



Brussels,
MOVE/C4/MSV/kj ARES (2013)

HIGH LEVEL GROUP ON ROAD SAFETY
15 JANUARY 2013
MINUTES OF THE MEETING

1. INTRODUCTION AND WELCOME

The meeting was opened by Mr Olivier Onidi, Director of DG MOVE C. Mr Onidi welcomed the participants and presented the agenda of the day, underlining the importance of today's discussions on the draft injury strategy report. He also noted that the preliminary road accident statistics for 2012 show a substantial improvement compared to 2011.

INJURY STRATEGY

Mr Szabolcs Schmidt, Head of Unit MOVE C.4, opened the debate by presenting the draft report that had been circulated to meeting participants before the meeting. He stressed that we are now in the preparatory phase of the work on this injury strategy and that the report builds on the progress made at the High Level Group meeting in Copenhagen, June 2012, notably with respect to identifying suitable definitions of "seriously injured".

ES, FR and DE presented their experiences and on-going work on injury data gathering. ES underlined that they had introduced the new data gathering system on very short time and to low costs. ES recommended Member States not to use correction coefficients but to use hospital data directly. As a first step, there might not need to be a link between the police and hospital data, if only the total number of seriously injured is to be collected. ES promised to share information on available software for transforming ICD codes into MAIS. FR presented a pilot project in the Rhone region that has revealed the scope of under-reporting in the old data gathering system. FR also presented differences found in the patterns of serious injuries compared to fatalities and the different patterns in injuries found in different age groups. DE underlined the need for a harmonised definition for comparable data and discussed the benefits of building on police reports. The police reports include important accident data that helps understanding cause and type of accident for better road safety analysis. The police report can be complemented with the medical assessment of injury severity through data being collected from the trauma

centres into the police reports. SE also made a short presentation, stressing the need to report all level of injuries to have a complete database, maintaining the possibility to do analysis also for MAIS2.

Drafting suggestions to the document were suggested by meeting participants, notably regarding the possibility for the police to make preliminary assessments of the injury severity.

Meeting participants asked about the coming steps and requested clarifications regarding the use of correction coefficients. The meeting discussed whether or not the police data was essential at this time. It was also clarified and agreed that the definition of "serious injury" as MAIS3+ does not mean the data on slight injuries will not be reported, or that the information on exact MAIS score will be lost in aggregation of data sets. Participants raised the issue of hospital data sometimes taking longer to assess and collect than police report data.

Most Member States confirmed that they will be able to report injury data with the MAIS definition as proposed. The reporting of data as from the year 2014 was mostly described as achievable and realistic, though CZ voiced concerns about the timelines.

It was concluded that the meeting fully supports the use of MAIS 3+ as the common EU definition of "serious injury".

The Commission explained that at this first stage the priority is to arrive at a more accurate total number of the seriously road injured. Therefore there could be three options for Member States: to link police and hospital data; to use only the hospital data; or to use the police data corrected by a national coefficient. The latter option should enable all to have data available for the year 2014, published in 2015.

The next step is that the draft report will be fine-tuned according to the comments by the HLG. The revised document will be sent to the HLG. A meeting of technical experts will be called to discuss the details of the new data gathering: what options the Member States are likely to use and how the data will be delivered. The Irish Presidency hosts a conference in Dublin on 28 March where a presentation is to be made on the progress of the injury strategy. A target will be set in 2015 when the first data arrives.

The presentations made during the meeting will be circulated to all participants together with the meeting minutes.

ITS AND IN-VEHICLE TECHNOLOGIES FOR ROAD SAFETY

Mr Szabolcs Schmidt and Mr Roberto Ferravante, Unit MOVE C.4, presented the on-going work on in-vehicle technologies for road safety. A paper is being prepared, taking stock of the presently available technologies with potential for road safety. Member States will be invited to a meeting planned for 8 March to discuss this issue further and to share Member States experiences on these technologies.

The meeting supported the initiative and discussed the challenges of driver responsibility and possible negative backlash effects. Some Member States expressed a wish that the initiative should focus on concrete solutions and the Commission was recommended to stay informed of relevant on-going discussions in UNECE. Participants requested further information about the meeting planned on 8 March.

It was concluded that the paper would be useful to Member States and that there was scope for further exchange of information between Member States on this topic.

2013 UN GLOBAL ROAD SAFETY WEEK

Ms Susanne Lindahl, Unit MOVE C.4, presented the planned activities of the European Union during the United Nations Global Road Safety Week, 6-13 May 2013. There will be a full-day conference on "pedestrian safety in urban areas" and the Member States were invited to join in a common EU campaign during the week.

Member States expressed great support for the planned activities and confirmed that they will in different ways organise activities in relation to the UN Decade of Action or take part in the Road Safety Week. Most Member States also confirmed that data on pedestrian fatalities for the week 6-13 May can be delivered within a reasonable timeline. The specific challenge of gathering data from the urban areas was discussed and options proposed.

The meeting discussed possible campaign messages. A balance must be struck between a realistic goal and a slogan bold enough to catch the interest and attention of the target audience.

The Commission will send out more information about the data requested for the week and a proposed new slogan. Member States were encouraged to send ideas for the slogan at the earliest possible time.

EU ROAD SAFETY OBSERVATORY

Ms Maria Teresa Sanz Villegas, Unit MOVE C.4, presented the mission and the objectives of the EU observatory as well as the website linked to the Europa Road Safety web pages.

Mr Pete Thomas, Director of the Transport Safety Research Centre presented the EU-financed research project DACOTA. He stress the fact that data and knowledge on road accidents is fundamental for policy makers and the European Road Safety Observatory is a unique place with information for road safety purposes. He briefly presented the main deliverables of the project and the vision for the future functioning of the EU observatory.

ANY OTHER BUSINESS

Mr Szabolcs Schmidt informed on the latest developments of legislative actions,

- The Driving Licence Directive will enter into force on the 19 of January and the Commission is verifying the transposition. A press conference with the participation of the Commissioner Mr Kallas is planned on Friday 18th of January. Member States are encouraged to provide for broad publicity a video clip which is available at http://ec.europa.eu/transport/road_safety/topics/behaviour/driving_licence/index_en.htm;

- A common approach on the Roadworthiness package was reached at Council level in December. The Commission expressed worry regarding the exclusion of motorcycle inspections and the increase of intervals for testing old vehicles in the Council position. The next steps will be the hearing in the European Parliament planned on the 22 of January. After votes in the TRAN committee and in the plenary in May and July, the

Council will conclude with the Common position. The HLG members are encouraged to pursue internally in their Member States the discussion on the two outstanding points;

- On cross border enforcement, the transposition ends next November. Mr Schmidt clarified that the electronic data exchange will use the EUCARIS system and shared the concerns of the Commission that the data exchange system that is directly built by the Member States will not be ready.

The Member States were thanked for providing the information on traffic rules, this publication will be available on the web and in a version accessible via smart phones.

It was announced that Spain tentatively offers to host a workshop on data gathering on the serious injuries.

CONCLUSIONS AND FOLLOW-UP

Meeting minutes and powerpoint presentations will be sent out shortly. The revised injury report and more information about the planned technical meetings on injury data gathering and the ITS paper respectively will also be circulated, as will the requested follow-up information on the EU road safety campaign during the UN road safety week.