



12th ASECAP Road Safety Conference 2019

Why should we be all involved to save lives?

**Monday, 18th of March 2019
European Parliament, Brussels**

Hosted by *Mr. Miltiadis Kyrkos*,

Member of the European Parliament (TRAN Committee)

SPEECH of Mr. Miltiadis Kyrkos

Ladies and Gentlemen,

It is a great pleasure for me to welcome you to the 12th ASECAP Road Safety Conference.

Road transport is not only about economy, employment or pollution. It is also about the 25.000 lives lost every year in EU roads.

Since 2010, when the European Commission adopted the road safety programme, aiming at reducing road deaths in Europe by half in the following decade, things have definitely been improved, but we still have some distance to cover.

We need even more detailed and measurable targets focusing on three main issues: vehicle safety, infrastructure safety and road users' behaviour.

In this framework the shared responsibility and role of the European Parliament in the policymaking is important with considerable initiatives and positions related to the given policy area. The European Parliament has adopted numerous resolutions regarding or covering road safety.

New EU rules covering road infrastructure safety and minimum vehicle safety standards moved a step closer following approval on January 10 by the Parliaments Transport Committee, of which I am a proud member.

Improving infrastructure is a cornerstone of road safety and will be critical to achieving the EU' s new road safety targets for 2030 and implementing a Safe System approach across

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the road network. The road system should be safe for use by every road user in every EU member state.

Motorways are safe (the EU is considered to acquire one of the safest road networks), however, accidents occur.

Why? Because of the complexity of the mobility factors:

- Road infrastructure
- Type of Vehicles (HGV, Private Vehicles, motorbikes)
- Service level of the vehicles (Roadworthiness Test)
- Weather conditions
- Driving behaviour

In order to decrease further the road fatalities, we need deep analysis and ranking of the causes of the accidents in addition to ranking of the road infrastructure. One specific case is the causes of the accidents due to driver's distraction.

We need an active road safety expert committee in order to analyse the causes and to make specific proposals to the policymakers. In this committee, we need all the key stakeholders (road managers, vehicle manufacturers, technology providers, etc).

Road operators are dealing daily with real road traffic and accidents.

Based on the figures - results, they succeed to manage safely their network, thus they have the know-how and I am sure that EP welcomes their readiness to contribute actively, in order to save one more life.

But the real key question, dear friends, is how the driver can cope with distractions - and as a motorcycle driver I can assure you that all these touch screens advertised and automatic systems which make the drivers complacent result in new types of accidents. For these there are no replies coming from infrastructure or road management.

Before I pass the floor to the honourable speakers, kindly accept my apologies for leaving for Greece tonight, for unforeseen obligations.

I would like to thank ASECAP for organising this event and especially its Secretary General Mr DIONELIS and its President Vassilis HALKIAS and a successful outcome of this conference.

Thank you.