister of State, Former Minister, Chairman ETSC Board of Directors	BE
Griesbeck	Nathalie	MEP	FR
Grosch	Mathieu	MEP	BE
Higgins	Jim	MEP	IE
Koch	Dieter	MEP	DE
Saïd	El Khadraoui	MEP	BE
Sehnalová	Olga	MEP	CZ
Serracchiani	Debora	MEP	IT
Simpson	Brian	MEP, Chair of the Transport Committee	UK
Sterckx	Dirk	MEP	BE
Van den Bergh	Jef	MP	BE
Avenoso	Antonio	ETSC	
Besozzi	Carlotta	European Disability Forum	

Chaudry	Brigitte	FEVR European Federation of Road Traffic Victims	
Dings	Jos	Transport and Environment	
Ensink	Bernhard	European Cyclists Federation	
Granturco	Thierry	CORTE	
Kisser	Rupert	EuroSafe	
Koller	Michaela	Insurers of Europe, CEA	
Kosinska	Monika	European Public Health Alliance (EPHA)	
Maître	Guy	Fédération Internationale de Motocyclisme	
Parent	Anne-Sophie	AGE Europe	
Stephen	Russell	ANEC, European Consumer Voice in Standardisation	
Van Ratingen	Michiel	EuroNCAP	
Van Waeg	Gert	International Federation of Pedestrians	
Vandenberghe	Daniel	CIECA	
Vincenten	Joanne	European Child Safety Alliance	
Aavik	Andrus	Transportation Department, Tallinn University of Technology	EE
Aeron-Thomas	Amy	RoadPeace	UK
Allsop	Richard	ETSC Board Member Emeritus Professor at UCL – University College London	
Ayöz	Yeşim	Suat Ayöz Trafik Mağdurları Derneği (Suat Ayoz Traffic Victims Association)	TR
Bergomi	Margherita	Università degli Studi di Modena e Reggio Emilia	IT
Bernard	Pottier	Association Prévention Routière	FR
Brett	Noel	Road Safety Authority	IE
Carsten	Oliver	University of Leeds	UK
Mylonas	Vassiliki	Road Safety Institute Panos Mylonas	EL
Dehner	Jürgen	Automobile and Travel Club Germany, ARCD	DE
Domenech	Eugenia	Asociación de Prevención de Accidentes de Trafico	ES
Eichendorf	Walter	DVR German Road Safety Council	DE
Elsener	Peter	Association of Road Victims	NL
Fonzychowski	Ryszard	Road and Safety Association	PL
Francesco	Filippi	University of Rome	IT
Gelpi	Enrico	ACI Italian Automobile Club	IT
Giannopoluos	George	Hellenic Institute of Transport (HIT) National Center for Research and Development of Greece (CERTH)	EL
Gifford	Robert	PACTS, Parliamentary Advisory Council for Transport Safety	UK
Guidoni	Umberto	Fondazione ANIA per la sicurezza stradale	IT
Kullgren	Anders	Research Manager, Folksam	SE

Lama	Dace Gunta	Road Traffic Research	LV
Mackay	Murray	International Research Council on the Biomechanics of Injury	UK
Marchau	Vincent	Netherlands Research School for Transport, Infrastructure and Logistics, TRAIL	NL
Mastrojeni	Marcello	Associazione Italiana Familiari e Vittime della Strada	IT
Mavrikios	Marios	George M. Mavrikios Foundation	CY
Mersch	Jeannot	Association Nationale des Victimes de la Route	LU
Mikulik	Josef	Transport Research Centre	CZ
Niku-Koskinen	Ulla	Finnish Motor Insurers' Centre	FI
Otte	Dietmar	Accident Research Unit, Medical University Hannover	DE
Parts	Juhan	Road Safety Commission, Minister of Economic Affairs and Communications	EE
Pisciuneri	Fabio Bruno	Provincia di Crotone	IT
Ramos	Manuel João	Associação de Cidadãos Auto-Mobilizados	PT
Rosbo	Anders	Danish Road Safety Council SikkerTrafik	DK
Ruppert	László	KTI Institute for Transport Sciences Non Profit Ltd	HU
Sandberg	Kari	Trygg Trafikk - The Norwegian Council for Road Safety	NO
Sandberg	Jan	NTF The National Society for Road Safety	SE
Sanmartin	Jaime	INTRAS -Institute of Traffic and Road Safety, University of Valencia	ES
Shrubsall	Sílvia	Transport Infrastructure, Systems and Policy Group (TISPG)	PT
Siegrist	Stefan	Swiss Council for Accident Prevention	CH
Sürje	Peep	Tallinn University of Technology	EE
Thann	Othmar	KfV Austrian Road Safety Board	AT
Thomas	Peter	University of Loughborough	UK
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Van Houtte	Martin	Belgian Road Safety Institute	BE
Varhelyi	Andras	Department of Technology and Society Lund University	SE
Wojciechowski	Andrzej	Motor Transport Institute	PL

Cc: Mrs. Isabelle Kardacz, European Commission, DG TREN
Mr. Grillo-Pasquarelli, European Commission, DG TREN
Mr. Matthias Ruete, European Commission, DG TREN

Enc. ETSC Blueprint
ETSC 3rd PIN Annual Report Countdown to 2010
ETSC leaflet