

Measure 51: Tackling dangerous driving

First page:

<p><i>Policy package:</i></p> <p>ID: Road Safety, quality and environment</p>
<p><i>Measure 51:</i></p> <p>Tackle dangerous driving and exchange of good practices with a view to encouraging responsible driving through training and education schemes aimed in particular at young drivers.</p>
<p><i>What is the problem being addressed ?</i></p> <p>All the Member States are face with the same road safety problems. Amongst others, a main cause is the consumption of alcohol and drugs or fatigue. According to COM (2003) 311, drinking and driving is responsible for about 10.000 deaths each year. The problems of driving under the influence of drugs and fatigue are also increasing. Indeed, the use of illicit drugs and some medicines is an increasingly worrying factor in road accidents, as it is the more recent trend towards combining drug-taking with drinking. Different measures will have to be taken to combat this scourge, such as the establishment of a harmonised procedure to detect illicit drugs in drivers involved in lethal accidents, the development of detection equipment, adequate training for road traffic police, and the sharing of results of studies on prevalence, checks and rehabilitation. In particular, a study on the rehabilitation programmes which exist in some Member States (ANDREA project) shows that some of them are remarkably effective, achieving a 50% reduction in the number of re-offenders. It would be therefore seem promising to link a probationary or points-based licensing scheme to the rehabilitation courses whereby offenders may seek to have their licences returned after withdrawal (as it has been recently introduced in Italy).</p> <p>The European Union could support also exchange of practices as regards education and awareness campaigns, like the support given in 2001 and 2002 to extend Belgium's "Bob" or "designated driver" campaign to other Member States (Belgium has for some years been running a campaign to encourage party-goers to designate one person, "Bob", to remain sober and to drive everyone home safely).</p>
<p><i>Measure's costs and/or benefits:</i></p> <p>It depends from the specific measure adopted, but in any event the cost benefit ratio would be fairly high.</p>
<p><i>Legislative implementation at the EU level:</i></p> <p>At the best of our knowledge, there are no specific EU proposals concerning this measure.</p>
<p><i>What are the objectives ?</i></p> <p>The target of this measure are especially young drivers between 15 and 24 years. These pay a heavy toll in terms of road accidents. Several unfavourable factors come together in this respect: insufficient experience of driving, a greater appetite for risk, and an attitude which is less respectful of the rules of the road. Other factors (fatigue, night-time driving, the use of legal and illegal psychotropic drugs, and group behaviour) mean that in some Member States car accidents on Friday and Saturday evenings have become the main cause of death of young people. According to the data shown in COM (2003) 311, more than 2000 people are killed each year in the EU15 for these reasons. So the specific target of this measure against which to monitor objective achievement is the reduction in the number of accidents involving young drivers and the related fatalities and injuries.</p>
<p><i>Interactions with other WP measures:</i></p> <p>This measure is clearly related to Measure 48 which harmonise the rules governing checks and penalties.</p>

Second page:

Output indicators:

Typologies of measures (e.g. education programmes, rehabilitation programmes etc.) implemented in the Member States

Outcome indicators: intermediate impacts on transport markets

The reduction in the number of accidents involving young drivers may have an impact on the level of insurance premiums applied for this category of users (they may decrease).

Outcome indicators: final impacts on transport users and non users

Increased safety for young drivers, which could be monitored observing the number of people killed between 15 and 25 (or another range) in road accidents, by time and day – annual average.